

# **Naval Documents of The American Revolution**

**Volume 10**

**AMERICAN THEATRE: Oct. 1, 1777–Dec. 31, 1777**

**EUROPEAN THEATRE: Oct. 1, 1777–Dec. 31, 1777**

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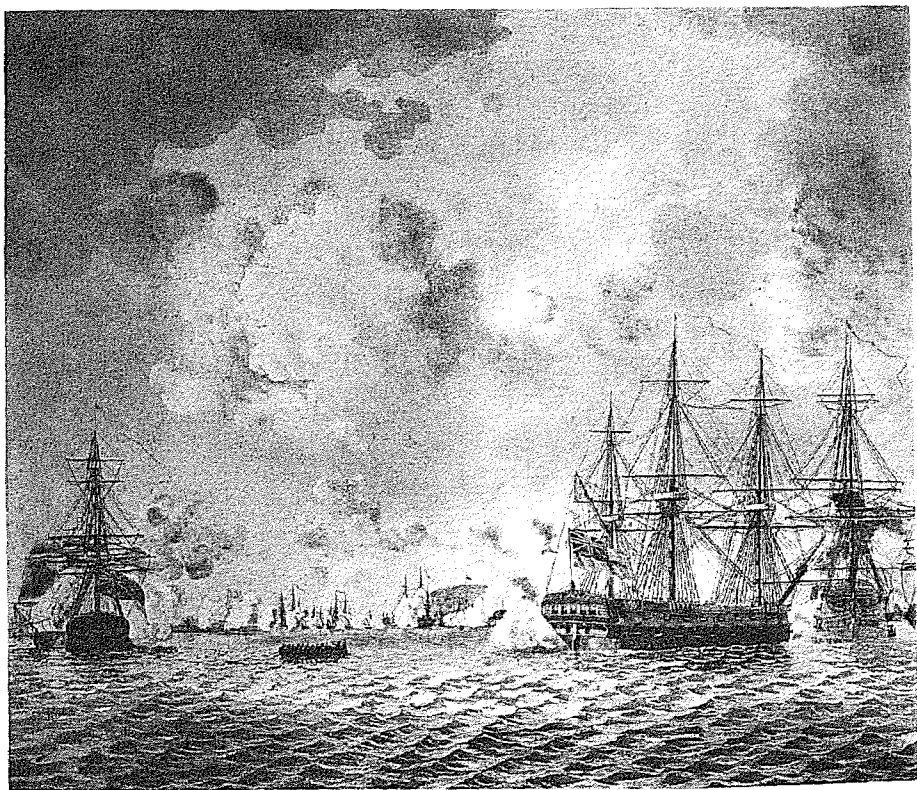
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NAVAL DOCUMENTS OF  
The American Revolution



*Action off Mud Island, 22 or 23 October 1777.*

# NAVAL DOCUMENTS OF The American Revolution

## VOLUME 10

AMERICAN THEATER: October 1, 1777–December 31, 1777

EUROPEAN THEATER: October 1, 1777–December 31, 1777

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

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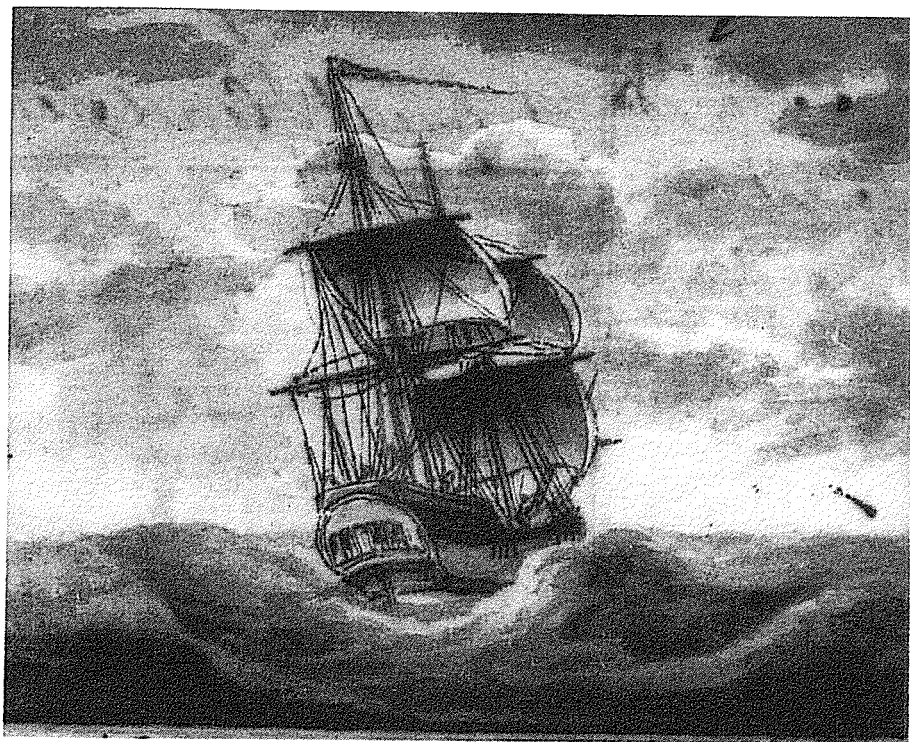
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*This drawing and others of similar nature throughout the volume are from journals kept on board the snow Minerva, Nicholas Pocock, Master. (Courtesy of the Mariners Museum, Newport News, Virginia.)*

THE WHITE HOUSE  
WASHINGTON

December 20, 1994

FOREWORD

"I learn with great satisfaction that you are about committing to the press the valuable historical and state-papers you have been so long collecting," Thomas Jefferson wrote in 1791 to Ebenezer Hazard, a scholar who was about to publish a collection of documents on America's early history. "Time and accident are committing daily havoc on the originals deposited in our public offices," Jefferson continued. "Let us save what remains: not by vaults and locks which fence them from the public eye and use . . . but by such a multiplication of copies, as shall place them beyond the reach of accident."

Jefferson realized that our nation's history cannot be understood fully without study of the documentary record. For many years, the United States Navy has published documents that record its place in the nation's history, making these documents available to researchers. This volume is part of a series that contains copies of original documents recording the deeds of America's first sailors, whose valor and perseverance helped win our independence.

The events of the last three months of 1777, the period covered by this volume, illustrate clearly the crucial role of sea power in our nation's formative struggle for liberty. Ships, laden with munitions urgently required by the Americans, tried to elude the British blockade. Continental Navy ships and American privateers, operating in European waters and the West Indies, diverted Britain's naval resources and aggravated tensions between Great Britain and nominally neutral countries. News that the Continental Army had defeated General Burgoyne at Saratoga, New York, moved France closer to the decision to become an open ally.

This volume documents in detail the momentous and bloody British effort to control the Delaware River in order to maintain Britain's hold on the city of Philadelphia. From both the American and the British perspectives, the story of the desperate fight for the Delaware River makes evident the importance of littoral warfare, and it also shows that the cooperation between sea and land forces that continues today is an essential element of our nation's defense.

I congratulate the Department of the Navy for continuing this monumental publishing project. The documents contained in this volume will inspire and instruct the professional sailor, the historical scholar, and the American citizen interested in the history of our nation.

Bill Clinton

## Introduction

"The day is I hope near at hand when we can say with safety that America is free and Independent," wrote Thomas Wharton, Jr., president of the Pennsylvania Supreme Executive Council, to John Hazelwood, commodore of the Pennsylvania State Navy, on October 24, 1777. Wharton's optimism was inspired by the news that two Royal Navy warships, H.M.S. *Augusta* (64 guns), and H.M. sloop *Merlin*, had been destroyed in combat with American forces. They had been attempting to support an attack by land on Fort Mercer, part of the American defenses along the Delaware River by which the Americans sought to isolate the British forces that recently captured Philadelphia. Word of the ships' destruction came just a few days after confirmation of the surrender of a British army to American arms at Saratoga, New York.

In the last months of 1777 events such as these, and indications that France might enter the war as a formal ally, made the Revolutionaries hopeful that their struggles would achieve American independence. Nevertheless, these patriots had just cause for concern. Despite the Americans' brave and desperate defense of the Delaware passes, the British won control of the river before winter set in, ensuring their hold on Philadelphia. A British thrust up the Hudson River in October, although too late to save Burgoyne's army, demonstrated the effectiveness of a joint army-navy British force, and how unprepared and ineffective American defenders could be. This maneuver resulted in the destruction of three American forts and two Continental Navy frigates, and the burning of the New York state capital at Kingston. In October 1777 an American operation to recapture Newport, Rhode Island, failed miserably. The British continued to blockade Chesapeake Bay and Charleston, South Carolina.

These operations and a number of more minor campaigns are documented in this volume. Highlights include selections from the extant logbooks of all the British vessels in the Delaware River campaign, including some not used by earlier historians of that campaign. The volume also introduces new sources previously unexamined by scholars. Two, from the records of the High Court of Admiralty in the Public Record Office, an undervalued resource, are the journal of the Rhode Island Navy galley *Spitfire* and a letter book of Continental Navy Captain Gustavus Conyngham, unknown to Robert Wilden Neeser when he published the definitive edition of Conyngham's papers in 1915.

Some documents in these pages are especially rich in description, such as the intelligence reports of the physical appearance of Continental Navy warships *Alfred* and *Raleigh* (enclosed in Admiral Sir Thomas Pye to Philip Stephens, Oct. 25, 1777). Other, more prosaic records contain hidden gems of information, such as the "Red Baise to line ports" listed in the Account of the Continental Navy brigantine *Resistance* (Nov. 9, 1777). In these documents we hear the voices of ordinary seamen, as when the crew of the Maryland Navy ship *Defence* petitions the governor to investi-

gate their harsh conditions of service (Dec. 9, 1777). We also hear the protests of the victims of injustice, such as the plea of Cuba, an African American woman taken into Boston on board a prize, appealing to the authorities of the State of Massachusetts to prevent the captors from selling her as a slave.

Dr. Michael J. Crawford, editor of this volume and head of the Early History Branch of the Naval Historical Center, and his assistant editors E. Gordon Bowen-Hassell, Charles E. Brodine, Jr., and Mark L. Hayes labored together many years in surveying collections, selecting documents, transcribing, translating, and annotating the materials, and, finally, preparing the comprehensive index. They wish to acknowledge with thanks the superb assistance rendered them by the two other historians in the branch, Christine F. Hughes and Carolyn M. Stallings, who temporarily set aside their work on the third volume of the Center's *Naval War of 1812* documentary series to participate in the various stages of proofreading. Charlotte Marie Knowles, the branch secretary, provided splendid word-processing and general office support. The staffs of other Center branches, especially the Navy Department Library and the Curator Branch's Photographic Section, provided essential services. Wendy E. Karppi, of the office of the Center's Senior Historian, lent her expertise in correcting Spanish transcriptions and translations.

This volume builds on the accomplishments of previous editors and staff. The project's first editor, William Bell Clark, laid the foundations for our *Naval Documents of the American Revolution* series as early as the first decades of the twentieth century, when he began collecting the texts of documents relating to the naval aspects of the war. In addition, the current editors acknowledge a debt of incalculable proportions to Dr. William James Morgan, editor of volumes 5 through 9, who continues to advise the Center as Senior Historian Emeritus.

During a 10-month fellowship in documentary editing, Dr. Gregory D. Massey assisted the project by selecting, transcribing, annotating, and indexing documents concerning the lower South and the West Indies. The Center is grateful to him for his fine contribution and to the National Historical Publications and Records Commission, which sponsored his fellowship.

The following summer interns assisted with various editorial tasks: Midshipman Christopher Adams, Ensign Aaron Cooper, and Andrew Laas. Two members of the United States Navy Reserve Volunteer Training Unit 0615 also made valuable contributions: Commander Dennis Grabulis, and J01 Loraine Ramsdall.

Among the translations of foreign-language materials appearing in this volume are those by Commander Canio Di Cairano, USNR (Ret.), Elizabeth G. Crabbs, Russell B. Holmes, and Dr. Oscar M. Villarejo. Mary Hannah, of the Department of the Navy's Naval Maritime Intelligence Center, Foreign Language Services, cheerfully handled contractual arrangements for a number of document translations. Antonia Macarthur performed wonders of research for the volume at the Public Record Office in London.

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*Diary of the American War: A Hessian Journal*, by Johann von Ewald, translated and edited by Joseph P. Tustin, New Haven, Conn.: Yale University Press, Copyright © 1979 by Yale University.

*The Keith Papers. Selected from the Papers of Admiral Viscount Keith*, edited by W. G. Perrin and Christopher Lloyd, [London]: Navy Records Society, Copyright © 1927–55.

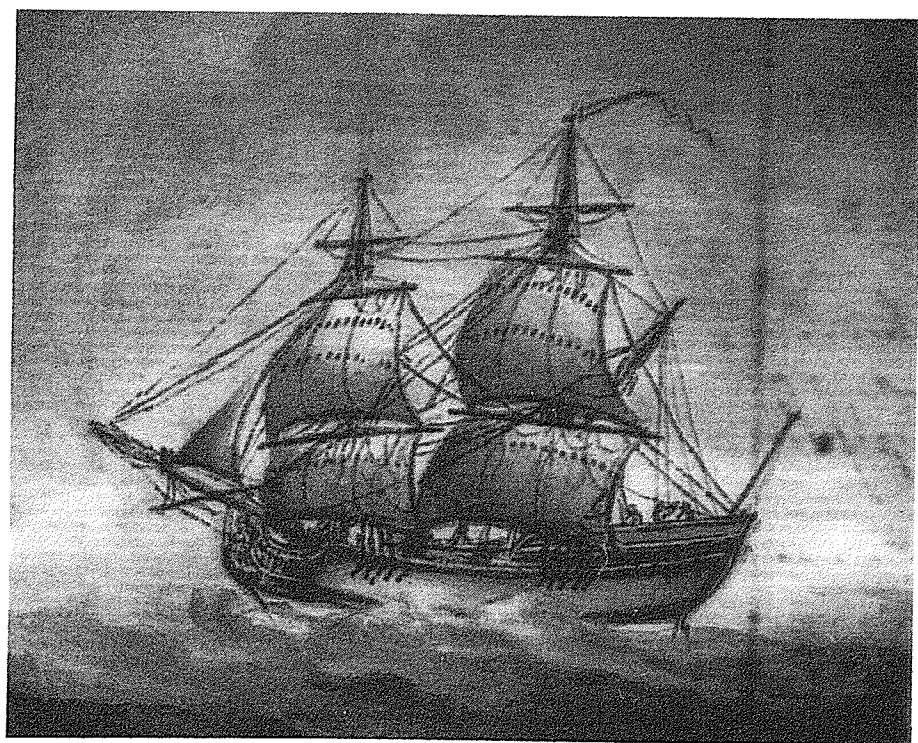
*Diary of Frederick Mackenzie, Giving a Daily Narrative of his Military Service as an Officer of the Regiment of Royal Welch Fusiliers during the Years 1775–1781 in Massachusetts, Rhode Island, and New York*, by Frederick Mackenzie, Cambridge, Mass.: Harvard University Press, Copyright © 1930, 1958 by the President and Fellows of Harvard College.

*The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty 1771–1782*, edited by G. R. Barnes and J. H. Owen, [London]: Navy Records Society, Copyright © 1932–38.

The present volume publishes the texts of documents drawn from fifty-seven repositories and private collections, located across North America from Portland, Maine, to San Marino, California, and from Halifax, Nova Scotia, to Hamilton, Bermuda, as well as in several centers of learning in Europe. Three repositories are newly represented in the series: City of Liverpool Library, Liverpool, England; Archivo General Central, Alcala de Henares, Madrid, Spain; and Archivo General de Simancas, Valladolid, Spain. We greatly appreciate the cooperation of all of these institutions and individuals.

The mission of the Naval Historical Center is to disseminate information on naval history in order to promote an understanding of America's naval and maritime heritage. We are deeply grateful to Dr. Crawford and his associates for so ably producing a volume that will be of continuing value to scholars, students, naval personnel, and other individuals interested in the crucial role played by the sea and by those who go down to the sea in the development of the American nation.

WILLIAM S. DUDLEY  
Director of Naval History



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## Editorial Method

### *Principles of Selection*

In selecting documents for this series, the editors' goal is to include no more and no less than those records that are necessary for a comprehensive understanding of the war at sea of the American Revolution. This documentary collection is intended to be comprehensive, not in the sense that it might include every document touching on the war at sea, but rather, in the sense that it should provide comprehensive coverage to naval aspects of the armed struggle, as well as present the reader a meaningful overview of the entire sea effort. As an earlier volume explained, "documentation bearing on the regular naval forces on both sides, state navies, privateers, merchant shipping, logistics of the conflict, and operations on sea, lake, bay and river fall within the context of 'naval document' as used in this series" (vol. 6, p. xi). The series accounts for the activities of each of the Continental Navy's warships and of most of those of the state navies. It seeks to document every aspect of the ordinary business of operating and maintaining the Continental and state navies. It chronicles privateering activities, both American and British. The series accounts for the activities of British squadrons in American waters and of selected individual British warships. While not attempting to document the ordinary business of operating and maintaining the Royal Navy, it deals with the British side of naval operations, logistics, convoys, transports, and manning of vessels. Documentation is selected that reveals the aims and strategy of the British, accounts for prizes taken, and balances American Patriot accounts of actions and operations. Diplomatic correspondence is included that deals directly with naval matters, including the outfitting of privateers and American naval vessels, and the sale of their prizes, in European and Caribbean ports, and the supplying of America with munitions by European powers.

### *Placement of Documents*

Documents in this volume are placed either in the American Theater section or the European Theater section according to whether they originated in America or in Europe, even though some documents created in Europe may be about events in America, and some created in America may be about events in Europe. Within each theater documents are in chronological order, by date of origin. Under each date they appear more or less in geographic order, by place of origin, from north to south, usually following coastlines.

## Notes

Notes on the texts follow each document. Unnumbered notes precede numbered notes and describe the source documents, using the abbreviations, repository and collection symbols, and short titles listed below. Contemporary addresses, endorsements, and docketings are cited in the source notes.

In notes identifying officers of the Royal Navy, a bracketed numeral after the name refers to the enumeration system employed by the British Admiralty to differentiate officers of the same name and incorporated into *The Commissioned Sea Officers of the Royal Navy 1660–1815*, 3 vols. ([London]: [National Maritime Museum], [1954]).

## Transcription

Transcriptions adhere as closely as possible to the originals in spelling, capitalization, punctuation, and abbreviation, retaining dashes and underlining in the original texts. Exceptions to this general rule are as follows. The names of ships are italicized. Complimentary closes, unless unusual or otherwise significant, are shortened and ended with [&c.], and, in the interest of saving space, are printed at the end of the last paragraph of text. Words and passages that were crossed out by the author are transcribed either as overstrikes or in notes only if they are deemed of significance by the editors. The tilde, a flourish employed by writers in the eighteenth century as a form of abbreviation and to indicate the omission of one or more characters, is omitted. Where the source is a newspaper or other printed work, there is generally no attempt to retain typeface: for example, blocks of text in all italics have been put in roman, and some words in all capitals have been normalized. Exceptions are printed broadsides or advertisements where different typefaces emphasize the meaning of the text.

To the end of presenting accurate texts of the original documents, this volume introduces the practice of rendering non-English documents in their original language, accompanied by English translations. The spelling and accent marks of the originals, however irregular, are preserved in the transcriptions.

## Ships' Logs

Two categories of modifications to the original text appear in the transcriptions of most of the logbooks and officers' journals that appear in this volume. First, a number of columns with such information as the direction of the wind, ship's course, distance traveled, latitude, and longitude are eliminated. The noon bearing is brought into the text of the "Remarks" column, set off as a separate paragraph. Second, the dating of the daily entries has been made to conform with civil time, rather than sea time. Most eighteenth-century logbooks and journals of ships at sea began the new day with the previous day's noon reading—the locating of a ship using navigational instruments when the sun was at its meridian. Thus, according to the log of a ship in the midst of the ocean, noon on 24 December civil time would be the beginning of 25 December. In this volume, however, each day's entry begins with midnight. In making this modification, the editors start each entry with either the noon bearings or the last bearings of the previous day.



## *Textual Devices*

The editors silently supply letters and words that are missing from a damaged manuscript but are obvious from the context. They use brackets and roman type to supply those letters and words that are probable, with a question mark where they are questionable. The editors use brackets with italic type when supplying the proper spellings of personal and geographic names or the correct spellings of words that are otherwise confusing. They use the bracketed, italicized phrases, [*torn*] and [*illeg.*] (“illegible”), whenever there are indecipherable or non-conjecturable words missing from manuscripts. The virgule, /, in source notes indicates a line break in addresses, endorsements, and docketings. Extracts, translations, and enclosures are indicated thus: [Extract]; [Translation]; [Enclosure]. All other editorial insertions in the body of the texts are indicated by italic type within brackets.

## **Abbreviations Used to Describe Manuscripts**

Copy	Contemporary copy
D	Document
Df	Draft
DfS	Draft Signed
DS	Document Signed
L	Letter, Recipient's Copy
LB	Letter Book
Transcript	Copy not contemporary
Translation	Contemporary translation

## **Repository Symbols**

CaNSHP	Public Archives of Nova Scotia, Halifax, Nova Scotia, Canada
CsmH	Henry E. Huntington Library, San Marino, Calif.
Ct	Connecticut State Library, Hartford, Conn.
CtHi	Connecticut Historical Society, Hartford, Conn.
CtNLHi	New London County Historical Society, New London, Conn.
CtY	Yale University, New Haven, Conn.
DLC	Library of Congress, Washington, D.C.
DNA	United States National Archives, Washington, D.C.
FrLAL	Archives Du Port de Lorient, Lorient, France
FrPMAE	Archives Du Ministère Des Affaires Etrangères, Paris, France
FrPNA	Archives Nationales, Paris, France
M-Ar	Massachusetts State Archives, Boston, Mass.

MB	Boston Public Library, Boston, Mass.
MBMS	Boston Marine Society, Boston, Mass.
MdAA	Maryland State Archives, Annapolis, Md.
MdHi	Maryland Historical Society, Baltimore, Md.
MeHi	Maine Historical Society, Portland, Maine
MH-H	Harvard University. Houghton Library, Cambridge, Mass.
MHi	Massachusetts Historical Society, Boston, Mass.
MiU-C	University of Michigan. William L. Clements Library, Ann Arbor, Mich.
MSaE	Essex Institute, Salem, Mass.
N-Ar	State Archives and Records Administration. The University of the State of New York, Albany, N.Y.
Nc-Ar	North Carolina State Department of Cultural Resources. Division of Archives and History, Raleigh, N.C.
Nh-Ar	New Hampshire Department of State. Division of Records Management and Archives, Concord, N.H.
NhHi	New Hampshire Historical Society, Concord, N.H.
NHi	New-York Historical Society, New York, N.Y.
NHpr	Franklin D. Roosevelt Library, Hyde Park, N.Y.
NjGbS	Rowan College of New Jersey, Savitz Library, Glassboro, N.J.
NjMoHP	Morristown National Historical Park, Morristown, N.J.
NjP	Princeton University Library, Princeton, N.J.
NN	New York Public Library, New York, N.Y.
NNPM	Pierpont Morgan Library, New York, N.Y.
PHarH	Pennsylvania Historical and Museum Commission, Division of Archives and Manuscripts, Harrisburg, Pa.
PHC	Haverford College, Haverford, Pa.
PHi	Historical Society of Pennsylvania, Philadelphia, Pa.
PPAmP	American Philosophical Society, Philadelphia, Pa.
R-Ar	Rhode Island State Archives, Providence, R.I.
RHi	Rhode Island Historical Society, Providence, R.I.
RNHi	Newport Historical Society, Newport, R.I.
RPJCB	Brown University. John Carter Brown Library, Providence, R.I.
ScCoAH	South Carolina Department of Archives and History, Columbia, S.C.
ScHi	South Carolina Historical Society, Charleston, S.C.
SpMAA	Archivo General Central, Alcala de Henares, Madrid, Spain
SpMAH	Archivo Historico Nacional, Madrid, Spain
SpSAG	Archivo General de Indias, Seville, Spain

SpVAS	Archivo General de Simancas, Valladolid, Spain
Uk	British Library, London, United Kingdom
UKLNMM	National Maritime Museum, Greenwich, United Kingdom
UKLPR	Public Record Office, London, United Kingdom
Vi	Virginia State Library, Richmond, Va.
ViHi	Virginia Historical Society, Richmond, Va.
ViU	University of Virginia, Charlottesville, Va.
ViW	College of William and Mary, Williamsburg, Va.

## Collection Symbols

Adm.	Admiralty
Arch. dipl., Corr. Pol.	Archives diplomatique, Correspondance Politique
C.O.	Colonial Office
H.C.A.	High Court of Admiralty
RG	Record Group
S.P.	State Papers

## Short Titles

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# AMERICAN THEATER

*From October 1, 1777, to December 31, 1777*



## AMERICAN THEATER

*From October 1, 1777, to December 31, 1777*

### SUMMARY

Small Massachusetts privateers continued to infest the remote harbors of Nova Scotia and the Bay of Fundy, causing alarms and the diversion of Royal Navy ships for the protection of the coast. Larger Massachusetts privateers cruised off the New England coast and even extended their operations to the Bay of Biscay, Spain, and Portugal. The brigantine *Civil Usage* (12 guns) had an unusually successful cruise, taking 14 prizes off Spain and Portugal. Another Massachusetts privateer, the *Phoenix*, created a major diplomatic crisis by capturing a Portuguese snow, the vessel of a neutral.

The Massachusetts Navy brigantines *Massachusetts* and *Tyrannicide* remained active, returning from successful cruises in early October. In November the brigantines *Tyrannicide* and *Hazard* sailed for cruising grounds in Southern waters. Several of the state trading vessels were sent to France with masts and lumber. The brigantine *Penet* was dispatched to France with the first news of Burgoyne's surrender at Saratoga.

In October Rhode Island, Connecticut, and Massachusetts mounted a joint expedition under Major General Joseph Spencer to retake Newport. The expedition failed because of bad weather and poor planning. The Continental Navy frigates *Warren* and *Providence* continued to be blockaded in Providence River by British frigates in Narragansett Bay.

Connecticut sent an expedition to Setauket, Long Island, in December, to capture several Royal Navy sloops and disrupt their wooding and watering parties. However, the Continental Navy sloop *Schuyler* ran aground and was captured by H.M. sloop *Falcon* on December 10, effectively ending the expedition.

Despite Royal Navy control of Lake Champlain in early October, Burgoyne's communications and supply lines with the lake were severed by the Americans. After his surrender, the British evacuated Fort Ticonderoga and withdrew up Lake Champlain to St. Johns and Montreal.

When Burgoyne's precarious situation became evident in late September, Sir Henry Clinton hastily planned a combined army and navy expedition up the Hudson as a diversion. On October 6 the British troops stormed Forts Clinton and Montgomery from the rear, compelling the Americans to burn the Continental Navy frigates *Congress* and *Montgomery* at the chain below the forts. British forces then took Fort Independence and the Continental Village above Peekskill, where important magazines and storehouses were located. On October 16 they burned Kingston, the capital of New York, and some farms and houses on both sides of the Hudson. After word of Burgoyne's capitulation was confirmed, the expedition was halted and recalled to New York City.

Despite the success of British arms in occupying Philadelphia on September 26, Sir William Howe's hold on the city was tenuous. The Delaware River provided the only viable avenue of supply for Howe's large army, yet the southern river approaches to the city were commanded by the Americans. If the British commander-in-chief

was unable to wrest control of the river from the Patriots to ensure his army's supply by sea, he would be forced to abandon his hard-won conquest. The fate of the American capital thus rested on the struggle for control of the river.

British land and naval forces had to contend with formidable American defenses, including fortifications on the Pennsylvania and New Jersey shores, large numbers of underwater obstructions, known as *chevaux-de-frise*, sunk in the main shipping channel, and armed state and Continental vessels in the river. In early October engineers from Howe's army began construction of a number of artillery batteries on the Pennsylvania shore opposite Fort Mifflin, while ships from Vice Admiral Viscount Howe's fleet worked to clear a passage through the lower range of *chevaux-de-frise* off Billingsport, N.J. This work set the stage for the British attack on Fort Mercer on October 22 led by Col. Carl von Donop and supported by Royal Navy warships. The attack was a disaster for British land and sea forces with von Donop's Hessian troops taking heavy casualties and the fleet's losing two ships, H.M.S. *Augusta* and H.M. sloop *Merlin*. It was not until November 15 that the British launched their next combined assault on the American forts—a massive sea and land bombardment of Fort Mifflin that led to that garrison's abandonment by day's end. Six days later the Americans evacuated Fort Mercer and put most of their fleet to the torch. The British had secured control of the river and of Philadelphia.

A small squadron under the command of Captain Hyde Parker, Jr., patrolled the entrance to Chesapeake Bay to interdict American overseas trade. Virginia and Maryland Navy vessels made Parker's task difficult by attacking his boats and interfering with British attempts to forage for food and fresh water.

Vice Admiral Viscount Howe ordered Captain Robert Fanshawe of H.M.S. *Carysfort* to assume command of the ships cruising off the Carolinas and Georgia and intercept American trade. Fanshawe concentrated his squadron, composed of H.M.S. *Perseus*, H.M.S. *Lizard*, and H.M. brig *Hinchinbrook*, on Charleston, S.C., the principal port of the southernmost states. The Royal Navy blockade so disrupted trade that the revolutionary government of South Carolina outfitted a squadron of state navy vessels to rid the coast of the British menace. Captain Nicholas Biddle of the Continental Navy frigate *Randolph* agreed to assume command of the expedition.

Preparations began for Captain James Willing's expedition down the Ohio and Mississippi Rivers. Men, mostly from the 13th Virginia Regiment of the Continental Line, and supplies were assembled at Fort Pitt. Oliver Pollock, the Continental commercial agent in New Orleans, was instructed to work with Willing in preparing goods from Spain to be shipped back up the Mississippi.

In the West Indies heightened tensions between Great Britain and France can be traced through angry letters exchanged by colonial governors representing both countries. British governors accused their French counterparts of aiding American privateers; the French replied with protests against Royal Navy ships that violated French territorial waters. British naval and civil authorities were particularly incensed when the French Navy began convoying American merchant vessels. Continental Commercial Agent William Bingham continued his operations at Martinique, where American privateers sold their prizes and refitted for new cruises. In late December Vice Admiral James Young of the Leeward Islands Station dispatched H.M.S. *Yarmouth* to patrol for American privateers off Barbados. With the arrival of French naval and land reinforcements at the end of the year, war between the two great powers appeared imminent.



The administrative organizations of the Continental Navy addressed a number of difficult challenges. A dispute over carpenters' wages slowed work on the Continental Navy frigate *Confederacy* building at Norwich, Connecticut. The Continental Navy Board of the Eastern Department eventually removed Captain Hector McNeill from command of the frigate *Boston* because conflicts between himself and his officers prevented the warship from getting to sea. Tensions grew between George Washington, the Continental Navy Board of the Middle Department, and Captain John Barry over what to do with the frigates *Washington* and *Effingham*, endangered by British success on the Delaware River. A shortage of officers and men threatened to keep Captain James Nicholson and the frigate *Virginia* in port at Baltimore.

October 1

JOURNAL OF H.M.S. *AMBUSCADE*, CAPTAIN JOHN MACARTNEYSept<sup>r</sup> 1777

Mount Desart N9°=0'W 37 Leagues

Tuesday 30<sup>th</sup>.

at 6 (AM) Saw a sail to y<sup>c</sup>. SW made sail and gave Chace at noon still in Chace and worked the Ventelator as before—

Mount Desart N ½ E 43 Leag<sup>s</sup>. S<sup>o</sup>: end of George's Bank SSW 10 Leagues

First part light airs and Clear middle fresh breezes and hazey latter part mod<sup>t</sup> and cloudy

at 4 (PM) the Chace WSW 6 or 8 Miles dist<sup>t</sup> ½ p<sup>t</sup> 10 saw y<sup>c</sup>. chace bearing SW turned all hands to Quarters & cleared ship for Action

Oct<sup>r</sup>:

½ p<sup>t</sup> 12 [AM] bro<sup>t</sup>: y<sup>c</sup>. Chace too sent an Officer on board

Wednes<sup>dy</sup>: 1<sup>st</sup>.

found her to be the Ship *Sir W<sup>m</sup>: Askin*<sup>1</sup> Montgomery Master from Greenock loaded w<sup>h</sup>: dry goods taken by y<sup>c</sup>. *sturdy Beggar* american Rebel Privateer<sup>2</sup> at 5 (AM) took her in tow and made sail at 11 spoke HMS *Flora* hove too out Cutter y<sup>c</sup>. Cap<sup>tn</sup>: went on board her at noon y<sup>c</sup>. Cap<sup>tn</sup>: returned in Cutter and made sail Prize in Company—

Mount Desart N<sup>o</sup>: 37 Leagues

First part mod<sup>t</sup> and hazey middle light airs & cloudy latter part light breezes & hazey

at ½ p<sup>t</sup> 1 (PM) spoke HMS. *Milford* with a Convoy at 6 the Prize in Tow *Millford* and Convoy in sight at 11 wore ship

D, UklPR, Adm. 51/36.

1. Ship *Sir William Erskine*, John Montgomery, master, owners unknown, from Glasgow to New York, with bale goods, a recapture, taken off Mount Desert I., sent into Halifax. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, 489.

2. Either Massachusetts privateer schooner *Sturdy Beggar*, Edward Rolland, commander, or Massachusetts privateer brigantine *Sturdy Beggar*, Heman Doane, commander.

## ELIJAH FREEMAN PAYNE TO THE MASSACHUSETTS GENERAL COURT

State of                      To the Hon<sup>l</sup>. The Council, & Hon<sup>l</sup>. House of Representatives  
Massachusetts Bay.      of said State, in Gen<sup>l</sup>. Court Assembled at Boston Oct<sup>r</sup> 1777—

The Petition of Elijah Freeman Payne Humbly Shews—that Your Petitioner was Commander of A Privateer Schooner called the *Eagle*, and on a late Cruise Captured Several Vessels, on board of which were a Number of hands, Some of which were brought into Port—the rest, (I being Obligated, for the safte of the Privateer to put them on board one of the Prizes then captured) Rose against the hands on board Said Ship—& carried her to Scotland—<sup>1</sup> all of whose names were on the Portledg Bills—as Your Hon<sup>rs</sup>. will see by the coppies produc'd—And that after the Condemnations of the Prises brought in—their Portledg Bills being produc'd to the Hon<sup>l</sup>. Superior Court for an Allowance of the Mens Wages, Agreeable to the Law of the State—It was Objected, on the Part of the Owners & Captors (for whom Your Petitioner now Appears) That as some of the hands, being Mariners on board said Prises—did not

Arrive into Port for the Reasons above; But were now with the Enemy of the United States of America—No Wages ought to be Allow'd them—& that no one was impow-  
ered to Receve it for them—But the Court by Adverting to the Law Were of Opinion  
that they were bound by the letter of the Statutes to Allow Wages to all the Seamen  
taken on board the Prizes—And therefore Order'd the Wages due, According to the  
Portledg Bills—to the Mariners that were not arrived; but with the Enemy— Amount-  
ing to the Sum of £330 6<sup>s</sup> 8<sup>d</sup> LM—as well as to Such as were Arrived—To Remain in  
the hands of the Sheriff, or Agent—And as there was not the least Probability of the  
Absent Mariners ever applying for their wages, Their Hon<sup>rs</sup>. Recommended to Your  
Petitioner to Apply to this Hon<sup>l</sup> Court for Relief in the Premises—

Your Petitioner Humbly Apprehends that the Legislature in Framing the af-  
foresaid Law, meant only to Allow wages to such Seamen as Shou'd be brought into  
Port—He Therefore Prays Your Hon<sup>rs</sup>. to take this Matter into Your Consideration,  
& either by a Gen<sup>l</sup>. Explanatory Act, give the foregoing Construction to the s<sup>d</sup>. Clause  
of the affores<sup>d</sup>. Law touching the Mariners Wages, taken on board Prizes, or Make a  
peticular Order, that the affore said Sum be Paid to your Petitioner—for the Use of  
the Owners, & Captors affores<sup>d</sup>. which must otherwise remain Useless in the hands  
of the Agent, or work to his Use—And in Duty Bound Your Petitioner Prays &c

Elijah F. Payne

DS, M-Ar, Mass. Archives Collection, vol. 183 (Petitions to the General Court), 189.

1. Ship *Speirs*. See NDAR 7: 688–89, 775.

#### DIVISION OF PRIZE MONEY FOR MASSACHUSETTS PRIVATEER SLOOP *SATISFACTION*

[*Boston October 1777*]<sup>1</sup>

##### Sloop *Satisfaction* 2<sup>d</sup> Cruize Shares

John Wheelwright	Captain	8
James Brown	1 Lieu <sup>t</sup>	5
W <sup>m</sup> Collins Meservee	2 <sup>d</sup> ditto	4
Jacob Pope	Master	4
Joseph Martin	Doctor	4
Eben <sup>r</sup> Nicholson	Prise M <sup>r</sup>	4
Robert Oram	Mast <sup>rs</sup> Mate	2
Abraham Howard	Masters Mate	2
Robert Neill	Gunner	2¼
John Floater	Boatswain	2
Thomas Tripe	Carpenter	2
George Pilsbury	Steward	2
James Emmery	Boatsw <sup>s</sup> : Mate	1½
Joseph March	[ditto]	1½
Robert Chandler	Gunnr <sup>s</sup> . Mate	1¼
Will <sup>m</sup> . Low	M <sup>r</sup> at Arms	1
Abijah Hill	Armourer	1¼
William Milligan	Qu <sup>r</sup> Master	1¼
Joseph Adams	ditto	1¼

Sloop *Satisfaction* 2<sup>d</sup> Cruize—*Continued*

		Shares
John Mackay	Drumm <sup>r</sup>	1¼
Peter Hanson	Cook	1½
John Nellson	Fifer	1¼
John Soward	Cooks Mate	1
James Dennis		1½
Joshua Hanson		1
Thomas Bragg		1½
John Furber		1¼
Jeremiah Cooper		1
John Schyler		1
William Anderson		1
Primus Nellson		1
William Cooper		1
George How		1
Thomas Tabor		¾
William Weltch		1
Charles Satisfaction		1
Stephen Lang		1
Giles Bartlet		¾
John Ellis		1
William Davis		1
	Shares	<u>73½</u>
John Green		1
Bartho <sup>w</sup> . Mercy		1
John Tuttle		1
John Cooke		1
Thomas Langley		1
Edward Lowd		1
Elisha Gullerson		1¼
Henry Furnell		1
Joseph Spencer		1
Jacob Hale		1
Gideon Jenkins		1
Nathaniel Fish		1⅛
Zina Bryant		1
Luther Chittenden		1
Noah Litchfield		1
Barnabas Simmons		1
Joshua Merritt		½
Samuel Simmons		1
Samuel Litchfield		1
Sam. Bryant Jun <sup>r</sup>		1
Benj <sup>a</sup> . Woodworth		1
Joshua Sprigs		⅞
Luther Damon		1

Sloop *Satisfaction* 2<sup>d</sup> Cruize—*Continued*

	Shares
George Akerman	$\frac{3}{4}$
Tho <sup>s</sup> . Brimbleton	$\frac{3}{4}$
Gardner Carr	$\frac{1}{4}$
	<u>25½</u>
Brought up	<u>73½</u>
Total number	<u>99</u>
Stopt from D <sup>r</sup> Martin	1½
—from Eb: Nicholson	1
	<u>2½</u>
	95

NB. Stopt 2½ Shares from Martin & Nicholson out of the above which was afterwards Credited the Rest of the Crew as on other Side—

2½ shares @ £504 . . . . . £1260

1 share of which is . . . . . £12.14/—

D, NjP, Andre de Coppet Collection, Papers of John Cushing and Samuel White, of Boston (1775–1787), Papers relating to the privateer sloop *Satisfaction*. On the reverse is a list of the number of shares and amounts paid to each crew member, for a total of 95 shares amounting to £1206 .. 10 .. —.

1. Date is based on the cover of Wheelwright's account book, entitled "*Sloop Satisfaction's* Second Cruise. saild—June 1777. Return'd Octo<sup>r</sup> 1777." A majority of the receipts for prize money are dated 14 Oct.

## CAPTAIN HECTOR McNEILL TO JOHN BRADFORD

Capt: Bradford  
Sir

I have frequently apply'd at your Office for two peices broad white Bunting, and a peice of narrow also, this is to renew that demand as at present the Ship has no Colours to hoist, it will be necessary for you to provide pitch, Tarr & Turpentine with Sulphur &c & two Barrells of Tallow for the Ships use, we have not Tarr enough to Tarr the Yards which is much wanting. Yours

Hector McNeill

Ship *Boston* Octo<sup>r</sup>. 1<sup>st</sup>. 1777—

LB, MHi, Hector McNeill Letter Book.

## JOHN ROWE TO ROBERT MORRIS

Robert Morris Esq<sup>r</sup>  
D<sup>r</sup> Sir

Boston September 29 1777

Your favour of the 4<sup>th</sup> Came to hand Yesterday I am glad you approve of my Not prosecuting M<sup>r</sup> Braxtons schooner I Could wish to Gett some shipping from hence but theres No schooners in this port fitt for your purpose I will Try Salem and Marblehead and if I find any will do I shall Acquaint you in Course—

Many prizes have been sent in here of Late Valuable and Cap<sup>t</sup> Cunningham has sent in a snow which he presumes he Thinks Condemnable. she proves to be a portagues Snow bound from the Brazills to Fyall [*Fayal*]<sup>1</sup> I Cannot find out his pretence for sending her in from the prize master M<sup>r</sup> Wardell<sup>2</sup> his papers are all portagues. I Never

was so much at a Loss how to Act I think it will be a perplexing affair. some of my friends think I will be best to apply and Lay the matter before The Court for their Consideration and Even to beg their Care of her untill the Determination of the Judge of Admiralty reaches the Congress. Opinion may be of service on this affair. you will Judge how far the portugues are Liable by being Allies to Great Britain. we dont hear of she seazing of any American property Eather in their ports or at sea—

Cap<sup>t</sup> Cunningham Took a Newfoundland Brig<sup>n</sup> after the Taking this snow and the prize master says he Gave her to the portugues Captain and some of the Crew to Carry them To Fyall. The prize master says it was a Bargain Between them. I Construe it in a Different Light upon the whole I wish he had not sent her in I am afraid of the Consequence I have Given you as much of the Circumstances as I at present am able thar is six portugues sailors and one Woman passenger onboard her. she if Condemned will be Valuable having onboard her, sugar, Tand Leather &c No Invoice of her Cargo appears

Added Octo 1<sup>st</sup> The Prize Master has deliverd Me his orders Reced from Cap<sup>t</sup> Cunningham copy of which I Inclose you In the beginning he Says he has Special Orders to capture Portuguese Vessells as well as British property how this is I Cannt Say he had his orders from M<sup>r</sup> Braxton. The papers are all in the Portuguese Language at Present I Cannt find any Person that can translate them into English—

If I Get any further Light about this Vessell, You shall certainly be acquainted either by Express or otherways In the Mean time I Shall Lay A Petition before the Government of this State and Beg the Vessell & Cargo may Remain under Proper Care untill I Get An Answer to this I beg You Advise by the Bearer as I Send on Purpose Express—

I have not time to get All the Papers Copied as they now are and if no Person is to be found in Boston very Soon I Shall either go my self or Send to M<sup>r</sup> Lopez who Lives Sixty miles from hence to get them translated—

I Inclose A Letter for M<sup>r</sup> Braxton which please to forward to him I am Sir [&c.]

John Rowe

[Enclosure]

At Sea on Board the Armed Schooner *Phanix*, Latt 38 . . 54 North Long. 41 . . 00 . . West  
August 28<sup>th</sup> 1777

To M<sup>r</sup> John Wardwell

Sir

As I have special Orders to Capture Portugueze Vessells as well as Brittish Property: and having taken into Possession the Snow *S<sup>t</sup> Joseph* alias *Atonio*,<sup>3</sup> Jungro Seco Master bound from Brazill to Portugal, my Orders are that you take imediate Charge of her and proceed with the utmost Expedition to Ocrocock, North Carolinia, and not to speak w<sup>th</sup> any Vessell if it be Possible to avoid it—when there arriv'd, to send Immediate advice thereof to Carter Braxton Esq<sup>r</sup> at Williamsburgh, Virginia, and follow his farther Directions with Respect to the disposal of the Prize—wishing your safe arrival at the desired Port I am [&c.]

Joseph Cunningham

P.S. If it so happen that you can not get to the abovementioned Port, Your are to Endeavour to go to Boston or any other Convenient American Port, to the Northward and on your arrival give Notice to John Rowe Esq<sup>r</sup> & Joseph Webb Esq<sup>r</sup> of Boston and desire them to send the same to Carter Braxton Esq<sup>r</sup> as soon as Possible—

L, DNA, PCC, item 44, pp. 23–26, 57–58 (M247, roll 58). Docketed: “Boston 29 Sept<sup>r</sup> & 1<sup>st</sup> Oct<sup>r</sup> 1777/John Rowe Esq<sup>r</sup>/Respecting Portugeuze/Snow taken by/Cap<sup>t</sup>. Cunningham of/the *Phoenix*/N 1.” The enclosure is docketed: “Joseph Cunningham’s/letter to Jos. Wardell/prize master Aug 28. 1778.”

1. *Nostra Senhora de Carmo e Santo Antonio*, João Garcia Duarte, master.
2. John Wardwell or Wardell.
3. *Nostra Senhora de Carmo e Santo Antonio*.

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Wednesday Oct<sup>r</sup> 1<sup>st</sup>. 1777.

In the House of Representatives. Upon the Petition of Samuel Elliot Jun<sup>r</sup> Agent for the State of Connecticut. Praying, that the Prisoners taken on board the Ship *Weymouth* and the Brigg *Honor*, by the Ship *Oliver Cromwell* belonging to the said State,<sup>1</sup> who are now confined in the Guardship in this Harbour, may be delivered him agreeably to the Vote of the Honb<sup>le</sup>. Council of the State aforesaid, that they may be sent under proper guard to Connecticut.

Resolved, That Robert Pierpoint Esq<sup>r</sup>. Commissary of Prisoners, be and he hereby is Directed to deliver the Prisoners brought in, on board the Ship *Weymouth* and Brigg *Honor* to Samuel Elliot Jun<sup>r</sup> Agent for the State of Connecticut; he paying the customary allowance for their Subsistence while under the care of the said Commissary.

In Council Read and Concurred.

Consented to by Fifteen of the Council

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 80.

1. Connecticut Navy ship *Oliver Cromwell*.

#### GOVERNOR JONATHAN TRUMBULL TO THOMAS SHAW

Sir—

Lebanon 1<sup>st</sup> Oct<sup>r</sup>. 1777

I rec<sup>d</sup>. your’s & Cap<sup>t</sup> Stillman<sup>1</sup> this afternoon—In Answer— Approve your Conduct in not sending The Flagg ’till our Troops are marched—I expecting hourly the Cap<sup>t</sup> of a Fifty Gun Ship, and 7 or 8 passengers, taken by Cap<sup>t</sup> Harding—with the Cap<sup>t</sup> Flinn<sup>2</sup> & Crew of the Pacquet from Jaimaica—The Whole Number will be upwards of Thirty—which shall send on to New Haven to be Carried from thence to New York—The Cap<sup>t</sup> of The 50 Gun Ship—Cap<sup>t</sup> Judd<sup>3</sup>— will be to exchange for Cap<sup>t</sup> Manly<sup>4</sup> One of the passengers a Planter on Jaimaica for One M<sup>r</sup> Langdon<sup>5</sup> of Portsmouth a Prisoner there—The rest for Prisoners belonging to this state—Shall be glad to have you Provide a Vessel at New Haven for the purpose as soon as you have Notice from me of their arrival here—Shall send you further directions soon as they come, most likely this week when Orders are sent Col<sup>o</sup> Ely<sup>6</sup>—Those at New London may be sent to New Haven after you hear from me. I am [&c.]

Jon<sup>th</sup>. Trumbull

L, Ct, Jonathan Trumbull Papers, vol. 7, 72b. Addressed at foot: “M<sup>r</sup> Tho<sup>s</sup> Shaw—.” Docketed: “30 Sept<sup>r</sup> 1777—/M<sup>r</sup> Tho<sup>s</sup> Shaw/de Cap<sup>t</sup> Stillman/with Prisoners/for Flagg/1<sup>st</sup>. Oct<sup>r</sup>. The Answer.”

1. Probably Capt. Allen Stillman.
2. Capt. Paul Flynn, commander of the packet *Weymouth*.
3. Capt. William Judd, formerly commanding H.M.S. *Antelope*.
4. Capt. John Manley, Continental Navy.
5. Woodbury Langdon, brother of John Langdon.
6. Col. John Ely, Connecticut Militia.

## COMMODORE WILLIAM HOTHAM TO VICE ADMIRAL VISCOUNT HOWE

(Copy)

My Lord

[New York] 1<sup>st</sup>. Oct<sup>br</sup>. 1777

I had the Honour to acquaint You in a Letter by the *Thames*, who sailed from Staten Isl<sup>d</sup> the 29<sup>th</sup> with the Victuallers for the Delaware, that Sir H. Clinton had the day before received a Letter from Gen<sup>l</sup> Burgoyne the Cypher part of which He transmitted to Sir W<sup>m</sup> Howe by the *Thames* also. It contained no more than to say, that if any Move, or Appearance of One could be made from hence which might draw off part of the Force opposed to him, It would be of use. This is all his Letter says, and mine informed you that Sir H. Clinton in consequence meant to attempt Fort Montgomery if possible—

He has since thought it adviseable to forward the Messenger on to your Lord<sup>sh</sup> and Sir Will<sup>m</sup>, as Gen<sup>l</sup> Burgoyne appears to have held some confidential Discourse with him relative to his Situation, which He did not perhaps care to commit to Paper.

The Substance of that Conversation (as the Messenger has imparted it to Sir H. and myself seperately) you will see by the L<sup>t</sup> Gen<sup>ls</sup>. Lett<sup>r</sup> to Sir W. Howe herewith sent open for your Lord<sup>sh</sup> perusal. We both thought it right You should know the Story he has told us, that in case he should vary in his Relation of it to Your Lordship You may judge the better how far to trust him.

If what he says be true Gen<sup>l</sup> B. certainly confides much in his Integrity, yet none of the Letters mention his growing short of Provisions—I have the Hon<sup>r</sup> to be &c

W: H:

Dear Sir

The above is a Copy of what I have written to Lord Howe on the Receipt of Y<sup>r</sup> Lett<sup>r</sup> which I hope will meet Your Approbation. The Transports went down to Staten Island the last Ebb, and the *Zebra* will do so the next—Most faithfully and ever Yours

W: Hotham

Preston Wednes: night.

Copy, MiU-C, Henry Clinton Papers. Addressed at the foot of the first page: "Viscount Howe." Docketed: "Copy/Commodore Hotham's/Letter to Lord Howe/1<sup>st</sup>. Oct<sup>r</sup>—." The note is to Sir Henry Clinton.

JOURNAL OF H.M.S. *SOLEBAY*, CAPTAIN THOMAS SYMONDS

October 1777

Wed<sup>y</sup>. 1<sup>st</sup>D<sup>o</sup>: [At Single Anchor in Delaware River]

Am Weighd & took in our B<sup>t</sup> B<sup>r</sup> again, Emp<sup>d</sup> landing the Troops, on the Jersey side<sup>1</sup>

At Single Anchor 2 miles below Chester—Light Airs & f<sup>t</sup> Emp<sup>d</sup> land<sup>s</sup> Troops on the Jerseys, at 4 in dropping down to join the Squadron, got aground, started several Tons of Water, & carried out the stream Anchor, & Cable & Hawsers, at 10 hove off & let go B<sup>t</sup> B<sup>r</sup> in 4 f<sup>m</sup>.

D, UKLPR, Adm. 51/909.

1. These troops, composed of men from the 10th and 42d Regiments, embarked at Chester, Pa., on board *Solebay*, *Roebuck*, *Pearl*, *Liverpool*, and *Camilla* on 30 Sept. They were ferried ashore the following day at Paul's Point at the mouth of Raccoon Creek. NDAR 9: 983.



MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

October 1777                      At Anchor off Chester  
 Wednesday 1<sup>st</sup>              AM at 9 made the Signal for the Troops to embark in boats and  
    afterwords the boats were employd landing Troops in the Jerseys  
    D<sup>o</sup>.  
    Light Airs at 6 Calm at 8 Light airs and Hazy ½ past weigh'd  
    and dropt up, at 10 Anchord at Chester in 5 Fathom ¼ mile of  
    the Town at 11 Swept the small Bow[er] Anchor and got it up

D, UKLPR, Adm. 52/1964.

## VIRGINIA NAVY BOARD TO CAPTAIN GEORGE ELLIOTT AND CAPTAIN WILLIAM SAUNDERS

To Captain George Elliott and Cap<sup>t</sup>. Saunders.—<sup>1</sup>

As sundry Families are preparing to remove from their exposed situations on the Eastern shore; you are hereby required to convoy all such to the mouth of York River or other place on the western shore that may be done with safety.—signed,

Navy Board

Octo<sup>r</sup> 1<sup>st</sup> 1777 }

Thom Whiting first com<sup>r</sup>

LB, Vi, Navy Board Letter Book.

1. Virginia Navy galleys *Safeguard* and *Manley*.

## VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir.                                      *Eagle* [Off Cape Charles, Va.] October 1<sup>st</sup>. 1777—

Though the safe Conduct of these Transports to the Delawar is of great consequence I think my early Presence there so necessary that I have determined upon making all the Dispatch possible for the River in the *Eagle*, with the *Vigilant* meaning to leave the Convoy in your Care—<sup>1</sup>

You will therefore Please to proceed with the transports, the Masters of which have directions to follow your Orders—& join me in the Delawar—

Captain Hammond was some time since directed to have Pilot Vessels laid on the Shoals of the Brown & Brandywine to guide the fleet up within those Shoals upon its Arrival at the Entrance of the Delawar, For a safe Anchorage untill the Weather & other Circumstances admit of moving the transports to Bomba hook the first General rendezvous—Your Conduct must be regulated on the same plan & I am to request your Particular Care of the Convoy as a matter of great moment to the publick Service I am [&c.]

Howe

LB, NH, William Cornwallis Papers, Letter Book, 55. Addressed at foot of page: "Honble Cap<sup>t</sup>. Cornwallis."

1. Howe left the Chesapeake Bay for the Delaware River with two divisions of transports on 23 Sept. Cornwallis was in charge of the smaller of these two divisions and Capt. Walter Griffith of H.M.S. *Nonsuch* the larger.

## EDWARD INGRAHAM TO GOVERNOR RICHARD CASWELL

Sir,

Wilmington 1<sup>st</sup> October. 1777

By order of Capt Forster<sup>1</sup> I have for some time past kept a Rendezvous in order to enlist men for the *Washington*.<sup>2</sup> She is now full manned, and are anxious to know how said Rendezvous is to be paid off. I have applied to the agent, who tells me he is also at a loss. I would therefore entreat your directions, as I am now under sailing orders, & at a loss how to proceed, and should be glad to have a list of the Officers pay. I am [&c.]

Edw<sup>d</sup> Ingraham

LB, Nc-Ar, Governors Letter Books, 1775–1779. Addressed: "His Excellency Gov. Caswell."

1. John Forster.

2. North Carolina Navy brigantine *General Washington*.

## October 2

## BRIGADIER GENERAL HENRY WATSON POWELL TO GOVERNOR SIR GUY CARLETON

Copy of a letter from Brigadier Gen<sup>l</sup>. Powel dated Mount Independence October the 2<sup>d</sup>. 1777.

Sir

I have this Instant received an Express from Lieutenant General Burgoyne, desiring me to keep all the Force I have & I make no doubt of being strong enough to maintain every thing till winter, without troubling Your Excellency for a Reinforcement. The Lieut<sup>t</sup> Gen<sup>l</sup> desires I will apply to Canada for anything the Garrison may have Occasion, as I have already made the requisition agreeable to the Engineers return, I have not the least doubt of seeing those things here soon, but he is very particular in regard to Provisions, & desires I will forward some to Diamond Island. Major General Phillips<sup>1</sup> has desired I will collect all the Batteaux together I can here, to be ready, if they should be wanted on Lake George, which will prevent me from sending any more to S<sup>t</sup> Johns.

The Situation of the Army is the same, as when the other express left it, of which Brig<sup>r</sup> McLean<sup>2</sup> would inform You. I have the honour to be [&c.]

(Signed) H Watson Powell. B:G

Copy, UklPR, C.O. 42/37, 221. Addressed at foot: "His Excellency/Sir Guy Carleton." Enclosure no. 3 in Sir Guy Carleton's letter No. 43 to Lord George Germain, 24 Oct. 1777, *ibid.*, 215.

1. Maj. Gen. William Phillips.

2. Brig. Gen. Allan Maclean.

## THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, OCTOBER 6, 1777

Boston, Oct. 2.

The Cargo of the Prize Ship from Liverpool,<sup>1</sup> of 300 Tons Burthen, mounting 12 double fortified six-pounders, four Swivels, nine Blunderbuss's, and twelve Small Arms, navigated with 30 Men, and lately commanded by Richard Tate, taken by the *Satisfaction*, Capt. Wheelwright,<sup>2</sup> after 2 Hours and Half Engagemen[t], and which is arrived at a safe Port, is as follows, viz. 275 Hogsheads of Sugar, 17 Puncheons Rum,

243 Bales of Cotton, 2 Boxes of Indigo, 30 Tons Fustick, 7 Pipes Madeira Wine, 100 Turtle Shell, 10 Tons of Cam Wood, and 100 Elephants Teeth.

1. Ship *Hero*, sent into Bedford in Dartmouth.

2. Massachusetts privateer sloop *Satisfaction*, John Wheelwright, commander, mounting 14 guns with a crew of 50. She was commissioned on 10 May 1777 and was owned by John Cushing and Samuel White of Boston. M-Ar, Revolutionary Rolls, vol. 7, 133.

#### LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. In Behalf of John Cluston, Commander of the armed Brigantine *Freedom*, in the Service of this State, and all concerned therein, against the Brigantine *Peter and John*,<sup>1</sup> of about 140 Tons burthen, Charles McCall late Master:—In Behalf of John Fisk, Commander of the armed Brigantine *Massachusetts*, in the Service of this State, and all concerned therein, against the Ship *Johnson*,<sup>2</sup> of about 300 Tons burthen, Richard Jones late Master:—In Behalf of Gardner and Greely,<sup>3</sup> Commanders of the private armed Schooners *Active* and *Speedwell*, and all concerned in said Schooners, against the above Ship and Cargo:—In Behalf of John Conolly, Commander of the private armed Sloop *Trenton*, and all concerned therein, against the Brigantine *Mary*, of about 60 Tons burthen, Maurice Killikelly late Master; and against the Brigantine *Elizabeth*, of about 80 Tons burthen, Thomas Cawley late Master:—In Behalf of Thomas Clough, Commander of the private armed Schooner *Washington*, and all concerned therein, against divers Wares and Merchandize, taken on the High Seas, out of a certain Schooner, called the *Betsey*, commanded by Tryon Listers:—In Behalf of Andrew Giddings, Commander of the private armed Brigantine *Civil Usage*, and all concerned therein, against the Brigantine *Rebecca and Mary*, of about 100 Tons burthen, Joseph Holt late Master:—In Behalf of John Leach, Commander of the private armed Schooner *Dolphin*, and all concerned therein, against the Brigantine *Diana*, of about 100 Tons burthen, William Bound late Master:—In Behalf of James Babson, Commander of the private armed Brigantine *General Mersey*,<sup>4</sup> and all concerned therein, against the Schooner *William*,<sup>5</sup> of about 40 Tons burthen, James Webber late Master:—In Behalf of John Fletcher, Commander of the private armed Schooner *Success*, and all concerned therein, against the Brigantine *Isabel*, of about 120 Tons burthen, William Arrison late Master:—In Behalf of Benjamin Dean, Commander of the private armed Sloop *Revenge*, and all concerned therein, against the Brigantine *Charlotte*, of about 100 Tons burthen, Job Bradford late Master:—In Behalf of Nicholas Ogilvy, Commander of the private armed Schooner *Warren*, and all concerned therein, against the Brigantine *Argo*,<sup>6</sup> of about 200 Tons burthen, Thomas Smith late Master:—In Behalf of John Lee, Commander of the private armed Brigantine *Fancy*, and all concerned therein, against the Brigantine *Dillon*,<sup>7</sup> of about 180 Tons burthen, — Le fabre, late Master:—In Behalf of Jonathan Grimes, Commander of the armed Ship *Tartar*, and all concerned therein, against the Brigantine *Nautilus*,<sup>8</sup> of about 180 Tons burthen, George Corney, late Master. All which Vessels and Cargoes so libelled, are said to have been taken and brought into the Middle-District aforesaid. And for the Trial of the Justice of these Captures, the Maritime

Court for the said District will be held at Salem, on Tuesday the 7th Day of October, 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

*Independent Chronicle* (Boston), 2 Oct. 1777. These libels were first advertised on 18 Sept.

1. See NDAR 9: 433.
2. See NDAR 9: 862, 867.
3. Captains Andrew Gardner and Jonathan Greely.
4. Massachusetts privateer brig *General Mercer*.
5. See NDAR 9: 575, 576n, 592, 593n.
6. See NDAR 9: 483.
7. See NDAR 9: 554, 560, 897.
8. See NDAR 9: 550, 564, 565n.

LIEUTENANT GENERAL SIR HENRY CLINTON TO COMMODORE WILLIAM HOTHAM

[*New York*] 2<sup>d</sup>. Oct<sup>r</sup>—2 o'Clock afternoon 1777

Dear Sir

We are all ready for the first move, but owing to the Blunders of the Hon<sup>ble</sup>. board nothing is fitted properly, & I cannot have that Necessary Arm, the Portable 3 pounders, till Sunday I am told; I will at all events begin our first Move on friday Night, May I therefore request that all the Boats may be at Spiten Devil Creek in time to proceed as far as Tarry town with friday Night's flood; perhaps You may approve of their being at Spiten Devil this Evening with the last of the flood. faithfully Yours.—

H. C.

P.S. I request that the 7<sup>th</sup>. 26<sup>th</sup>. & 52<sup>d</sup>. may Embark tomorrow Morning. that they may have publick Orders to fall down to Staten Island, but stopt by a Countermand, without You think it will not detain us much. If You approve the small Gun boat may come to Spiten Devil with Two portable Guns as soon as Convenient, she will then be ready to proceed with the first Embarkation, which will be friday Night. the Second will take place on the Night following, if the Wind is fair & you approve, but if You will Meet me at dinner tomorrow at Shireff's<sup>1</sup> we will settle our plan of Operations, I mean of the Second Move for the first is merely preparatory for the Second—

Copy, MiU-C, Henry Clinton Papers. Addressed: "Commodore Hotham." Docketed: "Copies of Letters to/Commodore Hotham/&/General Pattinson/2<sup>d</sup>. October." Pattinson was Maj. Gen. James Pattison, Royal Artillery.

1. Lt. Col. William Sheriff, Deputy Quartermaster General at New York.

LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

Sir

Fort Mifflin 2<sup>nd</sup>. October 1777—

Col<sup>o</sup>. Nichola with the advice of the Officers in Garrison withdrew his Invalids before the Arrival of your Excellency's Letter<sup>1</sup> so that the Command remains with me. The Enemy yesterday landed a number of men (below Billingsport and encamp't last night within nine miles) some say 400 others 600. my Opinion is the first as we had intelligence of that Number having march'd from Willmington for that purpose. There is now about 250 Militia in that Garrison, It was the Opinion of the Officers

Yesterday not to give up that post 'till the last extremity, to remove the heavy Ammunition and if oblig'd to leave the fort (which from the disposition I believe will be the case) to spike up the Cannon and retreat by Water which is safe & easy. Our Reason for not dismantling Billingsport was the great discontent in the State fleet who already are much scar'd & from whom the greatest desertions of Captains, Lieu<sup>ts</sup> & men has been. So general a discontent and panic runs through that part of the fleet that neither Officer nor men can be confided in. they conceive the River is lost if the enemy gets possession of Billingsport nothing can convince them of the contrary, & I am persuaded as soon as that fort is taken that almost all the fleet will desert, indeed from their disposition I am induc'd to believe they will openly avow themselves and desert Officers with their Crew (which has been the case with two) perhaps with their Gallies. The Officers and Mens Wives have been permitted to remain in the City<sup>2</sup> who have sent down to the fleet, to whom they have given prodigious Accounts of the enemies force & sweet pretty promises aded to them, have I am of Opinion caus'd this very general desertion disaffection and panic, We permit none to land on this Island, from this description your Excellency will find there is little dependence to be put in the fleet, and with 400 Men the enemy will take the River without endangering One of their Ships, for after they have weighed the Obstructions at Billingsport which will be soon done, they will then fortify Red Bank and drive all Shipping from between us and it. their Guns will rake & of course brake our pickets & lay us Open to being attack'd on every side, unless the fleet (which I scarce expect) will assist us. We have now in Garrison 3 Weeks Provision and this day expect to get more, I believe the fleet is not so well supplied. I have secur'd the Battery from the Rake of their Shot from Red Bank, and am in hopes to save this Garrison (if our Ammunition arrives and I only can get so much assistance from the fleet as will hinder the frigate<sup>3</sup> from coming down on our backs) for two weeks. Your Excellency may depend on every thing being done that is in my power or the power of this Garrison. Perhaps it will be in your Excellencys power to spare 3 or 400 Continental Troops who with the Assistance of the Militia might hinder the enemy from takeing Red Bank. from which they will be able to damage the fleet & Annoy us much. This Garrison is in high Spirits I have the Honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Addressed: "His Excell<sup>y</sup> Gen. Washington." Endorsed: "Commissary to have provisions in such readiness as either to follow or fall back occasionally—." Docketed: "Fort Mifflin 2<sup>d</sup>/Octo<sup>b</sup>. 1777/from/Col<sup>o</sup>. Smith."

1. See Washington to Col. Lewis Nicola, 29 Sept. 1777, in Washington, *Writings* 9: 283–84.
2. Philadelphia.
3. H.M.S. *Delaware*, formerly the Continental Navy frigate *Delaware*.

#### JOURNAL OF H.M.S. CAMILLA, CAPTAIN CHARLES PHIPPS

Octo<sup>r</sup> 1777

Thursday 2<sup>d</sup>

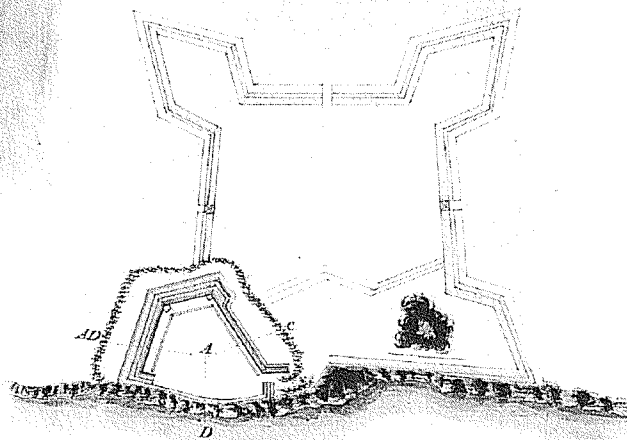
Chester Town NEBN 1 Mile—

at 10 AM our signal on B<sup>d</sup> the *Roebuck* to weigh d<sup>o</sup>: Weighed, and Came to Sail up the River in Company the *Roebuck* &c<sup>a</sup>. Anchord with the B<sup>i</sup> B<sup>r</sup>, Opiset Chester town in 5 fathom Water veered  $\frac{1}{4}$  of a Cable,—

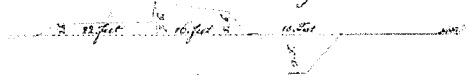
ditto—

I.

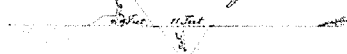
*PLAN and SECTIONS  
of the  
REDOUBT at BILLINGSFORT  
and PLAN of the REBEL FORT marked Yellow*



*Section through AB.*



*Section through AC.*



*Section through AD.*



Light Breezes Intermixed with thick Hazy W<sup>r</sup>, ½ Past 11 AM Our troops took Possession of Billings Port fort, the Rebel Ships and Gallies fired Several Shot at the fort, our troops Soon Beat them off they all Got under way and Stood up the River

D, UKLPR, Adm. 51/157.

JOURNAL OF H.M. SLOOP *SENEGAL*, COMMANDER ANTHONY J. P. MOLLOY

October 1777

Ditto [Point Comfort NEbN 2 or 3 Leagues]

Thursday 2

At 9 weighed & sighted the Anchor & came to as before—

Ditto

Light Airs & clear, Middle & latter foggy. At 2 P.M. the *Roebuck's* tender weighed & chased a schooner coming out of Elizabeth river. At 6 she returned with her prize.<sup>1</sup> Emp<sup>d</sup> setting up the Top m<sup>ts</sup> top G. M<sup>ts</sup> rigging, washed with Vinegar below, & cleaned the platform. Rec<sup>d</sup>. 6½ Casks of Flour our share of the prize.

D, UKLPR, Adm. 51/885.

1. *Roebuck's* tender burned the prize schooner the next day at 2 P.M. Ibid.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board 2<sup>d</sup> Octob<sup>r</sup> 1777—

The Commissioners of the Navy, having been this day Inform'd that Capt<sup>n</sup>. Seymour of the States Brigg *Notre Dame* did not proceed to Sea untill the 29<sup>th</sup> Ult<sup>o</sup> Notwithstanding their positive Orders to him of the 14<sup>th</sup> . . Aug<sup>t</sup> & of the 8<sup>th</sup> . . Ult<sup>o</sup>. Do now Resolve that Capt<sup>n</sup>. Seymour merits a very severe reprimand for not obeying the above mentioned Orders, or for not writing to the Commissioners his reasons for not Complying therewith, unless he can shew on his return, good Cause for his Conduct—

Salley, ed., *South Carolina Commissioners*, 99–100.

*THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE*, THURSDAY, OCTOBER 9, 1777

Navy-Board, October 2d 1777.

Wanted for the Use of the Navy of this State, a Quantity of good BEEF and PORK well salted and in good tight Barrels. Any Person willing to contract, are desired to give their Proposals in Writing, to EDWARD BLAKE, First Commissioner.

N.B. The Commissioners of the Navy will furnish Salt, if agreeable to the Contractor.<sup>1</sup>

1. This advertisement was reprinted in *The South-Carolina and American General Gazette* on 11 Dec. . 1777. It was entered into the minutes of the South Carolina Navy Board on 2 Oct. 1777; see Salley, ed., *South Carolina Commissioners*, 100.

*SUPPLEMENT TO THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE,  
THURSDAY, OCTOBER 2, 1777*

Capt. Allen will be much obliged to Mr. Robert Johnson, if he will take the Trouble of coming to Charlestown to certify a Receipt of his for 41£ 7s. 6d. Currency for taking up James Maclean a Deserter from the *Comet*. As Capt. Allen will probably be absent from the State when Mr. Johnson comes to Town, he will be pleased to apply to Mr. Daniel Boardeaux, with whom the Receipt is lodged and who will thankfully reimburse Mr. Johnson for his Expenses on the Road, besides an Acknowledgment for his Trouble. The said Maclean denies his ever having deserted from the *Comet*, which occasions Capt. Allen giving Mr. Johnson this Trouble.

*THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE, THURSDAY, OCTOBER 2, 1777*

Charlestown, October 2.

Yesterday a Sloop arrived here from Cadiz, with a Cargo of Wine, Salt, Dry Goods, &c. She left Cadiz the 14th of August. Mr. Claudius Guillaud, of this Town, is returned in her: He informs us, that the English Consul, Mr. Hardy, had endeavoured to embarrass him in the Sale of the Cargo, but was prevented in Consequence of Orders from Count O'Reilly, Captain-General of Andalusia, allowing the whole consisting of Tobacco, Indigo, &c. to be disposed of free of Impost or Duty.<sup>1</sup>

1. For the sloop *Mary*, see NDAR 9: 483, 566, 567n, 602.

### October 3

INSTRUCTIONS TO CAPTAIN SAMUEL GRAVES, R.N.

(Copy)

Instructions to Captain Samuel Graves appointed to command All His Majesty's Vessels upon lakes Champlain and George.

Having thought it necessary for His Majestys service to appoint you to command and superintend the armed Vessels upon Lake Champlain and Lake George, you will, without loss of time, proceed to Tyconderoga, in order, to assist Brigadier Powel,<sup>1</sup> or the officer commanding at that post, in reestablishing such a naval force upon Lake George, as shall be judged sufficient for securing that communication from all insults; And you will see that all the large Vessels, at present employed in transporting provisions and stores &c, be forthwith armed, and put in such a state, as to be able to resist sudden attempts of the enemy, in Canoes or boats, which they may possibly have prepared in Onion river, Otter Creek, or some other of the rivers on the east side of the Lake. And I do earnestly recommend that you cause strict vigilance and discipline to be observed throought all the Vessels under your command, and that they be particularly carefull not, at any time, to approach so near the shore as to be liable to surprises from the land unless where there shall be post[s] sufficient for their protection. You are to use every means to make yourself as well acquainted as possible with the navigation of the lake and the bogs and Rivers around it, and to report to me how and in what manner All the armed Vessels should be disposed of



during the winter. And you are to obey such orders as you shall, from time to time receive from Lieutenant General Burgoyne or any other your superior Officer Given under my hand at St Johns this 3<sup>d</sup> day of October 1777

(Signed) Guy Carleton

Copy, UKLPR, C.O. 42/37, 223. Enclosure no. 4 in Sir Guy Carleton's letter No. 43 to Lord George Germain, 24 Oct. 1777; UKLPR, C.O. 42/37, 215.

1. Brig. Gen. Henry Watson Powell, commanding Fort Ticonderoga.

"VOTES AND RESOLUTIONS OF THE [*CONTINENTAL*] NAVY BOARD  
OF THE EASTERN DEPARTMENT"

[*Boston*] Octo<sup>r</sup> 3<sup>d</sup>. 1777

Voted That the two Fireships procured & received from the Gov<sup>r</sup> and Council of the State of Rhode Island be fitted out for purpose of destroying the Enemys Ships off Newport harbour and that the Agent pay for the same.—<sup>1</sup>

Voted That Cap<sup>t</sup> Richard Palmes be Appointed Captain of marines on board the Continental Ship *Warren* John Hopkins Esq<sup>r</sup> Commander and that he have leave of absence for three weeks—<sup>2</sup>

Voted That all able bodied Seamen & others that are willing to Enter on board the Ship *Providence* Abram Whipple Esq<sup>r</sup> Commander designed on an Expedition to Rhode Island shall receive wages for each and every day Six shillings and be discharged at the Expiration of the Expedition

Voted That as a further Encouragement all those that shall Enter on board said Ship for three Months shall receive a bounty of Forty dollars upon Enttring and in Case the Ship does not proceed on a Cruise within that time they shall be discharged without any deduction for the bounty received—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. See *NDAR* 9: 776–77.

2. Capt. McNeill protested this appointment. See Captain Hector McNeill to the Continental Marine Committee, 9 Oct., below.

CAPTAIN HECTOR MCNEILL TO LIEUTENANT JOHN BROWNE

M<sup>r</sup> Browne

Sir

You may remember I told you on Tuesday last, That I had heard from Severall hands, That you had often said you did not intend going to Sea in the Ship *Boston*, When I put the matter to you, the answer you made me was not satisfactory, I do therefore insist on a positive Answer in writing whither you intend to Stand by the Ship the next Cruize, Or whether you intend to quit her before she goes to Sea, your answer in writing will instantly determine me what to do—I am [&c.]

Hector McNeill

Ship *Boston* Octo<sup>r</sup> 3<sup>d</sup>. 1777

LB, MHi, Hector McNeill Letter Book. Addressed at foot: "To L<sup>t</sup> Jn<sup>o</sup> Browne of the *Boston*."

## JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES

[Boston] Friday October 3, 1777

A Petition of Mungo Mackay, and others, Agents for several Privateers, setting forth that said Privateers join'd the Fleet which lately sail'd from the Port of Boston, under the Command of Commodore Manly, and praying the Court to give them Directions for obtaining their Share of the Prizes taken by said Fleet, agreeable to Contract.<sup>1</sup>

Read and thereupon Ordered, That Col. White<sup>2</sup> and Capt. Reed,<sup>3</sup> with such as the Honorable Board shall join, be a Committee to consider the same and report. Sent up for Concurrence.

*A Journal of the Honorable House of Representatives* [10 Sept.–25 Oct. 1777], [Boston, 1777], 97. The brigantine *Littleton*, William Johnston, master, was the only prize taken by this Continental Fleet. See *NDAR* 9: 350–52.

1. See *NDAR* 8: 179–80, 375, 434–36.

2. Col. Ebenezer White of Plymouth.

3. Capt. William Reed of Plymouth.

## JOHN ROWE TO THE MASSACHUSETTS GENERAL COURT

State of the Massachusetts Bay—

To The Hon<sup>ble</sup>. Councill & House of Representatives—of Said State now Sitting in Boston—  
The Memorial of John Rowe of said Boston Mercht.

Shews—That your Memorialist is Agent for Carter Braxton Esqr of Virginia & the Honble Robert Morris Esqr one of the members of the Continentall Congress & others who are Owners of the Private arm'd Schooner *Phenix*<sup>1</sup>—commanded by Joseph Cunningham

That Said Cunningham has Lately captured & sent in a Snow calld as he thinks the *S<sup>t</sup> Joseph* Jungo Seco Master<sup>2</sup>—mann'd by Portuguese & tis Said bound from the Brazills to Fyall [*Fayal*]<sup>3</sup>—The papers that are Sent in are all in the Portuguese Language—That upon the most diligent Enquiry your Memorialist cannot find any Person in Boston that can justly Render the Portuguese Language into English—So that no Judgment can be formd whether the Said Snow or her Cargo is the Property of the Subjects of the King of Great Britain or of the King of Portugall

Your Memorialist is apprehensive that Shoud She prove to be the property of some Subject or Subjects of the King of Portugall her being Libell'd here and condemn'd, as it is Probable She would be there being no One here to Claim in Behalf of the Owners,—it might be Attended with bad Consequences to the United States of America & possibly involve them in A Dispute with that Nation—Your Memorialist is therfore at A Loss how to proceed in the Premises—and as it will be Some considerable Space of Time before he can Receive any Advice from his Employers how to act,—He begs the Advisement of this Hon<sup>ble</sup>. Court. what Shall be done Respecting Said Snow—& her cargo—and that your Honours would advise & direct in the Matter as in Your Great Wisdom shall Seem meet<sup>3</sup> And Your Memorialist Shall ever Pray—

John Rowe

Boston Octo 3<sup>d</sup> 1777—

DS, M-Ar, Mass. Archives Collection, vol. 183 (Petitions to the General Court), 195–96.

1. Massachusetts privateer schooner *Phenix*, Joseph Cunningham, commander, mounting 12 carriage guns and 8 swivels and cohorns. She was commissioned on 9 July 1777. M-Ar, Mass. Archives Collection, vol. 139, 132; and vol. 183, 89–90 (Petitions to the General Court).

2. *Nostra Senhora de Carmo e Santo Antonio*, João Garcia Duarte, master.

3. On 6 Oct. the Council suspended the trial of the snow until her ship's papers could be translated. Resolve of the Massachusetts Council, 6 Oct., M-Ar, Mass. Archives Collection, vol. 183 (Petitions to the General Court), 197.

# MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War Boston 3<sup>d</sup> Octo<sup>r</sup> 1777

Orderd The Capt Hopkins deliver Capt Bradford one hundred weight Sheet Lead for Ship *Trumbull* he paying the Board for the same.<sup>1</sup> JB<sup>2</sup> Not ch<sup>d</sup> by Hopkins<sup>3</sup>. . . . Order'd That the small Arms & Swivels belonging to the Spy Vessel at Marblehead, be sent up as soon as possible, by Col<sup>o</sup> Glover—<sup>4</sup>

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 38–40.

1. Continental Navy frigate *Trumbull*.
2. John Bradford, Continental Agent for Massachusetts.
3. Caleb Hopkins.
4. Col. Jonathan Glover.

ISAAC SEARS TO NATHANIEL SHAW, JR.

Sir

Boston Oct<sup>r</sup> 3<sup>d</sup>. 1777

I have Sent the Shrouds & Stays for the lower mast of the Ship<sup>1</sup> Except the Mizen Shrouds, they will be Sent with the Top mast Shrouds & back stays next week From Your Most Hbb<sup>le</sup> Ser<sup>vt</sup>

Isaac Sears

P S M<sup>r</sup> Paschal N Smith wants  $\frac{1}{16}$  of the Ship at N. London if you Can part with it please to let him know

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, No. 1634. Addressed at foot: "To Nath<sup>l</sup> Shaw." Docketed: "Isaac Sears/Letter/Octo 3. 1777."

1. Connecticut privateer ship *General Putnam*, being built by Nathaniel Shaw at Winthrop's Neck, New London.

CONNECTICUT GAZETTE, FRIDAY, OCTOBER 3, 1777

State of CONNECTICUT, ss.

New-London County, Sept. 15, 1777.

Libels are filed before the Hon. Samuel Coit, Esq; in Favour of Robert Niles, Esq; Commander of the armed Schooner *Spy*, fitted out by the Governor and Company of the State of Connecticut, against a Sloop (Name unknown) and her Cargo; also in Favour of William Briggs, Commander of the Schooner *Charming-Sally*, fitted out by Mess. Alexander Ross and Co. against the Sloop *John*, lately under the Command of Remembrance Simons, together with her Cargo. The Court erected for the Trial of Prizes taken and brought into this County, will meet at New-London In said County on Tuesday the 7th Day of October next, at 9 of the Clock in the Forenoon, of which all Persons claiming Property in the abovementioned Prizes are to take Notice, and give their Attendance according to Law.

Per Order of the Judge,

Win. Saltonstall, Reg'r.

JOURNAL OF H.M.S. *CERBERUS*, CAPTAIN JOHN SYMONS

[October] 1777

S<sup>o</sup>. End of Block Island WbN 4 Miles

Friday 3

at 6 AM bro<sup>t</sup> too at 9 took the Sternmost Schooner in Tow at  
12 Convoy in C<sup>o</sup>. a Strang Sail in Sight to Windward

Block Island N 2° 0 W 15 Leagues

Fresh Breezes and fair Cast off the Schooner & gave Chace to  
the S<sup>t</sup>. to windw<sup>d</sup>. at 4 PM fired four 9 P<sup>drs</sup>. at the Chace at [5]  
boarded the Chace a Schooner belonging to Providence from S<sup>t</sup>.  
Eustatia bound to Bedford<sup>1</sup>

D, UklPR, Adm. 51/181.

1. Schooner *Dick & John*, Jehu Pain, master, owned by Ste. Whipple & Co., from Providence to Bedford, with coffee, tea, Geneva [liquor] & canvas, taken on 3 Oct. off Block Island, sent to New York. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, 489. She cleared from Providence on 3 June for St. Eustatius with a cargo of codfish, oak staves, hoops and tobacco and was of 20 tons burthen with no guns. R-Ar, Maritime Papers, Outward and Inward Entries (1776-87), 52.

JOURNAL OF H.M.S. *TARTAR*, CAPTAIN CORNTHWAITE OMMANNEY

October 1777

At a Single Anchor in Hudsons River

Fryday 3

AM Loosd Sails to dry, Read the Articles of War &c to the Ship's  
Company, Recev'd Preventer Braces

At a Single Anchor in Hudsons River Light Airs and hazey  
PM Came up the River 28 Flat bottomd Boats, at 9 PM came to  
Sail up the River, with the *Mercury* Brigg<sup>1</sup> and two Galleys<sup>2</sup> at  
12 Anch<sup>d</sup> off Tarry Town, sent the Cutter to Sound, got out the  
Stream Anch: & Tript the SB and hove the Ship into 6 f<sup>ms</sup>. came  
up the Flatt Boats with Soldiers

D, UklPR, Adm. 51/972.

1. H.M. brig *Diligent*.2. H.M. galleys *Dependence* and *Spitfire*.JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAMOct<sup>r</sup>: 1777D<sup>o</sup> [Phillips's House East ¾ Mile Dist]Thursday 2<sup>1</sup>Variable Weather. at 10 AM weighd in C<sup>o</sup>. the Gallys<sup>2</sup> at Noon

[Friday 3]

Came too off [f] Phillips's Farm in Six f<sup>m</sup>. Small B<sup>r</sup>. Gallys in C<sup>o</sup>.D<sup>o</sup>

Moderate and Variable at ½ past 9 P:M: H M Ships *Tartar* & *Mercury* Past Us going Up the River D<sup>o</sup>. Weighd and Made sail in C<sup>o</sup>.  
the Above ships and the Gallys. at Midnight Came too off Tarry  
Town in C<sup>o</sup>. the Above Vessells.

D, UklPR, Adm. 51/4163.

1. *Diligent's* Journal was one day behind which was corrected on 5 Oct.2. H.M. galleys *Dependence* and *Spitfire*.

JOURNAL OF H.M.S. *APOLLO*, CAPTAIN PHILEMON POWNOLL

October 1777

Moor'd off New York.

Friday 3

at 8 AM several flat Boats going to carry troops up the N<sup>o</sup> River, Captain Pownoll to command the Landing;<sup>1</sup> heeld Ship to Starboard, & payd her Bottom with tallow and Chalk, blackd the bends.

Moor'd off New York.

Mod. and fine W<sup>e</sup> [PM] righted Ship,

D, UklPR, Adm. 51/52.

1. On 10 Oct. Captain Pownoll returned to the ship from the North River. Ibid.

JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACEOct<sup>r</sup> 1777

Moored off New York.

Friday 3<sup>rd</sup>.

AM at 4 Manned 4 flatt Bottomed Boats with 44 Men & 5 petty Officers, which went on duty up the North River, Emp<sup>d</sup> Stowing the Hold & Woulding the Foremast, Middle & Latter parts Ditto Weather [Moderate & fair]—Ditto Weather [Moderate & fair]. Employed about the Riging & Hold, at 1 PM Cleared Hawse Received 19 Casks of Butter, Arrived here our Prize taken by us the 29 July. last, from the Americans.<sup>1</sup>

D, UklPR, Adm. 51/331, 101.

1. Snow *Mary* of Bideford, England, Joseph Atkins, prize master, which had been taken by the Massachusetts privateer schooner *True Blue*, Richard Stiles, commander, off Terceira, Azores on 28 July. Rivington's *New-York Gazette*, 4 Oct. 1777. She was libelled on 3 Nov. in the Vice Admiralty Court of New-York and was ordered appraised as a recapture on 24 Dec. *Mary's* cargo of flour was condemned as a lawful prize and ordered sold on 23 Jan. 1778. Minutes of the Vice Admiralty Court of New York, UklPR, H.C.A. 49/93, 98, 166, 212.

## DEPUTY QUARTERMASTER GENERAL JONATHAN MIFFLIN TO GEORGE WASHINGTON

[Extract]

Sir

Trenton 3<sup>rd</sup> Octo<sup>r</sup> 1777

... The Naval Comittee at Borden town have taken Charge of the Stores belonging to the Marine Department—

Cap<sup>t</sup> Charles Biddle with 3 small armed Vessells lies off Borden Town<sup>1</sup> the Frigates<sup>2</sup> commanded by Cap<sup>t</sup> Barry & Reed are at White Hill 2 Miles lower down the River at which Place I am informed they propose mounting some Cannon—A heavy firing has been heard this Morning supposed to be at Fort Mifflin—I am [&c.]

J Mifflin

DQMG

L, DLC, George Washington Papers, Series 4. Two paragraphs of this letter are not printed here. They relate to the removal of military stores, clothing, and provisions from Trenton, N.J. Addressed: "To/His Excellency/Gen<sup>l</sup> Washington/Head Quarters/Express." Docketed: "Col<sup>o</sup> Mifflins [Letter]/3<sup>d</sup> Oct<sup>r</sup> 77."

1. Shortly before the British occupation of Philadelphia, Charles Biddle, brother of Continental Navy Capt. Nicholas Biddle, sailed an armed brig up the Delaware River anchoring off Bordentown, N.J. The brig was built by a Mr. Eyre (probably Benjamin Eyre) for privateering. Biddle stayed on board the brig until 5 Oct. when he set off overland to visit his brother in Charleston, S.C. Biddle, *Autobiography of Charles Biddle*, 101–4.

2. Continental Navy frigates *Effingham* and *Washington*. The former commanded by John Barry, the latter by Thomas Read. For documentation on their removal to White Hill, N.J., see NDAR9: 970, 974, 976.

## CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO CAPTAIN ISAIAH ROBINSON

Continental Navy Board

Sir

Borden Town 3<sup>d</sup>. Oct<sup>r</sup> 1777

We are glad to hear that the Report of our Fleet's being in want of Provisions is groundless, & that Cap<sup>t</sup> Blewer has undertaken to supply you with fresh Meat; His Drafts upon us shall be duly honoured to the best of our Abilities; but we would request him to be as moderate as possible in his Demands, as the unsettled State of the office will put us to many Difficulties in procuring Cash for all Purposes.

We are sorry for the Loss of the *Delaware* & Capt. Alexander's Misfortune,<sup>1</sup> but as you assure us, you are not apprehensive of any bad Consequences, other than the Loss of the Ship, we are the less concerned. We are far from undertaking to give Directions in the Commodore's Department, but confess it would give us great Pleasure to hear that the *Delaware* was retaken, or destroyed—in this we trust to the Commodore's Discretion—

What you say respecting the Fort at Billingsport, carries Conviction with it, & we doubt not but that a proper Representation of the Matter from Comm<sup>r</sup> Hazlewood to Gen<sup>l</sup> Washington would be effectual in procuring Troops for the Defence of that important Post—Captain Falconer will be with you before this gets to hand, & as he means to go from you to Head Quarters, you cannot have a more sure Opportunity of forwarding your Dispatches to the General; and he will be able to enforce your Requisition with Reasons arising from his own observation—

It gives us much Satisfaction to hear that great Harmony subsists amongst the Officers in your Department—we sincerely wish it may be firm & lasting—as we are sensible much—very much—depends upon it.

We have exerted ourselves to the utmost to supply you with the Necessaries you require It is not possible for us to procure the whole amount of your Indents, situated as we are, & it is not without great Toil & Attention we have been able to furnish you with the Supplies herewith sent—We hope they will be sufficient for present Purposes—Circumstanced as we are, we cannot avoid recommending to you the greatest Economy particularly of the Slops.—Economy at such a Time is as necessary as Valour—Enclosed you have Invoices of the Goods sent—they are all consigned to your Care, & you must distribute the Articles amongst our Fleet, according to your Discretion & their Necessities—We expect to hear from you by the Return of this messenger, & request you will give an Account of the Number of Hogs heads, Cases &c the Waggoners deliver you—We are as desirous as you can be, of a Correspondence, & therefore direct that whenever you have Occasion to write to us, you will employ an Express, & let us know the Agreement you have made with him for the Service, & we will pay him accordingly

We are at a Loss to know how there can be such a Deficiency of Blankets, without great waste—Be this as it may, we have sent you all the Blankets, Stockings, Shoes mitts & Watch Coats we can find amongst our Stores—as M<sup>r</sup> Todd is not here, we cannot tell whether we have any more in Stock or no; or, if we have, where they are deposed.

We request our Compl<sup>t</sup> to the Commodore, heartily wishing you all manner of Prosperity & Success we are

Your Friends

To Captain  
Isaiah Robinson

F<sup>s</sup>. H [*Francis Hopkinson*]J<sup>n</sup>. W—[*John Wharton*]

(Copy)  
Invoice

Case AN N<sup>o</sup>. 11  
17 Doz & 3 pair Wollen Hose  
50 Hatts, 43 Jackets,  
30 p<sup>r</sup> Mitts.—

Hogshead N<sup>o</sup>. 2  
200 Check Shirts 31 pair Wollen  
Trowsers, 62 Jackets

Bale AN N<sup>o</sup>. 29  
Blankets, Number unknown  
Cap<sup>t</sup>. Robinson is requested to take  
an Account of them

Chest AN N<sup>o</sup>. 4  
24 Watch Coats, 100 p<sup>r</sup> Woollen  
Trowsers.

Case AN. N<sup>o</sup>. 9  
70 Jackets, 64 p<sup>r</sup> Trowsers  
Hogshead N<sup>o</sup>. 3.  
12 Doz. Woollen Caps, 161 p<sup>r</sup>  
Shoes, 6 Quire Paper, 25 pair  
Trowsers.—

Rum  
Hogsh<sup>d</sup>. A—114 Gallons  
D<sup>o</sup>.—B—104 D<sup>o</sup>.  
D<sup>o</sup>.—C—124 D<sup>o</sup>.  
D<sup>o</sup>.—D—118 D<sup>o</sup>.  
Country Rum 460 Gall<sup>s</sup>  
D<sup>o</sup>.—E—106 Gall<sup>s</sup>  
West India Rum for the officers—

## General Invoice

17 Doz. & 3 pair Woollen Hose  
50 Hatts  
200 Shirts  
220 p<sup>r</sup> Woollen Trowsers  
175 Woollen Jackets  
30 p<sup>r</sup> Mitts

24 Watch Coats  
12 Doz. Woollen Caps  
161 p<sup>r</sup> Shoes  
6 Quire Paper  
Blankets N<sup>o</sup>. unknown—  
460 Gall<sup>s</sup>. Country Rum

## Waggoner's Bill

Samuel Olden  
1 Hgd Rum A—114 Gall<sup>s</sup>.  
1 Hgd N<sup>o</sup>. 2 dry Goods

Jonathan Perkins  
1 Hgd Rum B—104 Gall<sup>s</sup>.  
1 Case AN N<sup>o</sup>. 11. dry Goods

John Wood  
1 Hgd best Rum E 106 Gall<sup>s</sup>.  
1 Hgd N<sup>o</sup>. 3—Dry Goods  
Bale of Blankets

Tho<sup>s</sup>. Imlay  
1 Hgd Rum C—124 Gall<sup>s</sup>.  
1 Case AN N<sup>o</sup>. 9—dry Goods

Benjamin Bingess  
1 Hgd Rum D—118 Gall<sup>s</sup>.  
1 Chest AN N<sup>o</sup>. 4—Dry Goods

L, PHC, Member of Old Congress, 722 (Box 5). Docketed: "Continental Navy board/Bordentown/Oct<sup>r</sup> 3 1777."

1. See NDAR 9: 973–77, 984. The Continental Navy frigate *Delaware*, Capt. Charles Alexander, was taken on 27 Sept. 1777 by a Royal Artillery battery after running aground in the Delaware River.

## GEORGE WASHINGTON TO PRESIDENT OF CONGRESS

[Extract]

Sir

Camp<sup>1</sup> 20 Miles from Philadelphia October 3<sup>d</sup> 1777

... Since my Letter of the 29<sup>th</sup>,<sup>2</sup> no favourable change has taken place in our affairs—On the contrary, we have sustained an additional loss in the capture of the *Delaware*. She fell into the Enemy's hands in a day or two after they were in possession of the City,<sup>3</sup> and in a manner not yet well understood. Some have supposed the Crew mutinied, while another report is, that she was disabled in her Rudder by a shot and drove on shore.<sup>4</sup> This misfortune takes off the success of Captain Biddle's cruise.<sup>5</sup> I will not dwell longer on the subject Congress may rest assured all the means in my power shall be employed to put our affairs in a more agreeable train and to accomplish the end they so earnestly wish. I have the Honor to be [&c.]

G<sup>o</sup>: Washington

L, DNA, PCC, item 152, vol. 5, 77–80, (M247, roll 168). Two paragraphs of this letter are not printed here. They refer to news President Hancock had forwarded to Washington on Maj. Gen. Horatio Gates's army and to the collection of supplies for Washington's forces. Docketed: "Letter from gen<sup>l</sup> Washington/Camp 20 Miles from Philad<sup>a</sup>/Oct<sup>r</sup> 3. 1777/(Entered)."

1. Camp at Methacton Hill, Pa.

2. See Washington to President of Congress, 29 Sept. 1777, in Washington, *Writings* 9: 284–85.

3. Philadelphia.

4. For documentation on the capture of this vessel by a Royal Artillery battery, see *NDAR* 9: 972–74, 975, 976, 977, and 984.

5. Capt. Nicholas Biddle, commander of the Continental Navy frigate *Randolph*, made three prizes on a short cruise out of Charleston, S.C., during the first week of Sept. *NDAR* 9: 919–21, 971.

## LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

Sir

Fort Mifflin Oct<sup>r</sup> 3<sup>rd</sup>. 1777.—

I sent yesterday an express to your Excellency with an account of the enemies having landed near Billingsport, which place they have now possession of, Our Militia evacuated it after bringing off all the Stores and Spiking up the Cannon. This event as I foresaw struck the fleet with much Panic, last night five Officers and 18 Men Deserted and a great part of the rest only wait for Oppertunity. The Enemy have not as yet taken possession of Red Bank.

This morning the Officers of the Navy met and came to this resolution, to assist in keeping this Fort as long as possible, and when we are oblig'd to leave it either through want of provision or otherwise then to force our way by the City<sup>1</sup> with the fleet and land the Garrison at the first convenient place. Should your Excellency have sent any Continental Troops to hinder them from getting Red Bank, then we may still keep the River, but if they do not arrive in time the enemy will have this pass. All we can do will be to prolong the time which will I suppose be about One Week, for I fear unless (after they get Red Bank) we do not attempt soon to make our Retreat, we shall not have men to work the Ships. I have the Honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Addressed: "On Public Service/His Excellency/Gen<sup>l</sup> Washington." Docketed: "Oct<sup>r</sup> 3. 1777/from/L<sup>l</sup> Col<sup>o</sup>. Sam<sup>l</sup> Smith."

1. Philadelphia.



## WILLIAM BRADFORD TO THOMAS WHARTON, JR.

[Extract]

Sir,

... the Enemy were advancing to the Fort, on which I ordered the People into Boats and sent most of them to Fort Island,<sup>1</sup> spiked up all the Cannon we could not carry off, and set the Barracks & Bake House on Fire, but the Dwelling House somehow escaped—We took off all the Amunition—I stayed myself with Cap<sup>t</sup> Robeson of the Continental Brig<sup>2</sup> on shore for some more certain advice; about 12 o'clock the Enemy come on so close thro' a corn field that they were not more than 30 yards from us, and began to fire on us before our Boat put off the shore, we returned the fire with 6 muskets we had on board, and a Guard Boat we had with us also fired on them, and all got off, one man only being wounded. I am now at Fort Mifflin and in Council of all the Cap<sup>s</sup> of the Fleet, this Day they requested that Cap<sup>t</sup> Blewer, Cap<sup>t</sup> Massey & myself would remain here to act as Navy Board which I shall do. Two of our Galleys are reduced & laid by, the men having deserted. Last night Cap<sup>t</sup> Montgomerys 1<sup>st</sup> & 2<sup>d</sup> Lieut<sup>s</sup> & 6 Privates deserted,<sup>3</sup> and I believe if they could get off, the People on board the whole Fleet would desert, for their spirits are quite sunk. The Enemy ships are now coming up to Billingsport. Your most H<sup>ble</sup> Serv<sup>t</sup>,

Fort Mifflin, Oct<sup>r</sup> 3<sup>d</sup>, 1777.W<sup>m</sup>. Bradford

*Pennsylvania Archives*, 1st ser., 5: 644–45. Nine sentences of this letter are not printed here. They describe American preparations to defend Billingsport and the British attack on that post on the morning of 2 October. Addressed below dateline: "On public Service./To His Excellency Tho's Wharton, Esq<sup>r</sup>, President of the State of Pennsylvania at Lancaster."

1. That is, Mud Island, Pa.

2. Continental Navy brig *Andrew Doria*, Isaiah Robinson commanding.

3. James Kirkpatrick was first lieutenant of the Pennsylvania Navy galley *Effingham*, commanded by Hugh Montgomery, until some time in Oct. 1777. His disappearance from the Pennsylvania Navy's muster rolls at this time suggests that he deserted. Samuel Ford, *Effingham's* second lieutenant, deserted the galley in Oct. but was later retaken. He was executed for desertion in Sept. 1778. *Pennsylvania Archives*, 2d ser., 1: 237, 284–85.

## JOURNAL OF H.M.S. PEARL, CAPTAIN JOHN LINZEE

October

[Chester NEbN 2 Miles]

Friday 3

At 9 AM the Sign<sup>l</sup> was made on board the *Roebuck* for all Lieutenants. At 10 Weigh'd & Sig<sup>l</sup> in company with the *Roebuck*, *Liverpool*, & *Camilla* At 12 Anch<sup>d</sup> with the Small Br<sup>r</sup> in 5 fm<sup>n</sup> water near the Chiveaux de frize—Billingsfort East 3 or 4 Miles. A great number of the Rebels Vessels in sight.

Billingsfort. East 3 or 4 Miles.

The first & middle parts Mod<sup>er</sup> & fine W<sup>r</sup> the latter Calm & hazey. PM Sent on shore to Billingsfort two 12 Pounders w<sup>th</sup> Ammunition & c<sup>a</sup>. Came up and Anchor'd here an Arm'd Brigg call'd the *Dunmore* Rec<sup>d</sup> on board fresh Beef.

DIXON AND HUNTER'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 3, 1777

Williamsburg, *October 3*.

Captain Baron<sup>1</sup> has lately taken in the bay one of the enemy's tenders,<sup>2</sup> with eight sailors on board, and five stolen Negroes. The noted Mr. DUNBAR of Gloucester county is among them, who has been a long time in the company with them helping to plunder our coasts.<sup>3</sup>

Last week the *Emerald* man of war took two Gentlemen as they were crossing the bay from the Eastern Shore to Princess Anne. They have since been indulged with a parole for fourteen days, to try to get exchanged for two officers of the *Solebay* frigate, that were lately taken by a party of the Princess Anne militia.<sup>4</sup> These Gentlemen inform, that the Captain of the *Emerald*<sup>5</sup> declared he would detain every person he took, unless they are exchanged upon the above terms.

Last Tuesday, a brigantine, loaded with flour, accidentally got aground in Elizabeth river, and, upon seeing a man of war approaching towards her, our people set her on fire, after getting out the best part of her cargo.

1. Either James or Richard Barron.

2. Armed tender *Dreadnought*. See "At a Court of Admiralty held in the city of Williamsburg the 9th day of October 1777," below.

3. Acting as a pilot.

4. Lt. Edmund Joshua Moriarty, R.N., three petty officers and fifteen men were taken prisoner on 28 Aug. 1777. See *NDAR* 9: 844, where Lt. Moriarty's first name is incorrectly identified as Sylvester.

5. Capt. Benjamin Caldwell, R.N.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 3, 1777

Williamsburg, *October 3*

Last Tuesday, about 4 o'clock in the afternoon, the two Captains Barrons<sup>1</sup> fell in with a tender,<sup>2</sup> off the old fort below Hampton, carrying some fresh provisions from Captain Squire to Commodore Parker. After about ten minutes engaging, the tender's people called out for quarters, and the same evening were conducted safe into Hampton. She was commanded by a certain Dunbar of Gloucester county, who bears a very indifferent character, and acted as a pilot for the enemy. He, with five sailors, and five negroes, are now lodged in the publick jail.—Captains Barrons sent the fresh provisions, a mutton and half, with their compliments to Commodore Parker.

Commodore Parker in the *Phoenix*, with three frigates<sup>3</sup> and a topsail schooner,<sup>4</sup> now lie in Hampton road; and Captain Squire, in the *Otter* sloop, lies off Cherry-stone's, upon the Eastern Shore.

1. Captains James and Richard Barron.

2. Armed tender *Dreadnought*. See "At a Court of Admiralty held in the city of Williamsburg, the 9th day of October 1777," below.

3. H.M.S. *Emerald* and *Perseus* were two of the frigates. The third was most likely H.M. sloop *Senegal*, misidentified as a frigate.

4. The tender to H.M.S. *Roebuck*.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 3, 1777

WANTED,

A SURGEON for the *Hero* galley, now lying at *Hampton*.

Philip Chamberlain,<sup>1</sup> Capt.

1. Philip Chamberlayne.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 3, 1777

[Williamsburg]

Deserted from the *Manly* galley, two men, *viz.* JOHN HARFORD, a sailor, who is about thirty years old, five feet eight or nine inches high, has short black hair, a very dark skin, is much addicted to liquor, and very talkative when so; had on when he went away a pair of convas trousers, an old jacket, and a check shirt. WILLIAM WILKINS, a serjeant of marines, and formerly enlisted by captain *John C. Cocke*, he is about twenty five years old, five feet seven or eight inches high, and had on when he went away an old pair of white *Virginia* cloth breeches and cotton shirt. Whoever delivers the said men on board, or secures them so that I get them, shall have TWENTY DOLLARS reward.

William Saunders, Captain.

THE NORTH-CAROLINA GAZETTE, FRIDAY, OCTOBER 3, 1777

Newbern, October 3, 1777.

In our last,<sup>1</sup> we gave an Account of the *Randolph* Frigate having carried a large Ship into Charles-Town, which was first taken by the Privateer *Nancy*, of this Port, Capt. Palmer, and afterwards re-taken by a large Ship from Jamaica, mounting 20 Guns; by Letters from Mr. Stanly's Agent in Charles-Town, the Account is confirmed; the Ship is called the *Severn*, mounting 10 Guns, from Jamaica to Bristol, and is valued at 40,000l. Sterl. Capt. Palmer engaged and took her at the head of the Jamaica Fleet on the 4th of August last. The other Vessel taken by Capt. Palmer is a Snow called the *Invermay*, from Jamaica to Pensacola, with Rum and Slaves, said to be worth 35,000l. Proc. Capt. Palmer conducted her into Savannah; in Georgia, himself, and is preparing for another Cruize.

1. NDAR 9: 971.

JOURNAL OF H.M.S. *SOUTHAMPTON*, CAPTAIN WILLIAM GARNIER

October 1777

Friday 3<sup>d</sup>

D<sup>o</sup>: Alongside Port Royal Wharf, Jamaica.

at 8 (AM) Hove Keel out Caulk'd and Paid the Starboard side, at D<sup>o</sup>: Right Ship, and all well, the Ship hove down very easy & Keel out fore and aft with 10 Puncheons of Water, on the Fore Castle.—

D<sup>o</sup>. [at Noon] Mod<sup>t</sup>: Breezes w<sup>th</sup>: much Thund<sup>r</sup>: Lightning

& very hard Rain in the Night, Employ'd getting the out Riggers  
Pendants & Blocks on Shore &c<sup>a</sup>, (PM) came in here a Schooner<sup>1</sup>  
from Salem Loaded with Fish and Lumber our Prize, taken by  
the *Snail* our Tender,

D, UKLPR, Adm. 51/914.

1. Schooner *Tryall*. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 504.

## October 4

### MASTER'S LOG OF H.M.S. *MILFORD*, CAPTAIN SIR WILLIAM C. BURNABY

Remarks &c on Saturday Oct<sup>r</sup> 4<sup>th</sup>. 1777

[*Cape Sable N 36° W<sup>r</sup> 15 Leagues*]<sup>1</sup>

[AM] [*at*] 4 D<sup>o</sup>. W<sup>r</sup> [Mod<sup>c</sup> & Cloudy] [*at*] ½ past 6 Saw a Sail in the SE: Q<sup>r</sup> made sail  
& Gave chase [*at*] 9 fresh Breezes & hazy Comeing up with the chase [*at*] 10 the  
Chase Bore away Set Studding sails [*at*] 12 D<sup>o</sup>. W<sup>r</sup> Comeing up with the chase fast.

[*Halifax Light N 28° E Dis: 16 Leages Fresh Breezes & hazy*]

[PM] [*at*] 1 Comeing up with the Chase fast fired 1. 9 Pdr. at the chase who then  
bro<sup>t</sup> too Shortend sail Sent the Cutter on board the chase She proved to be the  
*Dolphin* Privateer Schooner from a Cruize belonging to Marble-head Commanded  
by Edward Fittyplace<sup>2</sup> She had been Out 3 Months Got the prisoners on board  
at 3 hoisted the Cutter in & made sail the privateer the Brig & Schooners in Comp<sup>y</sup>:<sup>3</sup>  
[*at*] 6 heard the report of a Gun from the N.N.E. [*at*] 8 D<sup>o</sup>. W<sup>r</sup> Shortend sail

D, UKLPR, Adm. 52/1865.

1. Bearings are taken from the Master's Journal. Master's Journal of H.M.S. *Milford*, UKLPR, Adm. 52/1865.

2. Massachusetts privateer schooner *Dolphin*, Edward Fettiplace, commander, on a cruise, taken off the coast of Nova Scotia, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 489. She was commissioned on 26 May 1777, Edward Fettiplace, Jr., commander, mounting 10 guns with a crew of 60 seamen, and was owned by Samuel Russell Gerry and others, of Marblehead. M-Ar, Revolutionary Rolls, vol. 5, 190.

3. Prize brig *Topinambou*, prize schooner *Sally*, and a schooner transporting troops of the Royal Highland Emigrants.

### JOURNAL OF COLONEL JOHN ALLAN

[*Machias*] Saturday Oct<sup>r</sup> 4<sup>th</sup>. . . . Sent Capt. Crabtree a letter of instruction to observe during his being stationed at the mouth of the harbour, as also, signals to be made in case of danger.<sup>1</sup> Mr Allan gave him insurance for his Schooner.<sup>2</sup> This day served provisions as usual.

Frederic Kidder, *Military Operations in Eastern Maine and Nova Scotia During the Revolution, Chiefly Compiled from the Journals and Letters of Colonel John Allen, with Notes and a Memoir of Col. John Allen* (Albany: Joel Munsell, 1867), 141.

1. Allan discharged Crabtree of this duty by 12 Oct. Col. John Allan to President of the Massachusetts Council, 12 Oct. 1777. *Documentary History of the State of Maine* (Collections of the Maine Historical Society, 2d Series), edited by James P. Baxter et. al., 24 vols. (Portland: The Society, 1869–1916), 15: 241–44.

2. Massachusetts privateer schooner *Harlequin*, Agreen Crabtree, commander, mounting 10 carriage guns and 16 swivel guns with a crew of 55 seamen, was commissioned on 22 Aug. 1777 and was owned by Agreen Crabtree, of Frenchman's Bay, County of Lincoln, Eastern Maine, and others. M-Ar, Revolutionary Rolls, vol. 6, 9.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL

Hon<sup>d</sup> SirWeymouth Packett, Boston Harbor 4<sup>th</sup> Oct<sup>r</sup> 1777—

Agreeable to a vote of the Hon<sup>l</sup> Council of Safety for your State—I Petition'd both Houses of Assembly, for Leave to remove the Prisoners taken by Cap<sup>t</sup> Harding<sup>1</sup> into Connecticut—and Yesterday obtain'd an order therefor.<sup>2</sup>—I now send them under the care of M<sup>r</sup> Hilliard<sup>3</sup> to Lebanon, who will deliver them to your Excellency's Order.—The Officers will sett out at the same time under the care of M<sup>r</sup> Read,<sup>4</sup> who will doubtless arrive some days before you receive this.<sup>5</sup>—I have the honor to be [&c.]

Sam Eliot J

L, CtHi, Jonathan Trumbull Papers. Addressed: "His Excellency Jonathan Trumbull Esq<sup>r</sup>/in/Lebanon/fav<sup>d</sup> by M<sup>r</sup>/Hilliard." Docketed: "Oct<sup>r</sup> 4<sup>th</sup>. 1777/Sam<sup>l</sup> Elliott."

1. Capt. Seth Harding, commanding the Connecticut Navy ship *Oliver Cromwell*.
2. See Acts and Resolves of the Massachusetts General Court, 1 Oct., above.
3. Azariah Hilliard, seaman on *Oliver Cromwell*.
4. Curtis Reed, midshipman on *Oliver Cromwell*.
5. The officers included John Jenking, sailing master, Andrew Hunter, surgeon, and William Phillips and Paul Glen, master's mates, who had been sent from Portsmouth, N.H. Samuel Eliot, Jr., to Governor Jonathan Trumbull, 4 Oct., above; Governor Jonathan Trumbull to Thomas Shaw, 13 Oct., below.

AFFIDAVIT OF PAUL FLYN AND JOHN JENKING CONCERNING THE CAPTURE  
OF THE BRITISH PACKET SHIP *WEYMOUTH*

Boston Octo<sup>r</sup> 4<sup>th</sup>. 1777

We the Subscribers, Paul Flyn & John Jenking, both of the Kingdom of Great Britain, now resident in Boston, in the County of Suffolk, and State of the Massachusetts Bay, in New England, late mariners on board the Ship *Weymouth* employed as a Packet in the Service of the King of Great Britain from Jamaica to London and captured by the *Oliver Cromwell* Ship of War from the State of Connecticut, Cap<sup>t</sup> Seth Harding Commander, testify and declare that being on board said *Weymouth* on the twenty eighth Day of July last, we were hailed by the said *Oliver Cromwell*, who demanded of us, from whence we came, to which we gave Answer, in the usual Form of Ships of War, in the Kings Service, by saying we came from White Hall and when asked again by the said *O. Cromwell*, are you a Kings Ship we answered Yes; and fired at the *Cromwell*, under Kings Colours; and immediately we shortened Sail to prepare for an Attack from the said *O Cromwell*, before she came up with us, And we further testify that after engaging a Brigantine, on the twenty seventh Day of July last and having beaten her off[f] we gave Chace to her, but did not come up with her; And the said Ship *Weymouth* did at all Times weare her Pennant before any Ships of War, belonging to the King of Great Britain aforesaid even in Presence of an Admiral; and never dowsed her Colours or Sails to any Ship or Fort whatever belonging to the said King and during her late Voyage being near the Island of Martineco, the said *Weymouth*, fired a Shot at an English Merchantman and made her drowse her Pennant; And we further testify that the Wages on board the said *Weymouth* were the same that were allowed on board the said Kings Ships.

John Jenking Paul Flyn

State of Massa Bay  
Suffolk County

Boston Octo<sup>r</sup>. 4<sup>th</sup>. 1777

The within named Paul Flyn and John Jenking after being duly examined & cautioned to testify the whole Truth and nothing but the Truth, made Oath to the within written Affidavit by them subscribed, taken at the Request of Liutenants Timothy Parker & John Chapman lately belonging to the Ship of War *Oliver Cromwell*, and both appear on Account of Jabez Perkins of Norwich, the State of Connecticut, Agent for the Captors of the said *Weymouth*, lately taken by the *Cromwell* aforesaid, which affidavit is to be used in a Cause to be heard & tried, at a maritime Court for the middle District to be held at Salem in the County of Essex and State aforesaid, on Fryday, the tenth Day of October current, upon a Libel against the said *Weymouth*, her Cargo Appurtenances &c wherein Jabez Perkins is Claimant for the Captors aforesaid; & Samuel Elliott of said Boston Merchant is Claimant in Behalf of the said State of Connecticut—

before Joseph Gardner, one of the Justices of the Peace, for  
the said County of Suffolk.

a Copy                      attest.    Isaac Mansfield Cler

Copy, Ct, Connecticut Archives, 1st Series, vol. 9, 203a–b. Docketed: "Depositions concerning/The *Weymouth*/Packet."

DEPOSITION OF JOHN JENKING CONCERNING THE CAPTURE OF THE  
BRITISH PACKET SHIP *WEYMOUTH*

Boston Octo<sup>r</sup>. 4<sup>th</sup>. 1777

I John Jenking of Great Britain, now resident in Boston, in the County of Suffolk and State of the Massachusetts Bay, in New England, Mariner, testify and declare, that the Ship *Weymouth*, lately employed in the Service of the King of Great Britain, as a Packet from Jamaica to London, on which I was employed as Master, had Orders if attacked to defend herself, but was not permitted to commence Hostilities against any Vessel whatever but if in defending her self against an Enemy, she should have so much the advantage against her as to be able to make a Capture, of her she could not hold her, that any commissioned Man of War from Great Britain might make a Prize of any Vessel so taken, and I further Testifie that the said Ship *Weymouth*, was taken by the Ship of War *Oliver Cromwell* from the State of Connecticut Cap<sup>t</sup> Seth Harding Commander

Jn<sup>o</sup> Jenking

I John Jenking the Subscriber of the above written Deposition do testify and declare, that on the twenty seventh Day of July last, the above named *Weymouth*, was brought to & attacked by a Brigantine which She the *Weymouth* beat of and pursued her about four Hours, with Design to get rid of her by the Night coming on, that she might not give us any further Trouble, and if we had Daylight enough to have taken her, we should have thrown her Guns overboard & dismissed her, for the Reason above given viz<sup>t</sup> our having no Right to make her a Prize

Jn<sup>o</sup> Jenking

State of Massa Bay  
Suffolk County

Boston Octo<sup>r</sup>. 4<sup>th</sup>. 1777—

The within named John Jenking after being duly examined, & cautioned, to tell the whole Truth and nothing but the Truth made Oath to the within written Deposition,

by him subscribed, taken at the Request of Samuel Elliott of Boston aforesaid Merchant, Agent for the State of Connecticut, to be used in a Cause to be heard & tried at a maritime Court for the middle District, to be held at Salem in the County of Essex & State aforesaid, on Fryday, the tenth Day of October current, upon a Libel against the Ship *Weymouth*, her Cargo, Appurtenances &c wherein said Samuel Elliot is Claimant in Behalf of said State of Connecticut, & Jabez Perkins of Norwich, in said State of Connecticut, Merchant is Claimant in Behalf of the Captors of the *Weymouth* aforesaid

before Joseph Gardner, one of the Justices of the Peace,

for the said County of Suffolk

a Copy— attest Isaac Mansfield Cler

Copy, Ct, Connecticut Archives, 1st Series, vol. 9, 203c-d. Docketed: "Depositions concerning/The *Weymouth*/Packet."

MASTER'S JOURNAL OF H.M.S. *CHATHAM*, CAPTAIN TOBY CAULFIELD

October 1777 [Rhode Island] Light house SWbW. Brentons point South  
Saturday 4<sup>th</sup>. & Rose Island NNW ½ W.

AM came in Here the *Lady Parker* Schooner<sup>1</sup> with a Prize  
Loaded with Flower from Philadelphia bound for Surinam<sup>2</sup> Fresh  
Breezes and Clear. PM received onb<sup>d</sup> 5 Butts of Beer.

D, UKLPR, Adm. 52/1656.

1. Tender to H.M.S. *Chatham*.

2. Schooner *Charming Nancy*, Robert Crosby, master, from Philadelphia to Surinam, with flour, taken on 24 Sept. off Martha's Vineyard, sent into Rhode Island as prize of *Chatham*. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 489.

JAMES RICE TO NATHANIEL SHAW, JR.

Dear S<sup>r</sup>

New haven Octo<sup>r</sup> 4<sup>th</sup> 1777

I Last Night Returnd from Fairfield Where I have Been to Receive y<sup>e</sup> Prize Money Ordered Me By the Court, Which is y<sup>e</sup> Continental part Which Falls Short of A Thousand pounds, The Other half they Have Ordered Cap<sup>t</sup> Hawley<sup>1</sup> as Agent for y<sup>e</sup> Crew, I am Very Much Surprized att y<sup>e</sup> Conduct of y<sup>e</sup> Most of y<sup>e</sup> People that Have had Any thing to do With y<sup>e</sup> *Schuyler* I Last Week When Atending y<sup>e</sup> Vendue at Norwalk Cauld on One Lockwood from Whom Hawley Had been Drawing provisions to pay his Bill Expecting it to be Small for fresh provisions but found it to be Upwards of Eighty pounds Six bb<sup>s</sup> pork a 9 pounds p<sup>r</sup> bb<sup>l</sup> Supplied in y<sup>e</sup> Summer he told me y<sup>t</sup> M<sup>r</sup> Warson y<sup>e</sup> Master told him that Was y<sup>e</sup> Vendue price On My Return yesterday from Fairfield I Cauld on M<sup>r</sup> Ives to pay his Riging bill Which I Did Not pay It had Risen Since he Aplyd to Me for Payment From 115 pounds To 170 Odd (pas<sup>t</sup> By David Hawley Cap<sup>t</sup>) his Pretence is that Hawley Promised Him flax in pay for Rigind but he Aplyed to Me in y<sup>e</sup> Summer he Asked Me for y<sup>e</sup> Money Which I Should Have paid him But he had A Mind to purchas y<sup>e</sup> prize flax for Which Reason he Did Not then Take y<sup>e</sup> Money, and as y<sup>e</sup> flax Was Sold Very Dear he Now pretends to Hold to Hawleys promis and he & Hawley have put their Heads Together to get What they Can out of y<sup>e</sup> Continent—

A Cruizer is Much Wanted West Ward y<sup>e</sup> Enemeys Tenders begin to be Troublesome beg you to send y<sup>e</sup> Sloop<sup>2</sup> as Soon as posable, Should She Take Any More prizes I beg they May Not be Caried into Fairfield County as I Can have them Condemned for Less than half y<sup>e</sup> Expence I beg you Let Me hear from you Concerning y<sup>e</sup> Above Matters as Soon posable Am [&c.]

James Rice

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, No. 8589. Addressed: "To/Nathaniel Shaw Jnr Esq<sup>r</sup>/New London." Docketed: "James Rices/Letter/Octr 4 1777."

1. Capt. David Hawley.
2. Continental Navy sloop *Schuyler*.

#### MAJOR GENERAL ISRAEL PUTNAM TO GOVERNOR GEORGE CLINTON

Dear Sir,

This morning we had Information from our Guard Boats, that there were two Ships of War,<sup>1</sup> three Tenders,<sup>2</sup> and a Large number of Flatt Bottom'd Boats coming up the River, they proceeded up as far as Tarry Town, where they Landed their Men—this Evening they were follow<sup>d</sup>. by one Large Man of War,<sup>3</sup> five Topsail Vessels,<sup>4</sup> and a Large Number of Small Craft—I have sent off Parties to Examine their Rout, and Harrass their March if Prudent—General Parsons has gone down to Reconnoiter he has not yet Return'd, but by Information from several different Quarters, we have Reason to believe they intend for this Post—They are now making up, (as we hear) for Croton Bridge—You will please to give such orders to the Malitia, in Consequence thereof as you shall think proper—

I have sent the Barge to you with this, and most sincerely wish, you would come Down as soon as Convenient—I should have wrote you before, but I thought this movement only to drive off some Cattle &c I am [&c.]

Israel Putnam

Peeks Kill Oct<sup>or</sup>. 4<sup>th</sup>. [1777]  
8 oClock in the Evening—

L, NN, Emmet Collection. Addressed: "His Excellency Gov<sup>r</sup> Clinton."

1. H.M. frigates *Tartar* and *Mercury*.
2. H.M. brig *Diligent* and galleys *Dependence* and *Spitfire*.
3. H.M.S. *Preston*.
4. H.M. galley *Crane*, tender *Hotham* and a number of transports.

#### COLONEL HENRY LUDINTON TO MAJOR GENERAL ISRAEL PUTNAM

[Extract]

Honoured sir

in haste I am to acquaint you that the [enemy] Came up Last night with 2 fregets and five or six Ship[s] <sup>1</sup> also and tenders and about 40 flat Botomed Boats and Landed about 3 thousand men under the Command of governer tryon They amediately took the hights above tarry town and from thence kept the Hights until they thought they had goot above our party But Luckily we had goot above them and peraed at m<sup>r</sup> youngses where we thought Best to move towards them where we in open vew of them and found them to be vastly superiour to us in numbers and moved of[f] to



Rights mills Having no asistance more than our Littel partey Belonging to our Regiment I found on our Retreat Before we goot Back to younges they had Sent forward a flag But found that was in vew of trappaning us as they had flanking parties who we discovered in order to Soround us But after Chasing the Regiment I Rode Back and met the flag within a quater of a mile of their main Body The purport of his arrend was that governer Tryon Had Sent him to acquaint me that if we would give up our arms and Submit they would Show us mersy or otherways they were determined to take us and Strip the Contre Sent in answer that as Long as we had a man alive I was determined to apose them and they might Come on as so[o]n as they pleased we have not Lost a man and the Last move of the Enemy was from youngses towards the plains<sup>2</sup>. . . .

Henry Ludinton<sup>3</sup>

3 oclock october 4<sup>th</sup> 1777

at Rites mills

PS I Believe the inhabitants are intirely Stript where they goe.

L, MiD, Israel Putnam Correspondence, 1777–1792. Addressed: “upon the publick Service/To/The Honorable Major/general Isarael Putnam/at Peekskill/P<sup>r</sup> one of the Light horse.”

1. H.M. frigates *Tartar* and *Mercury*, brig *Diligent* and galleys *Dependence* and *Spitfire* with a number of transports.

2. White Plains.

3. Col., New York Militia.

#### BRIGADIER GENERAL JAMES CLINTON TO GOVERNOR GEORGE CLINTON

Dear Brother.

Fort Montgomery 4th October 1777.

By Capt. Lieut. Gano<sup>1</sup> of the Artillery who has just come from Peeks Kill[,] he informs me that the Enemy are Landed at Terry Town, that they have several Transports, & some men of Warr, with a [Number] of flat Bottom'd Boats, & that the inhabitants at Peeks Kill are all moving away, and are in the Utmost Confusion[—]I have had no Account from Genl. Putnam. I am informed he is gone Down towards Kings Ferry to reconiter &c. Our Gallies<sup>2</sup> & Privateer Sloop<sup>3</sup> has not yet come up—neither has there been any Alarm Guns Fired, tho' there has been about 8 or 10 Cannon heard below—there is very few of the Militia yet come Down. I Can't tell you the number as I have had no Returns from them as Yet—there has no Field Officers come down with any of the Regim'ts Except Major DuBois<sup>4</sup> of [Col<sup>o</sup>. Hasbroucks Reg<sup>t</sup>.]<sup>5</sup> which are at Fort Constitution. I have waited some time thinking I might have an Express from Genl. Putnam with a more Certain Account—but as I have Receiv'd none; I think it my duty to give you the Earliest notice Possible. Upon the Enemies Approach, You may Expect to hear the Alarm Guns fired here. I am [&c.]

James Clinton.

*Public Papers of George Clinton* 2: 360–361, no. 805. Addressed in original manuscript: “To his Excellency Geo. Clinton Esq<sup>r</sup>/Gov<sup>r</sup> of the State of New-York.” The words in brackets are from the charred original, N-Ar, George Clinton Papers, box 8, doc. 805.

1. Capt. Lt. Daniel Gano, 2nd Continental Artillery.

2. Continental Army galleys *Lady Washington* and *Shark*.

3. New York privateer sloop *Camden* (10 guns).

4. Maj. Zachariah Du Bois, New York Militia.

5. Col. Abraham Hasbrouck, New York Militia.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777 Tarry Town East  $\frac{1}{4}$  of a Mile the Upper Mills NNE 3 Cables  
 Saturday 4 Lengths  
 at 1 AM Arrived here 42 flat Boats with Troops on Board them  
 at 5 AM the *Tartar* Made the Signal for the Troops to Land fired  
 4 twenty four Pd<sup>ts</sup>. Round Shot to Cover the Troops Land<sup>g</sup>. d<sup>o</sup>.  
 Landed with Only the Loss of One Man  
 Tarry Town East  $\frac{1}{4}$  of a Mile the upper Mills NNE 3 Cables  
 Lengths  
 Fresh Breezes and hazy Weath<sup>r</sup> at 5 P.M. Anch<sup>d</sup>. here H. M<sup>s</sup>. Ship  
*Preston* and a Fleet of Transports at 9 PM Weigh'd and came to  
 sail in Comp<sup>y</sup>. H. Majes<sup>ts</sup>. Ships *Tartar*, *Mercury*, *Diligent* Brig and  
 the *Spitfire* and *Crane* Gallies, at 11 P.M. Anch<sup>d</sup>.  $\frac{3}{4}$  Signal with the  
 Best Bower in 6 F<sup>m</sup>. Tallards Point <sup>1</sup> EbS 1 Mile

D, UklPR, Adm. 51/4159.

1: Tellers Point on Croton Point.

JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777 At an Anchor off Spiken-devel Creek  
 Friday 3 [AM] received on board Wood and Water.  
 At an Anchor off Spiken-devel Creek  
 d<sup>o</sup>. Weather [Little Wind and Cloudy] at 8 P.M. got under Sail in  
 Company with the *Tartar* and Galley's <sup>1</sup>  
 Saturday 4 at 2 A.M. Anchor'd off Tarry-Town at 6 the Flat Boats came up and  
 landed the Troops at 9 Sent the Boats on Shore with 20 Marines.  
 At an Anchor off Tarry Town up Hudson River  
 Moderate and Cloudy at 1 P.M. Came up and Anchor'd here the  
*Preston* Commodore Hotham with 11 Sail of Transports and a  
 number of small Craft at 9 Came to Sail up the River with the  
*Tartar* & Galley's at 12 Anchor'd off Tallow's Point <sup>2</sup>

D, UklPR, Adm. 51/600.

1. H.M. galleys *Dependence* and *Spitfire*.

2. Tellers Point on Croton Point.

JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

Oct<sup>r</sup> 1777 Moored off New York—  
 Saturday 4<sup>th</sup>. AM at 8 His Majestys Ship *Preston* Weighed Anchor, as did a Num-  
 ber of Transports with Troops. and Went up the North River. at  
 9 Rec<sup>d</sup>. onboard, fresh Beef, Ships Company Emp<sup>d</sup>. Scraping  
 the Sides, our Barge & Cutter up the North River with our Cap-  
 tain <sup>1</sup> & a Lieutenant, <sup>2</sup> to assist the Flatt Bottom'd Boats—  
 Moored off New York—

First Part Moderate and fair, Middle Calm Latter light Airs, PM  
Emp<sup>d</sup>. Scraping Taring & Varnishing the Sides, Longb<sup>c</sup> watering,

D, UKLPR, Adm. 51/331, 101-2.

1. Captain Wallace was placed in command of the advanced squadron of armed vessels and galleys.
2. Lt. Sylverius Moriarty, third lieutenant.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPLEBY

October [1777]

Moored off New York

Saturday 4

AM Anchord here the *Le Despencer* packet from England At 8 AM Weighd and Came to Sail In Comp<sup>s</sup> the *Crane* Galley *Hotham* Tender & several Transports ran up the N<sup>o</sup> River At 11 passed the Cheveau de frize work'd the Ventulator

Up the North River—

Little Wind and hazey Wea<sup>r</sup> At 4 PM Anch<sup>d</sup> with the B<sup>t</sup> B<sup>r</sup> in 7 fath off Tarry Town and Veerd to  $\frac{1}{2}$  of a Cable found riding here H: M: Ships *Tartar* and *Mercury* w<sup>th</sup> the Galleys<sup>1</sup>  $\frac{1}{2}$  past 4 Anchord the *Hotham* and Tenders At 5 Made the Sign<sup>l</sup> for the *Dependence* Galley to join the Fleet with a Gun  $\frac{1}{2}$  past repeated it At 9 the Frigates Galleys &<sup>c</sup> saild further up

D, UKLPR, Adm. 51/720.

1. H.M. galleys *Dependence* and *Spitfire*.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

October

Billingsfort. East 3 or 4 Miles.

Saturday 4

At 9 AM our Sig<sup>l</sup> was made for a Petty Officer. At 10 all the Masters & Pilots in the Squadron were sent with two Boats from each Ship to remove the Chiveaux de frize, which they did about a  $\frac{1}{2}$  a Cable's length in shore & broke our Hawsers in purchasing them.

d<sup>o</sup>.

Mod<sup>te</sup>: & fine W<sup>r</sup>: At 3 PM two of the Enemies Galleys came down and lay in shore & fired several Guns at the *Dunmore* Brigg. At 6 all the Boats in the Squadron were employd embarking part of the 10<sup>th</sup> and 42<sup>d</sup> Reg<sup>ts</sup>. at 8 heard the report of several Guns & saw a number of lights up the River.

D, UKLPR, Adm. 51/675.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Oct<sup>r</sup> 1777

Tinnicum Isl<sup>d</sup>. NWbN  $\frac{1}{2}$  a Mile

Saturday 4

AM sent the Boats to Assist in moving the Cheveaux du freeze. fine weather—

D<sup>o</sup>.

Light Breezes and fair weather PM two Galleys and some Gun Boats came through the Creek <sup>1</sup> within Hog Island, and fired upon the Tenders and Boats at a great distance at 8 sent the Boats to Embark Troops from Billingsp<sup>t</sup>.

D, UkLPR, Adm. 52/1964.

1. That is, the Tinicum or western channel of the Delaware River.

JOURNAL OF H.M.S. *EMERALD*, CAPTAIN BENJAMIN CALDWELL

October 77

In Hampton Road

Saturday 4<sup>th</sup>

at 8 AM the *Phoenix* made a Signal for all Boats Manned and Armed, some Row Galleys <sup>1</sup> being in sight.

In Hampton Road

Light breezes and fine Wea<sup>r</sup> sent the Barge in Chace of a Boat; at 4 PM saw the Boat run on Shore, made the Signal for the Barge to return.

D, UkLPR, Adm. 51/311.

1. Virginia Navy galleys (including the galley *Hero*, Capt. Philip Chamberlayne) and the armed boats *Liberty*, Capt. James Barron, and *Patriot*, Capt. Richard Barron, were stationed at Hampton, Va. Other Virginia Navy galleys were stationed to guard the entrance to the York River. For further details on the stationing of Virginia Navy vessels see Joseph A. Goldenberg and Marion West Stoer, "The Virginia State Navy," in *Chesapeake Bay in the American Revolution*, edited by Ernest McNeill Eller (Centreville, Md.: Tidewater Publishers, 1981), p. 199.

October 5 (Sunday)

JOURNAL OF H.M.S. *TRITON*, CAPTAIN SKEFFINGTON LUTWIDGE

October 1777

At Anchor in Chaleur Bay D<sup>o</sup>. [Paspbeack] Point N ½ WSunday 5<sup>th</sup>

3 or 4 Miles

at 9 AM fired a Shot to bring too a Sloop on the N<sup>o</sup>. Shore and gave Chace. Punished How<sup>d</sup>. Baldwin (a Mrine) at the Ganway for Disobedience to the Corporal.

Cape Anne ENE 6 or 7 Leagues

Fresh Gales and Cloudy Latter part more Mod<sup>t</sup> at 1 PM brought too and spoke the *Mary* armed Sloop, dispatched from Cap<sup>t</sup>. Pearson <sup>1</sup> of the *Garland* at Quebec, with a Letter dated the 23<sup>d</sup> Sept<sup>r</sup> requiring me to repair thither with the *Triton*. at 2 made sail at 4 set steering Sails. ½ past 7 in Steering Sails. at 8 Bonaventure Island NWBN 5 or 6 Miles

D, UkLPR, Adm. 51/1013.

1. Capt. Richard Pearson.

GOVERNOR GEORGE CLINTON TO THE PRESIDENT OF THE SENATE  
AND THE SPEAKER OF THE ASSEMBLY OF NEW YORK

Sir.

Fort Montgomerie 3 OClock P:M: Oct<sup>r</sup> 5<sup>th</sup>: 1777—

I wrote you this Morning from my own House inclosing Copies of Letters which I had received from General Putnam and James Clinton containing the only Accounts I had then received of the Enemy's Movements in this Quarter—Their Fleet consists of 56 Sail great & Small—They have a Number of Flat Bottomed Boats with them and now lay under Sail off Kings Ferry, where, or rather between that and Peeks Kill, they have landed a Body of Troops how many I can't learn—There was a considerable Cannonade from their Shipping while landing. I have ordered the Militia of the two Regiments of Ulster and those of Orange on the North Side of the Mountains to strengthen this Post and the Passes on this side of the River.

Yesterday a Body of the Enemy who either landed at Tarry Town or marched up from Kings Bridge, approached Col<sup>o</sup> Luddington<sup>1</sup> near White Plains where he lay with about 500 Men and sent a Flagg demanding him to surrender with his Party in very menacing Terms & in the mean time were endeavouring to surround him. The Col<sup>o</sup> observing this ordered his Men to retreat and received the Flagg himself and so disappointed them. I have not been able to collect any further Particulars but have Reason to believe the Enemy pretty formidable. I am [&c.]

Geo. Clinton

Cap<sup>t</sup> Piercy this Moment arrived, he says the Enemy Landed a party of light Horse at Kings Ferry on the West side of the River and obliged him to quit his Post with the Loss of one Man—The Enemy have 12 Ships 2 Briggs a number of smaller Vessels & 44 flat Bottom Boats loaded with Men—he says the Enemy landed on the East Side 18 Boats full of Troops & a number more were coming up. The first Ship just now comes in Sight at Point of Donderbergh firing away at a row Boat I sent to Peeks Kill; they cant catch her. Cap<sup>t</sup> Pierce had but 12 Men with him—excuse haste

Copy, NHi, Horatio Gates Papers. Addressed: "To the Presid<sup>t</sup> of the Senate/& Speaker of the Assembly/for the State of New York." Docketed: "Copy of a Letter from/Gov<sup>r</sup> Clinton to The/President of The Council/of N. York—dated Fort/Montgomery 3 oClock P./M.—Oct<sup>r</sup> 5<sup>th</sup>: 1777."

1. Col. Henry Ludinton (Luddington), New York Militia.

MAJOR THOMAS MOFFAT TO BRIGADIER GENERAL JAMES CLINTON

[Extract]

S'r,

Ramapough Clove<sup>1</sup> 5th Oct'r 1777.

As the Enemy are in Motion & their destination as yet unknown to me, I thout prudent having an Opportunity P<sup>r</sup> Col. Livingston<sup>2</sup> to advise you of my Strength at this post which with the reinforcement I have received from Col. Hathorn's<sup>3</sup> Regiment amounts to scarce Two Hundred Men Officers included. Major Wisner<sup>4</sup> who is with the last detachment says they are not all in that he Expects but if they were I am affraid they would be insufficient in case of an Attack as many of their Arms are poor and We are scarce of flints having none but what are in Use and many of them bad; should have sent to you for some to day but was disappointed in geting a Horse timeously if you have any Horse men to Spare should be glad you would send me some by one of them.

The last Account I had of the Enemy was that they were in Haverstraw Bay Standing up the River, their Van near Stony Point and that their fleet consisted of 9 Topsail Vessels a Number of Sloops, Gallies &c.<sup>5</sup> with about 50 flat Bottomed Boats and appeared to have a considerable Number of Troops on Board. . . .

Thomas Moffat Major.

*Public Papers of George Clinton* 2: 365–67, no. 811. Addressed in the original: “On Publick Service/To/Brig<sup>t</sup> Gen<sup>t</sup> James Clinton/Fort Montgomery/⌘ Coll/Livingston.” N-Ar, George Clinton Papers, box 8, no. 811.

1. Near Sydman’s Bridge which connected Forts Clinton and Montgomery.
2. Lt. Col. Richard Livingston.
3. Col. John Hathorn, New York Militia.
4. Maj. Henry Wisner, New York Militia.
5. H.M.S. *Preston*, frigates *Tartar* and *Mercury*, brig *Diligent*, sloop tender *Hotham* and galleys *Crane*, *Dependence*, and *Spitfire* with a number of transports.

#### JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777

Sunday 5

At an Anchor off Tarry Town up Hudson River  
at 7 AM Weigh’d and Came to Sail up the River at 10 Anchor’d  
again at 11 the *Preston* and Transports Anchor’d near us, at  
Noon the Flat Boats landed some of the Troops on Plank Point<sup>1</sup>

At an Anchor off Plank Point  
d<sup>o</sup>. W<sup>c</sup> [Moderate and Cloudy] at 2 P.M Anchor’d nearer Plank  
Point with the Fleet at 5 the Flat Boats landed the remainder  
of the Troops on Stoney Point at 8 Weigh’d & Came to Sail up  
the River at 9 Anchor’d off Dunderberrick Hill,<sup>2</sup> the Galley’s<sup>3</sup>  
about 2 Miles a head of us

D, UKLPR, Adm. 51/600.

1. Verplanck Point.
2. Dunderberg Mountain.
3. H.M. galleys *Crane*, *Dependence* and *Spitfire*.

#### JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777

Sunday 5

Tarry Town East  $\frac{1}{4}$  of a Mile the Upper Mills NNE 3 Cables  
Lengths

at 11 A.M. Anch<sup>d</sup> with the best Bower in 10 F<sup>m</sup>. Water Planks Point  
EbS off shore 2 Cables Lengths in Comp<sup>y</sup> the *Diligent* Brig *Spit-*  
*fire* and *Crane* Gallies at Noon the Troops Landed on Verplanks  
Point without any Opposition

Planks Point EbS 2 Cables Lengths  
Mod<sup>t</sup> and fair Weath<sup>r</sup> these 24 Hours at 1 P.M. Weigh’d ⌘ Sign<sup>l</sup>  
in Comp<sup>y</sup> His Majesties Brigg *Diligent Spitfire* and *Crane* Gallies  
and *Hotham* Sloop at 2 P.M. Anch<sup>d</sup> ⌘ signal with the best Bower  
in 8 F<sup>m</sup>. Water in Comp<sup>y</sup> as before Lents Cove south 3 Cables  
Lengths Peeks Kill NE  $1\frac{1}{2}$  Miles at 3 Discover’d a Party of Re-  
bles Brak<sup>s</sup> down the Brigg on Lents Creek fired 4 twenty four  
Pd<sup>rs</sup>. round shot. at  $\frac{1}{2}$  past 3 PM Weigh’d ⌘ Signal and gave Chase

to 5 Whale Boats at 4 they perceiv'd us to Come up with them they run on shore stood Close in After them D<sup>o</sup> sent our Boats Man'd and Arm'd to bring them Off fired 14 twenty four Pound<sup>s</sup> with round and Canister to Cover the Boats at ½ past 4 P.M. the Boats ret<sup>d</sup> hav<sup>g</sup> brote off 3 of the Reble Boats and Destroyd 3 More at 6 PM Anch<sup>d</sup> with the best Bower in 7 F<sup>m</sup>. Water Verplanks Point East 1 Cables Length

D, UKLPR, Adm. 51/4159.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777

Saturday 4

[Sunday 5]<sup>1</sup>

Tarry Town EbS 1½ Mile Dist

at 6 AM weighd and ran up to haverstraw Bay in C<sup>o</sup> the Gallys<sup>2</sup> and Armed Sloop *Hotham*. at 10 D<sup>o</sup> H M Ships *Tartar* & *Mercury* with the transports, Flatt Boats &c Joind Us. at Noon Weighd and Made Sail in C<sup>o</sup> as Above

Plancks point<sup>3</sup> NE 2 Miles Dist

Ditto Weather [Mod<sup>t</sup> and fair W<sup>r</sup>]

Kings Ferry West ½ Mile Dist

at ½ past 1 [PM] Came too off Kings Ferry as did the Gallys to Cover the Landing of the troops from the Flatt Boats at 1 P.M weighd and made sail the sloop & Gallys in C<sup>o</sup>. & stood Up the River at 3 D<sup>o</sup> Came too Small Bower off Peeks Kill. fired 14 three pounders Shotted at some Armed Rebels at 5 PM weighd and Made sail in C<sup>o</sup> as above at 8 D<sup>o</sup> Came too off[f] Kings ferry with small Bower in 8 f<sup>m</sup>. in C<sup>o</sup> as before.

D, UKLPR, Adm. 51/4163.

1. *Diligent's* Journal, which was one day behind, was corrected on this day at 1 P.M.

2. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

3. Verplanck Point.

COLONEL A. HAWKES HAY TO GEORGE WASHINGTON

Sunday 4 O'Clock P.M. Haverstraw October 5<sup>th</sup>. 1777—

Sir.

I think it my Duty to inform you, that Yesterday the Enemy's Fleet consisting of four large Ships of War<sup>1</sup> a Considerable Number of Armed Vessels<sup>2</sup> and Eight Transports with forty flatt Bottom Boats came up as far as Tarry Town, this Morning they came up into the Bay opposite this Place and are now landing their Troops at Verplank's Point, no Opposition has yet been made on our Part, the Shipping are at Anchor below the Point.—

I have called out the Militia but as we are but a handfull of Men, I thought proper to imploy them in driving off the Stock & watching the Motions of the Enemy which is all I can do till Supports arrive but I know not to what Quarter to send for Assistance unless the Jersey Militia could be sent forward from the Eastern part of that State.—I am [&c.]

A Hawkes Hay<sup>3</sup>

L, DLC, George Washington Papers, Series 4. Addressed: "On Public Service./To/His Excellency/George Washington Esq/Commander in Chief of the American Army/Head Quarters/Ⓟ Express." Docketed: "Col<sup>o</sup> Hawks Hay/5 Oct<sup>r</sup> 1777."

1. H.M.S. *Preston*, frigates *Tartar* and *Mercury* and brig *Diligent*.
2. H.M. sloop tender *Hotham* and galleys *Crane*, *Dependence* and *Spitfire*.
3. Colonel, New York Militia.

#### MASTER'S JOURNAL OF H.M. BRIG *HALIFAX*, LIEUTENANT WILLIAM QUARME

Oct<sup>r</sup> 1777

Oyster Bay [*Long Island*]

Sunday 5

AM at 6 Saw the Tender<sup>1</sup> to the NW in Chace of 4 Rebel wale boats Weighd and Came to Sail the Rebel wale boats got in to Horseneck Harb<sup>r</sup> the Tender stood to the Westw<sup>d</sup>. after a Sloop Weighd and Came to Sail at Noon Anchor'd w' the Sm<sup>l</sup> Br off Hog Island The Bluff SSW 3 Miles

D<sup>o</sup>. [*at anchor*] off Hog Island The Bluff SSW 3 Miles In 1<sup>s</sup> and Middle parts Light Airs Inclinable to Calm Latter Little Wind & fair PM at 4 a boat came off from Long Island w' Charles Stand Seaman belonging to the Tender who had his face much burnt w' powder by one of the Guns onb<sup>d</sup> the Tender. found the Tender had Run in Chace and Firing at some Rebel wale boats<sup>2</sup> at 8 Weighd and stood to the Westw<sup>d</sup>. at 9 Anchord off Hampsted bay in 7 f<sup>m</sup>.

D, UKLPR, Adm. 52/1775.

1. *Clinton*.

2. The next morning the *Clinton* tender rejoined *Halifax* with a sloop she had retaken from the four whaleboats after running her on shore. Master's Journal of H.M. brig *Halifax*, UKLPR, Adm. 52/1775.

#### JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

October

d<sup>o</sup>. [Billingsfort. East 3 or 4 Miles.]

Sunday 5

At 5 AM Weigh'd Ⓟ Sig<sup>l</sup>. the *Roebuck* in company, the boats ahead towing us down the River. At 7 the *Roebuck* got aground, we at the same time Anch<sup>d</sup>. with the S: Bower in 3½ f<sup>m</sup>. Carried the Kedge Anchor out & hove the Ship into deeper water. Chester WbS dis<sup>t</sup> 3 Miles At 9 the Sig<sup>l</sup>. was made to Land the Troops. At 10 the *Roebuck* got off & made the Sig<sup>l</sup> to Weigh which we did & found the Anchor Stock broke.

Chester WbS 3 Miles

D<sup>o</sup>: Weather. [Modt<sup>r</sup>: & fine] At 1 PM Anch<sup>d</sup>: Ⓟ Sig<sup>l</sup>. with the Sheet Anchor in 5 f<sup>m</sup>. & veer'd to ⅓ a Cable Billingsfort E1/2S dis<sup>t</sup> 3 or 4 Miles. The *Roebuck*, *Liverpool*, *Camilla* & two Victuallers in company. At 4 the Sig<sup>l</sup> was made on board the *Roebuck* for all Lieutenants. Sent 17 Marines on shore to reinforce Billingsfort At 5 Weigh'd, dropt in our Station the Fort bearing East 4 Miles. Row'd Guard.

D, UKLPR, Adm. 52/1775.



## WILLIAM PEERY TO MAJOR GENERAL CAESAR RODNEY

Sir

Lewes Oct<sup>r</sup> 5<sup>th</sup> 1777

This morning 36 Sail of the Enemies Ships went past this Town up the Bay,<sup>1</sup> and this Evening 41 more were seen from the light House Standing in for the Cape,<sup>2</sup> and while Writing being Nine oClock, find by the lights in the Bay and firing Signal Guns, they have Anchor'd in our Road, I hope they also will pass by without Visiting us

On the appearance of the Fleet last evening all the Boats along Lewes Creek were brought up to the Fort and a Centinel placed over them to prevent any person going off to the Ships, but notwithstanding this precaution, Abraham Wiltbank, his Son Jacob, and Luke Shields Jun<sup>r</sup>, went on Board the Fleet, they had taken a small Boat a Cross the Creek some time Yesterday and left her where she Could not be discover'd, and in the Evening went over in a Cannoe, and then haul'd their Boat a Cross the Cape to the Surf, and we suppose went to Ships who were then Anchor'd in the Road

I have been advis'd to place Guards at their Houses and have their Goods Inventory'd, but have declin'd the measure untill I shall receive orders from you respecting the matter, should therefore take it as a favour if you would be so kind as to send me your opinion on this Head—I am [&c.]

William Peery

L, NN, Emmet Autograph Collection. Addressed: "To/Major Gen<sup>l</sup> Caesar Rodney Esq<sup>r</sup>/at/Dover/for favour of/M<sup>r</sup> Woolf." Docketed: "Letter from/W<sup>m</sup> Peery/Oct<sup>r</sup> 5 1777."

1. Delaware Bay.
2. Cape Henlopen, Del.

JOURNAL OF H.M. SLOOP *SENEGAL*, COMMANDER ANTHONY J.P. MOLLOY

October 1777

Ditto [Point Comfort NEbe 2 or 3 Leagues.]

Sunday 5

At 4 AM. the *Phoenix's* boats chased a Schooner in shore & took her.

Ditto

Light Airs & clear Wea<sup>r</sup> At 2 P.M. sent the Pinnace manned & armed in chace of a Rebell boat on shore. At 3 the Pinnace returned with the boat, but the people got on shore.

D, UklPR, Adm. 51/885.

October 6

## LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. In Behalf of Seth Harding, Commander of the Ship of War, called the *Oliver Cromwell*, in the Service of the State of Connecticut, and all concerned therein against the Ship *Weymouth*, of about 200 Tons burthen, Charles Flynn late Master; and also in Behalf of said Harding, his Officers, Marines and Mariners, against the said Ship *Weymouth*, her Cargo, Guns and Appurtenances, said

to be a Ship of War, in the Service of the King of Great-Britain:—In Behalf of John Lee, Commander of the Brigantine *Fancy*, and all concerned therein, against the Brigantine *Cleveland*, of about 130 Tons burthen, John Norman late Master, her Cargo and Appurtenances:—In Behalf of Edward Fitzplace, jun.<sup>1</sup> Commander of the Schooner *Dolphin*, and all concerned therein, John Colston, Commander of the Brigantine *Gloucester*, and all concerned therein, Benjamin Warren, Commander of the Brigantine *Hampden*, & all concerned therein, John Fisk, Commander of the Brigantine *Massachusetts*, and all concerned therein, against the *Snow Fanny*, of about 90 Tons burthen, Charles Poaug late Master:—In Behalf of Elias Smith, Groves,<sup>2</sup> Beverly<sup>3</sup> and Ferry,<sup>4</sup> Commanders of the private armed Vessels the *Spy*, *Blackbird*, *Friends Adventure*, & *Fanny*, & all concerned therein, against the Schooner *Lively*, &c., of about 60 Tons burthen, David Fletcher late Master—In Behalf of Thomas Stephens, Commander of the private armed Brigantine *Bellona*, and all concerned therein, against the Brigantine *Nancy*, of about 120 Tons burthen, Isaac Burton late Master.—In Behalf Of the Owners, Commander, Marines and Mariners of the Privateer Schooner *Eagle*, against the Brigantine *Polly*, her Cargo and Appurtenances. All which Vessels and their Cargoes so libelled, are said to have been taken and brought in the Middle District aforesaid. And for the Trial of the Justice of said Captures, a Maritime Court will be held at Salem, on Friday the 10th Day of October 1777, at Ten of o'Clock in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them should not be condemned.

N. Cushing, Judge of said Court.

*Boston-Gazette*, 6 Oct. 1777.

1. Edward Féttyplace, Jr.
2. William Groves commanded the Massachusetts privateer schooner *Blackbird*, mounting 8 guns with a crew of 20 seamen, which was commissioned on 6 Aug. 1777. DNA, PCC, item 196, vol. 2, 29.
3. Kinsman Peverly commanded the New Hampshire privateer schooner *Friends Adventure*, mounting 6 guns with a crew of 20 seamen, which was commissioned on 6 Aug. 1777. DNA, PCC, item 196, vol. 5, p. 105.
4. John Farrey (Ferry) commanded the Massachusetts privateer schooner *Fancy*, mounting 6 guns with a crew of 30 seamen, which was commissioned on 26 May 1777. M-Ar, Revolutionary Rolls, vol. 5, p. 283.

#### LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, in Behalf of Captain Nathan Brown, and his company, of the armed Brig *Pluto*,<sup>1</sup> and all concerned, against the Brig *Terra Nova*, &c. of about 100 Tons burthen, John Tanner, late Master; and against the Brig *Arthur Betty*, &c. of about 100 Tons burthen, Granville Pettyjohn, late Master: In Behalf of Joseph Vincent and Ebenezer Pierce, against a certain Shallop, called the *Relief*, of about 10 Tons burthen, Samuel Norwood, late Master. All which Vessels and their Cargoes, so libelled, are said to have been taken and brought into the Middle District aforesaid; and for the Trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Salem, on Thursday the 9th Day of October, 1777, at the Hour of Ten in the Forenoon, when and where, the Owners of said Captures, and any Persons concerned, may appear and shew Cause, (if any they have) why the same, or either of them, should not be condemned.

N. Cushing, Judge of said Court.

*Boston-Gazette*, 6 Oct. 1777. These libels were first advertised on 15 Sept.

1. Massachusetts privateer brigantine *Phuto*, Nathan Brown, commander, mounting 10 guns with a crew of 60 seamen, was commissioned on 13 May 1777 and was owned by Josiah Orne & Co., of Salem. M-Ar, Revolutionary Rolls, vol. 6, 232.

MAJOR GENERAL ISRAEL PUTNAM TO BRIGADIER GENERAL JAMES CLINTON

D'r General,

I am this moment returnd from Fort Independance, and find that the Party of the Enemy which were said to have landed last night at that Fort is without foundation, by the Inhabitants who lives just by Fort Independance, I am informd that the Enemy have Landed betwixt Kings Ferry and Dunderbarrack,<sup>1</sup> if thats the case, they mean to attack Fort Montgomery by land, (which when I am sure off), shall Immediately Reinforce you. I am [&c.]

Israel Putnam<sup>2</sup>

Paper Mills 6th Oct'r 1777.

*Public Papers of George Clinton* 2: 375, no. 815. Addressed in the original manuscript: "General James Clinton/Fort Montgomery/Israel Putnam." N-Ar, George Clinton Papers, box 8, doc. 815.

1. Dunderberg Mountain.
2. Putnam's signature has been cut out of the manuscript.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777

Monday 6

Planks Point<sup>1</sup> EbS 2 Cables Lengths

at 9 A.M. Weigh'd in Comp<sup>y</sup> the *Diligent* Brig *Spitfire* and *Crane* Gallies at 11 AM Anch<sup>d</sup> with the small Bower ☸ signal in 8 F<sup>m</sup>. Water Donder Burick<sup>2</sup> East North Peaks Kill EbS off Shore 1 Mile  
Donderburick East North Peekskill EbS 1 Mile  
Fresh Breezes and Clear Weath<sup>r</sup> these 24 Hours at 1 P.M. Anch<sup>d</sup> here H. Majesties ship *Preston* Commodore Hotham with the *Mercury*, *Tartar*, and a Number of Transports at 3 PM. Weighd ☸ signal in Comp<sup>y</sup> with the *Diligent* Brig *Spitfire* *Hotham* Tender and *Crane* Galeys kept stand<sup>g</sup> off and On Until 4 P.M. D<sup>o</sup>. made sail at ½ past the Forts Montgomery & Clinton begun a Cannonading on us at 5 begun the Action ☸ signal at ¾ past 5 the Cannonading ceased the Forts being both Stormed by our Troops we fired During the Action 95 twenty four Pound shot and 6 four Pd<sup>ts</sup>. round shot at the Forts and Reble Frigates<sup>3</sup> at 6 PM the Reble Frigates seeing our Troops in Possession of their Forts they Cut their Cables and run on shore and set fire to them at 7 P.M. Anch<sup>d</sup> ☸ Signal in Comp<sup>y</sup> as before Fort Montgomery NbE Fort Clinton NbW off shore ½ a Cables Lengths in Comp<sup>y</sup> as before

D, UKLPR, Adm. 51/4159.

1. Verplanck Point.
2. Dunderberg Mountain.
3. Continental Navy frigates *Montgomery*, Capt. John Hodge, and *Congress*, Capt. Thomas Grennell.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAMOct<sup>r</sup> 1777Kings Ferry West  $\frac{1}{2}$  Mile Dist

Monday 6

5 AM weighd in C<sup>o</sup> as before and Stood Up the River at 8 fort Montgomery in Sight  $\frac{1}{2}$  past 8 fort independance NNE 1 Mile found that the fort was Evacuated from 9 to Noon Plying off and on in Sight of fort independance at Noon Came too S<sup>l</sup> B<sup>r</sup> in 13 f<sup>m</sup>. Gallys in C<sup>o</sup>.<sup>1</sup>

Fort Independence NNE 2 Miles Dist

At  $\frac{1}{2}$  Past 12. weighd. Sloop<sup>2</sup> and Gallys in C<sup>o</sup>. & stood Up for Fort Montgomery Found as we Aproachd A heavy Cannonade from the fort as also from A Rebell Frigate<sup>3</sup> fired 18 3 pound<sup>rs</sup> at the Frigate at 8 PM Came too Small B<sup>r</sup> in 20 f<sup>m</sup>. about 1 $\frac{1}{2}$  Miles Distant from the fort at 10 D<sup>o</sup> the Cable parted in heaving up Lost 20 f<sup>m</sup>. and the Anchor. workd up to the Fort.

D, UKLPR, Adm. 51/4163.

1. H.M. galleys *Crane*, *Dependence* and *Spitfire*.
2. H.M. sloop tender *Hotham*.
3. Continental Navy frigate *Montgomery*, Capt. John Hodge.

## GENERAL ORDERS OF GOVERNOR GEORGE CLINTON

Fort Montgomery, 6th October 1779 [1777]

Genl. Orders.

The Privateer<sup>1</sup> and Gallies<sup>2</sup> are to take their Orders from Capt. Hodge<sup>3</sup> of the Ship *Montgomery*, who is to make such Disposition of them and of the Officers and men on board as will in his Opinion be most conducive to the public Service: they are to be considered as Tenders to his Ship, and he will be responsible for their Conduct which the Genl. doubts not will do them Honor. The Ship *Congress* is immediately to proceed up to Fort Constitution, and come too there, in the Station safest for the Ship and most proper to annoy the Enemy. The Officer commanding the Ship *Congress* on his arrival at Fort Constitution is to consult with the commanding Officer there and with the Officer commanding the Artillery, as to the best measure to oppose the Enemy, if that Post should be attacked, so as that the Garrison and Ship may be able to act in concert; and if any Artillerymen or other Hands can be spared from the Garrison for the Ship they are to be sent on board. In this the Officers will be governed by the utility of putting men where they can be of most advantage in opposing the Enemy.

Copy of Genl. Orders. P, Daniel Hammill, Maj.

Copy exam'd. by Robt. Benson.

*Public Papers of George Clinton* 5: 310–11, no. 2548. Docketed: "Oct<sup>r</sup> 1777—/Copy of Gen<sup>l</sup> Orders respecting the Disposition of the/Ships *Congress* & *Montgomery*." The docketing and underlining are from the charred original, N-Ar, George Clinton Papers, doc. 2548.

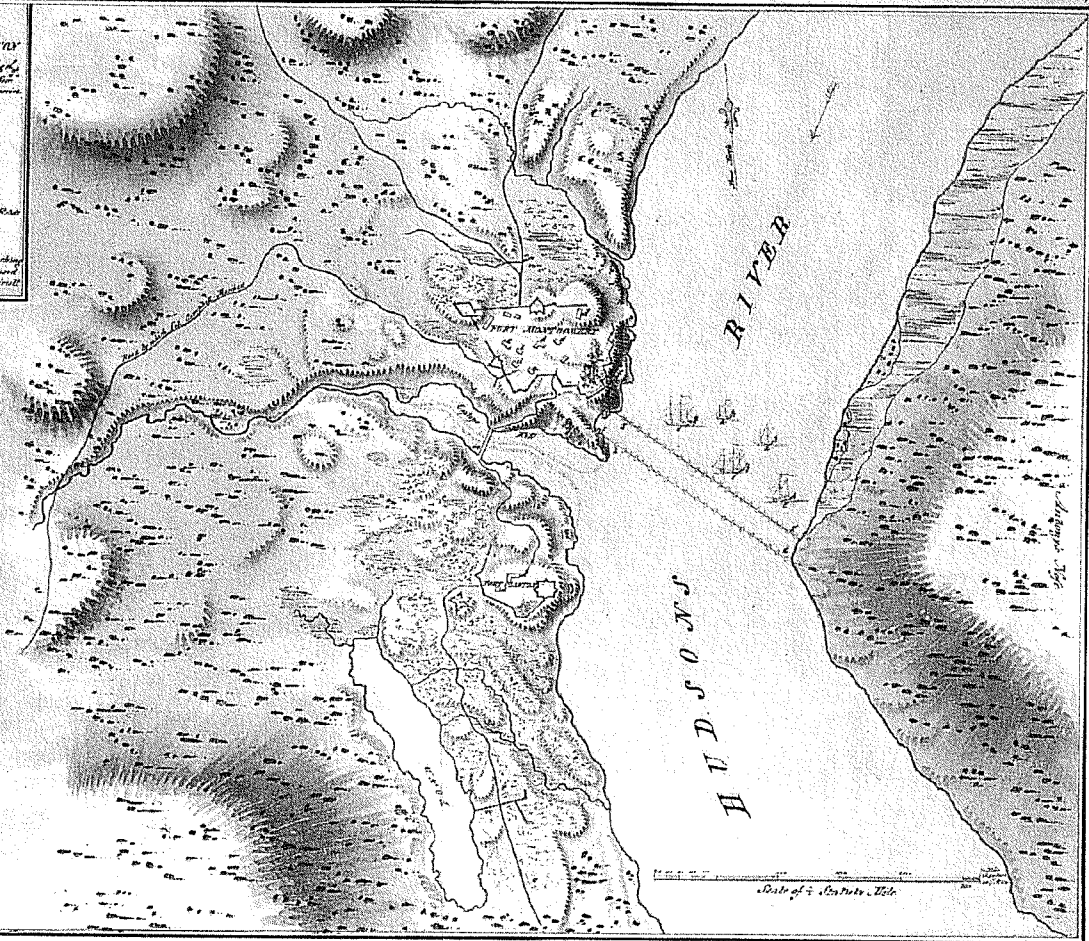
1. New York privateer sloop *Camden* (10 guns).
2. Continental Army galleys *Lady Washington* and *Shark*.
3. Capt. John Hodge, Continental Navy.

*A PLAN*  
of the  
**FORT MONTGOMERY BATTERY**  
as taken by the British from within the  
Command of the Albany District the 1<sup>st</sup> Aug  
the 1791. Shewing the River Hudson and the  
City of the Hudson, District of New York.

**EXPLANATION**

- a. British Camp
- b. French Magazine
- c. British Barracks
- d. Barracks
- e. British Camp
- f. Captains
- g. Soldiers
- h. Cooks
- i. The River Hudson
- j. The River Hudson
- k. The River Hudson
- l. The River Hudson
- m. The River Hudson
- n. The River Hudson
- o. The River Hudson

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## GOVERNOR GEORGE CLINTON'S INSTRUCTIONS TO CAPTAIN DIRCK JANSEN

[Fort Montgomery, 4–6 Oct. 1777]<sup>1</sup>

Capt Jansen<sup>2</sup> of Colo. Woodhull's Regim't is immediatly to draw Provisions for his Company till Sunday inclusive and forthwith repair with them in the Sloop<sup>3</sup> they are now on Board to the safest Harbour on the North Side of & near to Canten's Hook<sup>4</sup> where the Sloop can be best defended against the Enemy's Shipping should they Attempt to go up the River. He is to view out the Most convenient Spots between the Hook & opposite Fort Constitution for annoying the Enemy's Shipping should they pass this Fort and On the Firing of the first Cannon in this Garrison they are immediatly to occupy them & annoy the Enemy on passing & he is to give the Commanding Officer of Fort Constitution Notice of his Station & Orders.

*Public Papers of George Clinton* 2: 374–75, no. 814. Docketed in the original: "Fort Montgomery/Orders for Cap<sup>t</sup> Jansen." N-Ar, George Clinton Papers, box 8, doc. 814.

1. Date is conjectured, based upon the capture of Fort Montgomery on 6 Oct.
2. Captain, New York Militia.
3. New York privateer sloop *Camden* (10 guns).
4. Con (Conn's) Hook.

## LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

Sir

Fort Mifflin October 6. 1777.

From the best Intelligence the Enemy have withdrawn all their men from Billingsport (the night of the fourth Instant) except two hundred who seem much discourag'd, Your Excellencys Success<sup>1</sup> (on which I sincerely congratulate you) has been of the utmost service, we have now no more Desertions, on the contrary some who went from the fleet have returnd. Had we a few men to sport on we might with ease cut of those few that are left at Billingsport. One of their Ships has just now come in close to the Chevaux de frize with intent I suppose to weigh it, the Gundolas are down to Annoy her. Our men are very sickly.

The Commodore<sup>2</sup> and other Officers of the Navy think Red Bank of the utmost Consequence I think from the Situation 400 Men might defend it with the Assistance which might be given from the fleet. without the Enemy possess it, they never can get the River. I have the Honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Docketed: "Fort Mifflin 6<sup>th</sup> Octo<sup>br</sup>/1777/from/Col<sup>o</sup>. Smith."

1. Smith is referring here to the Battle of Germantown, fought on 4 Oct.
2. John Hazelwood.

MASTER'S LOG OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Remarks &c. [Billingsport East ½ Mile, the upper end of great Tinnicum  
Monday Oct<sup>r</sup> 6<sup>th</sup>. 1777 Island NW ¼ Mile—]

[At] 4 [AM] light winds & fair [At] 6 receiv'd [ ]<sup>1</sup> lbs. fresh Beef [At] 7 made the Signal for a Petty Officer from each Ship [At] 9 Sent the Carpenter & his Crew to Billingsp<sup>t</sup> [At] 11 four Galleys came down the Creek<sup>2</sup> within Hog Island, & exchanged some Shott with the fort [At] 12 [Noon] the *Pearl* ran up to the Cheveaux de freess & Anchord [At] 1 [PM] moderate & fair, Carpenters &c, employ'd in destroying the

Works at Billings Port [At] 2 the Galleys returned into the Creek [At] 4 The *Eagles* tender<sup>3</sup> arrived here [At] 5 Saw the Admiral<sup>4</sup> come to an Anchor off Chester [At] 6 the Troops evacuated the Fort. the Boats employ'd embarking them [At] 7 the Galleys came out of the Creek & began to fire on the Ships, made the Signal & weighd & turned down the River [At] 8 Anchord in 4½ fa[*thoms*], & made Sig<sup>l</sup> to Anchor

D, UKLPR, Adm. 52/1964.

1. There is a space in the text here.
2. That is, the Tinicum or western channel of the Delaware River.
3. H.M. sloop tender *Elk*.
4. H.M.S. *Eagle*, Vice Adm. Viscount Howe's flagship.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Monday, October 6, 1777

*Resolved*, That so much of the resolution of the 23d day of March, 1776,<sup>1</sup> as directs that the wages of seamen and mariners taken on board British merchant vessels, be paid and deducted out of the prize money, be repealed and made null and void.

*Resolved*, That all masters, officers and mariners, and all subjects of the king of Great Britain, taken on board any prize made by any continental vessel of war, be hereafter considered as prisoners of war, and treated as such; and that the seamen and mariners of such prize be confined in the gaols or some other secure place in the State to which the prize shall be carried; and it is recommended to the several states to consider and treat all captains, officers and mariners, and all subjects of the king of Great Britain, taken on board any prize made by any vessel fitted out by, or carried into, any State by any privateer or letter of marque, as prisoners of war.

*Ordered*, That the commissary general of prisoners be informed of this resolve; and that he be directed to appoint a deputy in each State.

*Resolved*, That it be recommended to the legislatures of the several states to pass laws, declaring, that any person, his aider or abettor, who shall wilfully and maliciously burn or destroy, or attempt or conspire to burn or destroy, any magazine of provisions, or of military or naval stores, belonging to the United States; or if any master, officer, seaman, mariner or other person entrusted with the navigation or care of any continental vessel, shall wilfully and maliciously burn or destroy, or attempt or conspire to burn or destroy, any such vessel, or shall wilfully betray or voluntarily yield or deliver, or attempt or conspire to betray, yield or deliver, any such vessel to the enemies of the United States, such person, his aider or abettor, on legal conviction thereof, shall suffer death without benefit of clergy.

JCC 9: 776–77.

1. See NDAR 4: 477–80.

## THE COMMITTEE FOR FOREIGN AFFAIRS TO THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

To the honble B. Franklin S. Deane & A Lee Esq<sup>res</sup>

Nº 9

Honble Gentlemen

York Town in Pensyl<sup>a</sup>. 6 Oct 1777

... The marine force of the enemy is so considerable in these seas, and so overproportionate to our infant navy, that it seems quite necessary and wise to send our Ships to

distress the Commerce of our enemies in other parts of the world. For this purpose, the marine Committee have already ordered some vessels to France under your direction as to their future operations; and more we expect will be sent. But our frigates are not capable of carrying much bulky commodity for commercial purposes without unfitting them for war, besides there is the consideration of our being obliged to get them away how and when we can, or endanger their being taken, which prevents our sending them to those staple Colonies where the Commodities wanted are to be obtained. The reciprocal benefits of commerce cannot flow from or to N. America until some maritime power of Europe will aid our cause with marine strength. And this circumstance gives us pain least it should be construed as unwillingness on our part to pay our debts when the truth is that we have the greatest desire of doing so, have materials in abundance, but not the means of conveying them. This leads us to reflect on the great advantages which must unavoidably accrue to all parties if France and Spain was to afford effectual aid on the sea by the loan or sale of ships of war according to the former propositions of Congress; or if the Farmers General could be prevailed upon to receive in America, the Tobacco or other products of this Northern Continent which France may want. We are &c

Signed. B. Harrison  
R. H. Lee  
R. Morris  
J. Lovell.

Oct<sup>r</sup> 9.

LB, DNA, PCC, item 79, vol. 1, pp. 107–16 (M247, roll 105).

#### ELBRIDGE GERRY TO JAMES WARREN

[Extract]

My dear sir

York Town in Pennsylv<sup>a</sup>. 6<sup>th</sup> Octr 1777

I am favoured with yours of Sept. 15<sup>th</sup>. & suppose that eer this will reach You y<sup>e</sup> Orders of y<sup>e</sup> Commercial Committee, for y<sup>e</sup> Disposal of y<sup>e</sup> several Cargoes consigned to You by Mess<sup>rs</sup>. Gardoquis, will be received. Y<sup>e</sup> Anchors & Cordage will of Course be delivered to your navy Board; & with respect to y<sup>e</sup> Duck, Medicines, & Salt, I think it will be y<sup>e</sup> surest Way, to deliver to y<sup>e</sup> Board what is immediately wanted of each, & inform Congress thereof, together with y<sup>e</sup> Necessity that led to this Measure. My Reason for this proposal, is that y<sup>e</sup> Disposition already made of these Cargoes, that will require a Reconsideration, w<sup>ch</sup>. Committees as well as Congress are generally averse to: whereas, there will be no Difficulty in approving your Conduct, when evidently founded on y<sup>e</sup> Necessity of y<sup>e</sup> Case. Y<sup>e</sup> Blankets, I fear, cannot be spared from y<sup>e</sup> Army. A timely application to y<sup>e</sup> marine Board for such other Articles as may be wanted, which should be particularly enumerated, will produce y<sup>e</sup> Order which You desire. . . .

E Gerry

L, MHi, Gerry-Knight Papers.

#### JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

October

Chester WbS 3 Miles



Monday 6

At 7 AM The Sig<sup>l</sup> was made for all Petty Officers, At ½ past 9 Weigh'd & run up the River. At 10. Anch<sup>d</sup> about ¼ of Mile below the Chiveaux de frize in 6½ f<sup>m</sup>: & veer'd to ⅓ a Cable. The Fort E½N. Off shore a Cable's length

Billingsfort E½N off shore a Cable's length.

Modt<sup>e</sup>: & fair W<sup>r</sup>: PM Sent a Number of Seamen & Carpenters (as did the Squadron) who set fire to the Barracks & wood work of Billingsfort At ½ past 7 the Enemies Galleys came down and fir'd a Number of Shot at us which we return'd, they cut our bob-stay's & some of the running Rigging At 9 Weigh'd @ Sig<sup>l</sup> & dropt down till ten then Anch<sup>d</sup>: with the S: B<sup>r</sup>: in 5 f<sup>m</sup>. muddy bottom.

D, UKLPR, Adm. 51/675.

JOURNAL OF H.M.S. CAMILLA, CAPTAIN CHARLES PHIPPS

Octob<sup>r</sup> 1777Monday 6<sup>th</sup>

Chester Town West 1 Mile

at 11 AM 6 Rebel Gallies Came down the River and Anch<sup>d</sup>, under Hog Island they fired several Shots at Billings Port fort, the Port fired several Shots at the Gallies and drove them all up the River at 3 PM Sent a Marine Officer and 10 men to Billings Port fort Morning and Evening Gun fired &c<sup>a</sup>

Billings Port Fort E<sup>t</sup> 2 miles

Fresh Breezes and Hazy Weather, at 2 PM Anchord Here the *Eagles* Tender,<sup>1</sup> at 4 d<sup>o</sup> saw Billings Port fort all in flames, Same time a Signal on Board the *Solebay* for Seeing 5 Sail in the SE Q<sup>r</sup>, at 5 Came on Board the Marine Officer & 10 men Embarked all the Troops from Billings Port fort, Saw His Majestys Ship the *Egle* anchor off Chester with Lord Howe's flag on Board in Comp<sup>y</sup>: the *Vigilant*, and 3 Transports, at 7 PM the Rebel Gallies Came down the River and fired at the Ships, the Ships fired Several Guns at the Gallies, a Signal on Board the *Roebuck* to weigh, weighed and Came to Sail down the River Employed Turning to wind<sup>d</sup>, at 12 Came too with the B<sup>t</sup> B<sup>r</sup> in 3½ fathom Water, Morning and Evening Gun fired &c<sup>a</sup>,—

D, UKLPR, Adm. 51/157. A portion of this log entry was recorded out of chronological order.

1. H.M. sloop tender *Elk*.

HENRY HOLLYDAY TO JAMES HOLLYDAY

[Extract]

My dear Brother,

Talbot 6<sup>th</sup> of Oct<sup>r</sup>. 1777.

... While the Fleet lay off the mouth of the Eastern Bay on Thursday evening was a fortnight, there went off seven negroe slaves belonging to Leeds, Daffin, Wrigtham, the Kersey & 3 of the Kemps. Leeds next morning went on board the admiral, with whose treatment of him 'tis said he is extremely disgusted. Daffin went afterward on

board the same Ship, and we are told was treated very politely by the Capt of her whose name is said to be Duncan.<sup>1</sup> He told Daffin the Fleet could not possibly be delayed to make the necessary search, but that they are going round to Delaware, and if he would come on board them there, they should have his use to make the necessary Enquiry. and if his Negroe would be found he should be restored to him. What I believe may be relied on as fact, is that Daffin is gone across to Delaware on this Errand; and Leeds and Davy Kerr (as the latter informed Jimmy on Saturday) were to set out from Will Thomas's yesterday, for the Fleet, in quest of Leed's fellow.

We are all tolerably well & join in love and duty to you. Y<sup>r</sup> [&c.]

Henry Hollyday

L, MdHi, Hollyday Papers. Addressed: "For/James Hollyday Esq:/Queen Ann's/County/By Negroe Dorsey." Docketed: "H. Hollyday/6 Oct<sup>r</sup> 1777."

1. Capt. Henry Duncan, R.N. He was First Captain of the Fleet, not the commanding officer of the flagship, H.M.S. *Eagle*.

## October 7

### MASSACHUSETTS COUNCIL TO CAPTAIN JOSIAH GODFREY

Cap<sup>t</sup> Josiah Godfrey—

Boston Oct<sup>r</sup> 7<sup>th</sup> 1777

The Cartel Brigg<sup>t</sup> under your Command being ready to Sail<sup>1</sup> you are to apply to Rob<sup>t</sup> Pierpont Esq<sup>r</sup> Commissary of Prisoners & receive from him on board your Vesell such Prisoners of Warr as he has Collected with a List of their Names & quality with whom you are to proceed the first fair Wind for Hallifax where upon your Arrival you will deliver M<sup>r</sup> Commissary Pierponts Letter<sup>2</sup> with the Prisoners to the Govern<sup>r</sup> or such officer as may be appointed at Hallifax to Negotiate the Exchange of Prisoners, observing to use your best Endeav<sup>rs</sup> for obtaining an Equal Number of the same rank & quality giving the preference to those belonging to this State & have been longest in Captivity<sup>3</sup>—You are always to avoid making the present unhappy dispute the subject of your Conversation, and upon your Arrival at Hallifax you are not to transact any business saving the Negotiating the Exchange of Prisoners and not to suffer any person belonging to the Cartel to carry on any business there but what relates to the Exchange aforesaid—

Df, M-Ar, Revolutionary Rolls, vol. 8 (Various-Charter Parties-Prisoners), 169. On 14 Oct. Godfrey was dismissed from command of the *Swift* by the Massachusetts Council because of his exorbitant request for pay. M-Ar, Mass. Archives Collection, vol. 173 (Council Papers), 495.

1. *Swift*.

2. Pierpont's letter to Capt. Sir George Collier introduced Godfrey and explained his visit. It concluded: "The several Officers & Seamen of the *Fox* Man of Warr, who are now Prisoners in this State, will be Exchanged, whenever you will give assurance that an equal Number of the Same Rank belonging to the Ship *Hancock* or *Fox* shall be return'd in their Stead." M-Ar, Revolutionary Rolls, vol. 8 (Various-Charter Parties-Prisoners), 155, 171. The second draft is endorsed "October 9. 1777."

3. List of prisoners not found.

### CAPTAIN HECTOR MCNEILL TO SAILING MASTER LAWRENCE FURLONG

M<sup>r</sup> Furlong

Your Letter of yesterday was handed me by M<sup>r</sup> Gregg<sup>1</sup>—In answer to which I tell you that (my orders of the 17<sup>th</sup> Sep<sup>r</sup> last which are placarded on the bulk head in com-

mon view) those orders have met with the approbation of the Navy Board, and I expect that you and every other Officer whose duty it is to keep Journals will comply with them.—

The misfortune has been that yourself, and many others of the late Officers of the *Boston* fancied yourselves totally independent of me.—consequently not accountable—The course of your whole conduct the last Cruise and since our arrival, proves this, but I am not that block head of yesterday you vainly imagine,—I will have you and all Men know that as Officers under my Command you are accountable to me for your Conduct and without my approbation no Man has a right to Wages or Prize Money—as to paying the Wages to Officers and Men—I have done it too Long for mine own advantage—Whenever The Hon<sup>ble</sup> Congress appoints a pay Office it will take a great deal of trouble off my hands—

As to your reference to the 9<sup>th</sup> Article of the Masters Instructions, it touches me not, the order I gave the 17<sup>th</sup>. I had a right to give, and none but fools would have refused to comply with them—Yours

Hector McNeill

Boston 7<sup>th</sup> Octo<sup>r</sup> 1777—

LB, MHi, Hector McNeill Letter Book.

1. Samuel Gragg, pilot of the *Boston*.

JOURNAL OF H.M.S. *JUNO*, CAPTAIN HUGH DALRYMPLE

October 77

Tuesd<sup>y</sup> 7

at Single Anchor of [f] Prudence Isl<sup>d</sup>.

AM sent the Longboat for a turn of water and haul other Flatt-boat on shore and scrubd her bottom at 11 the Rebel Ships movd from Providence<sup>1</sup> and Anchord of [f] Putoxet,<sup>2</sup> Rowd Guard and workd the Vent<sup>r</sup>

at Single Anchor of [f] Prudence Isl<sup>d</sup>.

Moderate Breezes & fair w<sup>t</sup> P.M. got the Studding Sails and booms and Tacks on the Yards and bent the Studding Sails; at 2 Veer<sup>d</sup>. to a New Cable

D, UKLPR, Adm. 51/4229.

1. Continental Navy frigate *Providence*, Captain Abraham Whipple, which had been ordered on 3 Oct. by the Continental Navy Board of the Eastern Department to escort two fireships down Narragansett Bay to cover the landing of militia on the island of Rhode Island. See Votes and Resolutions of the Navy Board of the Eastern Department, 3 Oct., above.

2. Pawtuxet.

“VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT”

[Providence] Oct<sup>r</sup> 7. 1777

Voted That a letter be wrote to Maj<sup>r</sup> Huntington Acknowledging the receipt of his of yesterday relating to the Carpenters, and to Acquaint him that this board are willing that he should allow the Carpenters after the rate of 10<sup>s</sup>/a day. . &c<sup>1</sup>

D, DLC, Navy Board, Eastern Department.

1. See Continental Navy Board of the Eastern Department to Joshua Huntington, 7 Oct., below.

## CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOSHUA HUNTINGTON

Sir

Marine Board Providence 7th Oct'r 1777

Yours of Yesterday we received by Mr. Bill, respecting the Carpenters leaving the Yard on Acc't of the excessive high Price of the necessaries of Life, and the lowness of their Wages viz 7/6 per day.

We have no authority by our instructions from the H'ble Congress to raise the Price of Carpenters Wages, yet we may venture (upon the present necessary occasion) to permit you to advance their Wages, not to exceed 10/ per day, trusting to your prudence in getting them to Work as much under that as possible, until we shall Write to the H'ble Marine board at Congress upon the subject; when we shall have their answer you shall be made acquainted with their determination.

When you was in Boston, and made application for Money, we informed you, soon as we had Orders for Cash, you shou'd be supplied, its not yet reached. we are [&c.]

Wm. Vernon

John Deshon.

Connecticut Historical Society *Collections* 20: 71–72.

## DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 7<sup>th</sup> [October]—A fine day. Wind N.W.

A large Rebel Frigate came down from Providence this morning,<sup>1</sup> and anchored at the Narrows, 5 or 6 miles below that town.<sup>2</sup>

Mackenzie, *Diary* I: 189.

1. Continental Navy frigate *Providence*. See Votes and Resolutions of the Navy Board of the Eastern Department, 3 Oct., above.

2. The Narrows between Conimicut Point and Nayatt Point.

## LIBELS FILED IN CONNECTICUT MARITIME COURT FOR NEW LONDON COUNTY

State of Connecticut,

New London County, Oct 7, 1777

Libels are filed before the Hon Samuel Coit, Esq; in favour of Nath. Shaw, jun, Esq; & Co. against the Ship *Amherst*, Jacob Loran, Master, taken by the armed Sloop *Revenge*, Joseph Conkling, Master, and his Associates . . . Also against the Brigantine *William*, Henry Davis, Master, in favour of said Shaw, & Co. taken by said armed Sloop *Revenge*, Joseph Conkling, Master . . . Also against the armed Schooner *Halifax*, her Apparel, Furniture, &c in favour of said Shaw, & Co, taken by said armed Sloop, Capt Conkling. The maritime Court for New-London County, will be held at the Court-House in Norwich, in said County, on Tuesday the 4th Day of November next, at 2 o'Clock Afternoon, to try the Justice of said Captures, of which all Persons concerned are to take Notice thereof, and shew Cause, if any they have, why the said Vessels, Cargoes and appurtenances or any Part thereof should not be condemned.

Per Order of the Judge,

Winthrop Saltonstall, Register.

*Connecticut Gazette*, October 10, 1777. Suspension points are in the original.

## GOVERNOR GEORGE CLINTON TO THE NEW YORK COUNCIL OF SAFETY

New Windsor, 7th October, 1777.

Gentlemen—The extreme fatigue I have undergone the three days past, and the want of rest for an equal number of nights, renders me unfit to write you on matters of so serious consequences to this State, as I have to communicate.

I am able only briefly to inform you, that yesterday about 10 o'clock A.M. our advanced party was attacked by the enemy at Doodle Town, about 2½ miles from Fort Montgomery; they consisted of but 30 men; the enemy by appearance and accounts, so far received, of 5,000.

They received the enemy's fire and returned it, and retreated to Fort Clinton; soon after, we received intelligence that the enemy were advancing on the west side of the mountain, with design to attack us in rear.

Upon this I ordered out Lieut. Colos. Bruyn<sup>1</sup> and McClaghry,<sup>2</sup> with upwards of 100 men, towards Doodle Town, and a brass field piece, with a detachment of 60 men, on every advantageous post on the road to the furnace.

They were not long out, before they were both attacked by the enemy with their whole force; our people behaved with spirit, and must have made great slaughter of the enemy.

I strengthened the party on the furnace road to upwards of 100, but they were obliged to give way to so superior a force as the enemy brought against them.

They kept their field piece in full play at them, till the men who worked it were drove off with fixed bayonets, then spiked it, and retreated with great good order to a 12 pounder, which I had ordered to cover them, and from thence in the fort.

I immediately posted my men in the most advantageous manner for the defence of the post, and it was not many minutes before, as well our post as Fort Clinton was invested on all sides, and a most incessant fire kept up till night; and soon after dusk, when the enemy forced our lines and redoubts at both posts, and the garrisons were obliged to fight their way out, as many as could, as we were determined not to surrender, and many have escaped.

I was summoned, sun an hour high, to surrender in five minutes, and thereby prevent the effusion of blood.

I sent Lieut. Colo. Livingston<sup>3</sup> to receive the flag, who informed them that he had no orders to treat with them, except to receive their proposals, if they meant to surrender themselves prisoners of war, in which case he was empowered to assure them good usage.

About 10 minutes after, they made a general and desperate attack on both posts, which was resisted with great spirit, but we were at length overpowered by numbers, and they gained the possession of both posts.

Officers and men behaved with great spirit, as well Continental troops as militia.

Our loss in slain can not be great, considering the length of the action.

My brother, Genl. Clinton,<sup>4</sup> is wounded, and I believe made prisoner.

This is the case with Major Logan.<sup>5</sup>

The number of missing I can not ascertain.

The ships<sup>6</sup> are both burnt and Fort Constitution demolished, by our people, without my orders; but I can not, as yet, condemn the measure.

The officers all say it was right.

I am clear it was as to the fort, after removing artillery and stores, which has not been done.

The ships I hoped might have been saved.

Genl. Putnam will retreat to near Capt. Haight's,<sup>7</sup> about three miles from Mrs. Van Wyck's, and I mean to rally my broken but brave forces, and advance to-morrow on Butter hill.

Genl. Putnam is to send Colo. Webb's<sup>8</sup> regiment to join me.

I beg you will give the substance of this account to Genl. Gates, in answer to his letter to me.

I have only to add that I greatly regret the loss of those posts; but I am consoled with the full persuasion that they have bought them dear, and that I have done the most in my power to save them.

I beg you to excuse incorrectness, And am [&c.]

Geo: Clinton.

P.S. Major Lush<sup>9</sup> is, I believe, their prisoner.

*Public Papers of George Clinton* 2: 380–83, no. 818. This letter is taken from the Journal of the Council of Safety for 8 Oct. It is printed in *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York, 1775–1776–1777* (Albany, 1842) vol. 1, 1063–64.

1. Lt. Col. Jacobus S. Bruyn, 5th New York Regiment.
2. Lt. Col. James McClaghry, New York Militia.
3. Lt. Col. Richard Livingston, Continental Army.
4. Brig. Gen. James Clinton, Continental Army.
5. Maj. Samuel Logan, 5th New York Regiment.
6. Continental Navy frigate *Congress*, Capt. Thomas Grennell, and frigate *Montgomery*, Capt. John Hodge.
7. Capt. Benjamin Haight, New York Militia.
8. Col. Samuel B. Webb, Continental Army.
9. Maj. Stephen Lush, New York Militia, and aide-de-camp to Governor Clinton.

#### JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777

Tuesday 7

At an Anchor off Dunderberrick Point<sup>1</sup>

at 2 AM received the agreeable news of the Forts Montgomery and Clinton being Stormed and taken by our Troops and that the Rebels had set Fire to their two Frigates and Galley's<sup>2</sup> at 6 Wounded pass'd by us in their way to the Hospital Ship

At an Anchor off Fort Montgomery up Hudson's River Moderate and Cloudy P.M got under Weigh and employed turning up to Fort Montgomery at 4 Anchor'd off d<sup>o</sup>. in 17 f<sup>m</sup>. Water

D, UKLPR, Adm. 51/600.

1. Dunderberg Point.
2. Continental Navy frigates *Montgomery*, Capt. John Hodge, and *Congress*, Capt. Thomas Grennell, with Continental Army galleys *Lady Washington*, Abraham Lewis, master of *Montgomery*, and *Shark*, Lt. Daniel Shaw, of *Congress*.

#### JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777

Fort Montgomery NbE Fort Clinton NbW  
½ a Cables Length

Tuesday 7

Mod<sup>t</sup> and fair Weath<sup>r</sup> PM Receiv'd from His Majesties Ship *Preston* 2 Barrels of Powder & 2 half Barrels of D<sup>o</sup>. & 100 twenty four lb Round shot & 100. 24 lb Cartridges at 3 PM sent the Master to try for a Passage Over the Chain at 5 ret<sup>d</sup>. not find<sup>g</sup> Water Enough Over for the Galley

D, UKLPR, Adm. 51/4159.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
THE CONTINENTAL MARINE COMMITTEE

Continental Navy Board

Borden Town 7<sup>th</sup> Oct<sup>r</sup> 1777

Gentlemen

On the near Approach of the Enemy to our Capital, we ordered all our naval Stores Slops &c together with the Books & Papers of the Navy Board, Pay office & Comm<sup>rs</sup> of Naval Stores to be embarked in the Frigates & the Packet *Mercury*. After much Toil & no small Expende our Ships arrived safe at this Place. Our next Care was to send off the Books & Papers of the several Offices to Easton & to dispose of the Stores, Provisions &c in Places of Secrecy at some Distance from the water. Some we have dispersed in Farm Houses a few Miles back; others we have put into Shallops to run up Crosswick's Creek out of the Reach of present Danger. We have likewise taken Charge of the Ship *Lion* Capt: Wilson, of whose valuable Cargo a great part is Continental:

We sincerely congratulate the Marine Committee on the late glorious Success of the American Arms in the Battle of Saturday last; <sup>1</sup> attended with such little Loss on our Parts, & such fatal Effects to the Enemy We also rejoice with you on the very promising aspect of affairs in the Northern Department. We flatter ourselves that our tempestuous Voyage is almost over—that we are already in Soundings, and one favourable Blast more will waft us to the Shores of Peace & Security. We have the Honour to be [&c.]

Fra<sup>s</sup>. Hopkinson

John Wharton

Honble Marine Committee

P.S. The enclosed Letters to M<sup>r</sup> Morris and M<sup>r</sup> Braxton were delivered to us by M<sup>r</sup> Wilson formerly Lieut<sup>t</sup> of the Sloop *Independence*,<sup>2</sup> & was taken in the Sloop *Morris*<sup>3</sup> & carried in to Hallifax from whence he made his Escape.—

Copy, NN, Emmet Autograph Collection, pp. 31–32.

1. The Battle of Germantown, fought on 4 Oct. 1777.

2. Possibly Lt. James Wilson and the Continental Navy sloop, *Independence*.3. Possibly the ship *Morris*, run aground and blown up on 11 Apr. 1777 while being pursued by H.M.S. *Roebuck* and *Camilla*.

GEORGE WASHINGTON TO PRESIDENT OF CONGRESS

[Extract]

Sir

Camp <sup>1</sup> near Pennibackers Mill Octo<sup>r</sup> 7<sup>th</sup>: 1777.

... The state of our Water defence on the Delaware is far from being as flattering, as could be wished.—After some slight opposition from the Jersey Militia under

Gen<sup>l</sup> Newcomb, a detachment of the Enemy took possession of Billingsport. This perhaps is an event of no material consequence. But it is to be lamented, that many of the Officers and Seamen on board the Gallies have manifested a disposition that does them little honor.—Looking upon their situation as desperate, or probably from worse motives, they have been guilty of the most alarming desertions. Two whole crews, including the Officers, have deserted to the Enemy. I learn however by Capt<sup>n</sup> Bruer [*Blewer*], who is this moment arrived here from the Fleet, that the Accounts they have received from the City<sup>2</sup> of our late Attack were such as to have produced a favourable change and to have inspired them with more confidence. I would here observe, that the charge of bad conduct was by no means applicable to the whole—far from it. He further adds, that four of the Enemy's Ships made an Attempt Yesterday morning to weigh the Chevaux de frizes opposite Billingsport; but were repulsed by our Gallies, which has also contributed to raise the spirits of the seamen. Our Garrison on Fort Island, consisting of little more than Two hundred Continental Troops under L<sup>t</sup> Col<sup>o</sup> Smith appear determined to maintain their post to the last extremity. . . . I have the Honor to be [&c.]

G<sup>o</sup>: Washington

L, DNA, PCC, item 152, vol. 5, 89–92, (M247, roll 168). Six paragraphs of this letter are not printed here. In the main they discuss casualties from the Battle of Germantown, the disposition of Washington's forces, the shortage of general officers in the Continental Army, and intelligence of enemy movements at Haverstraw, N.Y. Docketed: "(Entered)/General Washington/Dated Octo<sup>r</sup> 7<sup>th</sup>. 1777/Rec'd Octo<sup>r</sup> 12<sup>th</sup>. 1777—." Endorsed: "referred to the board of war/(Entered)."

1. Washington's army was encamped at Pawling's Mill, Pa., on the west bank of Perkiomen Creek opposite Pennypacker's Mills, Pa.

2. Philadelphia.

#### GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Camp Pawlins Mill 7<sup>th</sup>: October 1777

Upon Cap<sup>t</sup> Blewers representation of the importance of Red Bank<sup>1</sup> I have determined to garrison it immediately strongly with continental troops, who are now upon their march. Till they arrive I beg you will do all in your power to keep possession of the Ground, should the Enemy attempt to take it. With the Assistance of this force upon the land I hope you will be enabled to keep your Station with your fleet, and if you can do that, I have not the least doubt but we shall by our operations by land and Water oblige the Enemy to abandon Philad<sup>a</sup>. I have wrote to Gen<sup>l</sup> Newcomb to assist the Garrison with as many Militia as he can spare—I am &c

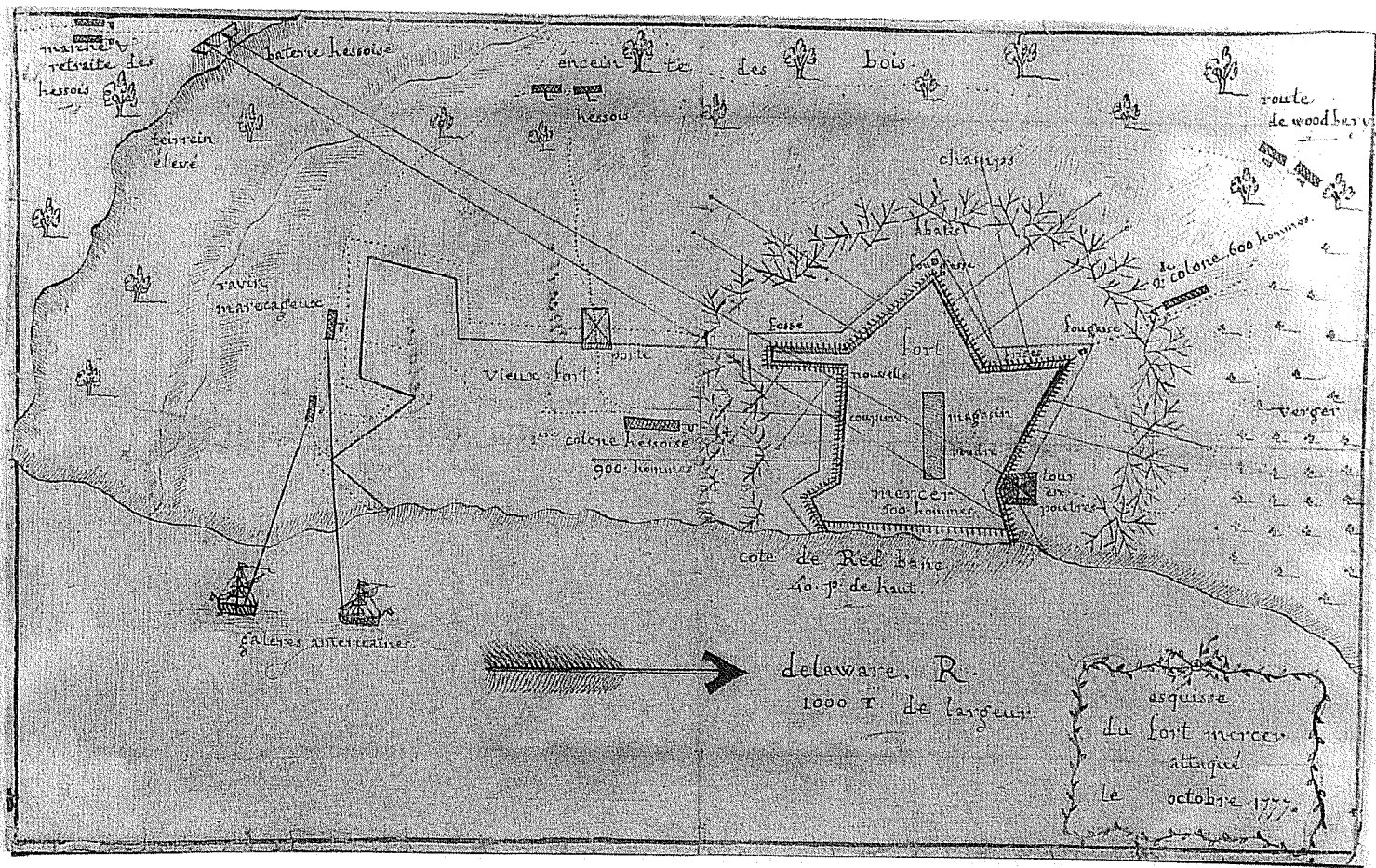
P.S. I intend to send down Cap<sup>t</sup> Mauduit<sup>2</sup> to command the Artillery. I beg you will afford him every Assistance of Cannon and Stores, and if he should want a few Men to work the Guns, I beg he may have such as have been used to it. I think you should not lose one Moment in possessing the Ground at Red Bank—

Df, DLC, George Washington Papers, Series 4. Addressed at foot of page: "Commodore Hazelwood." Docketed: "7<sup>th</sup>: Octob<sup>r</sup> 1777/to/Commodore Hazelwood."

1. The site of Fort Mercer.

2. Thomas-Antoine Chevalier de Mauduit Du Plessis, Captain, Continental Artillery. Du Plessis commanded the artillery at Fort Mercer. In January of 1778 Congress granted Du Plessis a brevet promotion to the rank of lieutenant colonel in recognition of his gallant service at Mercer in October and November of 1777.





## DIARY OF ROBERT MORTON

[Philadelphia, Pa.]

Oct. 7th.—A certainty of the Fleets being below, 14 men have deserted from the Row Gallies, who give an acco. of their disabling a British Brig<sup>1</sup> last ev'g and that the men belonging to the American Fleet would desert were it in their power. News arrived this morning of 3000 men being arrived at New York, and 5000 at Quebec. No further intelligence of Burgoyne's movements. No certain acco. of the Chevaux de Frise being as yet raised. The wounded Americans in this city are removed to the State House.

Robert Morton, "The Diary of Robert Morton." *Pennsylvania Magazine of History and Biography* 1 (1877): 16.

1. There was no warship of this class in the British fleet in the Delaware River. It may be a reference to H.M.S. *Pearl*, who had her rigging damaged in an exchange of cannon fire with the Pennsylvania Navy galleys on 6 Oct. See the Journal of H.M.S. *Pearl*, 6 Oct., above.

## JOURNAL OF CAPTAIN JOHN MONTRESOR

[Webb's Ferry, Pa.]

[October] 7th. Wind W.S.W. The weather extremely hot for the season. Early this morning an account of Lord Howe, and the fleet being certainly in the Delaware. The 23d Regt. marched from Philadelphia to Germantown. An Engineer and 100 Grenadiers proceeded this morning to reconnoitre Province Island for fixing of Mortars and 8 inch Howitzers. Some deserters from the Enemy. In the evening the rebels pushed 2 Galleys in the mouth of the Schuylkill which obliged the detachment with the Engineers to return to Philadelphia by Gray's Ferry. Gallies fired and the Fort<sup>1</sup> together one hundred shot at us. Dispatches arrived at Head Quarters from New York by Chester.

Montresor, *Journals*, 463.

1. Fort Mifflin.

## WILLIAM BRADFORD TO THOMAS WHARTON, JR.

Fort Mifflin October 7 1777.

I wrote you a few Days ago informing of the Loss of Billingsport.<sup>1</sup> The Troops that took Possession of that Place consisted of Highlanders, and Marines from the Men of War, about Thirteen or Fourteen Hundred in Number, by the most Intelligent People that I have spoke with. The 4<sup>th</sup>. October they embarked all their Men but 300, after making some Efforts to remove or weigh the Chevaux de Frize, which I believe they could not Effect. Yesterday Afternoon the Enemy set Fire to all the Works & Houses that were left at Blingsport and embarked the Men. In the Evening Commodore Hazelwood went down and attacked the Ships very smartly; they got under way and fell down to Chester, were nine of them now lays. I was in Billingsport this Morning, and every Thing that would take Fire is burnt, and most of the Ambrusers [*Embrasures*] destroyed. The Commodore is now sending down a Scow to bring off the Iron Work that is there. M<sup>r</sup> Sam<sup>l</sup>. Massey having a sum of Money by him near this Place we have browed [*borrowed*] it, and have ordered the Fleet to be paid their Months Wages—Our Fire Ships

are very badly off for Men, the *Vesuvius* Brig & *Strumblo* Ship have not one Hand;<sup>2</sup> they are now stripped of their Rigging &c. and ready for sinking in such Places as may be thought necessary if the Enemy's Ships should attempt to come up; tho' I am of Opinion they think they cannot possibly get thro' the Chevaux de Frizes at Billingsport—A prodigious Desertion has prevailed among the Galleys. A few Nights ago Cap<sup>t</sup> Montgomery<sup>3</sup> lost Eleven Men, last Night, after the Action, Cap<sup>t</sup> Mitchel<sup>4</sup> lost Twelves; Three other Galleys are so reduced that all their Men will not Man One Galley—We are pretty well off for Cattle and shall get some more on the Island this Day, and the Boats are just now going of to fetch Six Waggon loads of Flour that is at Timber Creek Bridge.—Cap<sup>t</sup> Blewer is gone up to General Washington for a few Days. I shall do all I can for the good of the Cause, and am [&c.]

W<sup>m</sup>: Bradford

P.S. I am confident the Fleet cannot get up this River as we are now [situated—Tho' should] they get Red Bank [were we have not] one Man, I do not know the Consequence Three Days ago the Men of War sent up a Flag to the Commodore, desiring him to give up the Fleet and he should with his Men have his Majestys Pardon and be treated kindly—The Commodore sent him Word he should defend the Fleet to the last and not give them up, and was not afraid of all the ships they could bring, and desired they would send no more such Flags.

L, PHArH, RG 27, Executive Correspondence of the Supreme Executive Council. A portion of the text in the postscript has been torn off. Missing words are supplied in brackets from a printed version of this document published in *Pennsylvania Archives*, 1st ser., 5: 648–49. Addressed: "On Public Service/To/His Excellency Tho<sup>s</sup>: Wharton Esq<sup>r</sup>/President of the State/of Pennsylvania/at/Lancaster." Docketed: "From Coll<sup>o</sup>. Bradford/recd 14 October 1777," and, "Rec<sup>d</sup> Oct. 14<sup>th</sup>." Notation at head of letter: "Col: Bradford to Pres Wharton 1777."

1. 3 Oct. 1777, above.

2. Muster Rolls for these two vessels confirm Bradford's statement. The *Vesuvius*'s muster for 1 Sept. 1777 shows that only her captain, John Christie, was present for duty, while *Strumbello*'s muster for 1 Sept.–1 Oct. 1777 lists her captain, James McKnight, and just one other crewman on board. *Pennsylvania Archives*, 5th ser., 1: 458–59, 491–92.

3. Hugh Montgomery, commander of the Pennsylvania Navy galley *Effingham*.

4. John Mitchell, commander of the Pennsylvania Navy galley *Ranger*.

#### LIEUTENANT'S JOURNAL OF H.M.S. *ISIS*, CAPTAIN WILLIAM CORNWALLIS

Octo<sup>r</sup>:

Cape Henlopen SW 3 Miles.

Tuesd<sup>y</sup> 7

at 9 AM weighd with the Convoy<sup>1</sup> and made Sail up the Delaware  
Bombay Hook Island W ½ S 7 or 8 Leagues  
Mod<sup>t</sup> and fair Weather at 3 PM made the Sig<sup>l</sup> and Anchord

D, UKLNM, Adm./L/J/116.

1. Cornwallis had been charged with escorting a division of transports bound for the Delaware River. See Vice Admiral Viscount Howe to Captain William Cornwallis, R.N., 1 Oct., above. Six days after arriving in the Delaware, Cornwallis joined Howe at the fleet's anchorage off Chester, Pa.

#### CAPTAIN THOMAS COURSEY TO GOVERNOR THOMAS JOHNSON

His Excellency Thomas Johnson Esq<sup>r</sup>/Sir

I have got the galley to Baltimore where she's to fitt out & have applied to Messrs. Lux & Bowley for rigging who informs me that he has none for us, I have also ap-

plied to M<sup>r</sup> Hollingsworth for sail cloath who has recommend the barer M<sup>r</sup> Jacobs.<sup>1</sup> as sailmaker & says the sail Cloath is in the store at Annapolis M<sup>r</sup> Jacobs is Comming to Annapolis and will Chuse the Duck for the sails if you please to let him have it. I am informed by Capt<sup>n</sup>. Davey's<sup>2</sup> Leiutennant<sup>3</sup> that M<sup>r</sup> Lux has your orders not to Let any of the galleys have any rigging. if it is so please to inform me what is to be Done with the *Chester* she is foul & wants heaving Down. it Cannot be Done without rigging, I am [&c.]

Baltimore 7<sup>th</sup>. Oct<sup>r</sup> 1777—

Tho<sup>s</sup> Coursey

L, MdAA, Maryland State Papers (Red Books), 4580A-52. Addressed: "His Excellency Thomas Johnson Esqr/Annapolis." Docketed: "Tho<sup>s</sup> Coursey/7 Oct<sup>r</sup> 1777."

1. William Jacob.

2. John David.

3. Probably Abraham Gormon, commissioned 30 Apr. 1777 as first lieutenant of *Conqueror*.

#### JESSE HOLLINGSWORTH TO GOVERNOR THOMAS JOHNSON

Baltimore Octo[ber 7]—1777

Sir

the Barer M<sup>r</sup> Jacobs<sup>1</sup> Calls on you a Bout Canvis for a Galley<sup>2</sup> from the Eastren Shore, Capt Cosey.<sup>3</sup> Shee Wants Every thing that is Riging, the Carpenters Work is Nearly Done, But Must Bee hove Down Emedetly, for fear of the Worm, as the[y] have Been Bad With us this Sumer, But Smith Work a Bundance, and Every Other Nesery at this time Will amount to a Very Large Sum—

the Other three galleys Capt Mathews Davy<sup>4</sup> and Walker<sup>5</sup> are all Going Down this Day I Beleave, Mathews & Walker Sailed yesterday after Noon, in as Good Order as the Times Will admit, for Sum Neseryes are Not to Bee had—

Capt Cosey Seems a industorous Man and I beleve Will Doe his Best But Every thing is Scarce and Many things Not to Bee had at Any Prise. I Must furnish the Blacksmiths With Iron at £100 Pr ton I have Advanst for the State Since I setteld Large Ods of a thousand Pounds to the Differant galleys for Smiths Bills Buchers Bills Block-makers. Advance for Mens Wages Rum Whiskey Painter Neseryes for Ships use and &c So that I Must Beg you to Send Mee up a Order On the Tresury for 15 hundred or 2 thousand as I am Allways in a Large advance from My first Doing the Publick Busines but Once and then it Was But 300 Pounds from your Humble Servant

Jesse Hollingsworth

Please to Inclos a Order by M<sup>r</sup> Jacobs as I Sopose the Tresury is Still at Elk Ridg Which Will Save Expenche and Trouble from yours

Jesse Hollingsworth

L, MdAA, Maryland State Papers (Red Books), 4583-31. Addressed: "To/His Excellency Tho<sup>s</sup>. Johnston Esqr/Annapolis." Docketed: "Jesse Hollingsworth—/7 Oct<sup>r</sup> 1777."

1. William Jacob.

2. Maryland Navy galley *Chester*.

3. Thomas Coursey.

4. John David.

5. Commanders respectively of the galleys *Independence*, *Conqueror*, and *Baltimore*.

## LORD MACARTNEY TO COMMANDER WILLIAM TRUSCOTT, R.N.

(Copy)

Grenada

Sir

St Georges October 7<sup>th</sup> 1777.

A Pirate named Paschal Bonavitta a Corsican by Nation, having a few days since carried off 37 Negro's from the Island of Tobago under my Government, and landed them at Trinidad where he has a Settlement. I am under a necessity of making a complaint on this Subject to the Governor of Trinidad requiring that he will not only order the Negro's to be restored, but also either deliver up the Pirate or have him Punished in a manner Adequate to his Crime—I am so well acquainted with the Conduct of the Spanish Governors in General, that I have little expectation, of much regard being paid to an application of this kind, unless it be accompanied by a Ship of War; As the *Grasshopper*, & *Favourite* are now both here, I should hope that One of them might be spared for this Service, and Proceed immediately for Trinidad with my dispatches.

As you are the Commanding Officer I address this Letter to you and request the favour of your answer upon this Subject, as soon as possible.<sup>1</sup> I have the honor [&c.]

(Signed) Macartney.

Copy, UKLPR, Adm. 1/310. Addressed at the foot: "Captain Truscott/Commanding His Majestys/Sloop of War the *Grasshopper*." Docketed: "(N<sup>o</sup>: 3:)/Copy of Lord Macartneys/Letter Capt<sup>n</sup>. Truscott of/the *Grasshopper* Sloop/of War./Grenada Oct<sup>r</sup> 7. 1777." Docketed in another hand: "In V. Adm<sup>l</sup>. Young's letter/27. Oct<sup>r</sup> 1777." See Vice Admiral James Young to Philip Stephens, 27 Oct. 1777, below.

1. That same day Comdr. Truscott informed Lord Macartney that H.M. sloop *Favourite*, Comdr. William Fooks, would convey the dispatches to Trinidad. Truscott to Lord Macartney, 7 Oct. 1777, *ibid*.

## October 8

## CAPTAIN JOHN FISK TO THE MASSACHUSETTS BOARD OF WAR

Sir

This day I fell in with the Brig *King George* John Watmough Master from Belfast for New York six weeks out<sup>1</sup> I have sent you all her Invoices & Papers. (I took a Brig yesterday from New York for Newfoundland)<sup>2</sup> I took this Brig about half past Eleven O clock this Morning when we saw two sail as far to the westward as we could see from Masthead. I have spoke with one of them a Schooner from Newbury Daniel Parsons Commander<sup>3</sup> & he pretends to claim part of the prize but we mannd the prize and sent her away and then tackd for said Sails & stood for them two hours before we spoke the Schooner. the Cap<sup>t</sup> of the prize says he never saw them untill after he struck to me. however I suppose your Honor will see Justice done & that is all I want—I am making the best of my way home. Best with Respect Sir [&c.]

Jn<sup>o</sup>. Fisk<sup>4</sup>At Sea Octo<sup>r</sup> 8. 1777Latt<sup>d</sup> 40.00 N Long<sup>d</sup> 63.00 W

L, M-Ar, Mass. Archives Collection, vol. 152 (Massachusetts Board of War Letters), 391. Addressed: "To/The Hon<sup>ble</sup>. Sam<sup>l</sup>. Phips Savage Esq<sup>r</sup>/President of the Hon<sup>bl</sup>. Board of/War in/Boston." Docketed: "Cap<sup>t</sup> Fisk<sup>t</sup> Lett<sup>r</sup>/Oct<sup>r</sup> 8<sup>th</sup>. 1777."

1. Brigantine *King George*, 160 tons burthen, was libelled by Fisk on 30 Oct. in the Maritime Court of the Middle District for trial on 25 Nov. at Boston. *Independent Chronicle* (Boston), 30 Oct. 1777.

2. Brigantine *Catharine*, John Gardner, master, 200 tons burthen, was libelled by Fisk on 30 Oct. in the Maritime Court of the Middle District for trial on 25 Nov. at Boston. Ibid.

3. Massachusetts privateer schooner *Gloriosa*, Daniel Parsons, commander, mounting 8 guns with a crew of 45 seamen, was commissioned on 17 Sept. 1777 and was owned by Joseph Laughton of Boston and John Tracy of Newburyport. M-Ar, Revolutionary Rolls, vol. 5, 357, 358.

4. Fisk commanded the Massachusetts Navy brigantine *Massachusetts*.

#### DAVID REED TO CUSHING & WHITE

Gentlemen

Yours of 18<sup>th</sup>. Ult. came duly to hand, & in compliance therewith I send the Schooner *Betsey* by Cap<sup>t</sup>. Mayhew—at present I take opportunity to transmit you inclosed the papers that were committed to me, that concern the said Schooner; there yet remains in the hands of Cap<sup>t</sup>. Paul Reeds family a memorandum book found on board, the property of Philip Goldthwait a prisoner taken in her, in which there is an account of transactions from the time said Goldthwait was put on board her by the *Rainbow* to the time she fell into Cap<sup>t</sup>. Reeds hands—but it is not in my possession—& chiefly concerns said Goldthwait only:

By the best information I can obtain she was taken by the *Reprisal* about three weeks after she was in the service of his Brittanick Majesty<sup>1</sup>—she was on a cruize as a Spy to enquire after your Brig<sup>t</sup>.—& a mast ship then at Wiscasset<sup>2</sup>—& the situation of Townsend harbour &c, Cap<sup>t</sup>. Reed fell in with her & took her near St<sup>t</sup>. Georges<sup>3</sup> on Saturday the 22<sup>d</sup>. of Aug<sup>t</sup>.—the men soon owned their characters & business—& were sent hither by a certain Capt. Bradford in their way to the board of war to which I was about forwarding them when unluckily they fell again into the hands of the *Rainbow* that just at that time came into this harbour; however in lieu of the eight prisoners taken in her, we received others in exchange—

I believe she was not into any British port whilst in the enemy's hands; of the circumstances of her being taken by the enemy I cannot inform you—but after Cap<sup>t</sup>. Reed took her she was carried into St<sup>t</sup>. Georges, Medumcook,<sup>4</sup> Broadbay, & Townsend where she now lies,

Inclosed youll find an inventory of the articles found on board, distinguishing such as the *Reprisal* has on board, from the remainder which I send you in the Schooner.

Also an account of my cost & trouble with the vessel—I have put some cord wood on board, for which I have taken Cap<sup>t</sup>. Mayhew's order on you,

I have no doubts but you will transact with regard to the prosecution in the maritime court so as shall leave Cap<sup>t</sup>. Reed & his men (for whom I am attorney) no reason to complain; I am [&c.]

Boothbay

Oct<sup>r</sup>. 8<sup>th</sup>. 1777

David Reed

L, MSAp, Cushing and White Papers. Addressed: "To/Mess<sup>rs</sup>. Cushing & White/Merch<sup>rs</sup>/Boston." Docketed: "David Reed's Letter/fm Booth Bay 8 Octo. 1777."

1. Massachusetts privateer brigantine *Reprisal*, Paul Reed, commander, mounting 10 guns with a crew of 55 seamen, was commissioned on 17 July 1777. She was owned in part by John Cushing and Samuel White of Boston and Paul Reed of Townsend, Maine. DNA, PCC, item 196, vol. 12, p. 110.

2. Massachusetts state ship *Gruel*. See NDAR 9: 910–11, 911n, 949.

3. St. George River, Maine.

4. Meduncook River, Maine.

JOURNAL OF H.M.S. *FLORA*, CAPTAIN JOHN BRISBANE

October 1777  
Wednesday 8<sup>th</sup>

Cape Ann N<sup>o</sup>: 73 W<sup>t</sup>: Distance 53 Leagues

AM at 6 saw a sail to the E<sup>t</sup>:w<sup>d</sup>: out Reefs and sett Small Sails, at 10 made the Signal for Seeing another Sail, in the SE<sup>t</sup>: the *Lark* bore up and gave Chace  $\frac{1}{2}$  p<sup>t</sup>: the *Diamond* bore up and Chaced with the *Lark* at Noon Fir'd 4 Six Pounders at our Chace, and bro<sup>t</sup>: her too, Shorten'd Sail; *Lark* and *Diamond* in Chace to the SE<sup>t</sup>:—

Cape Ann NBW Distance 66 Leagues

First part fresh winds and fair, Middle and latter light winds, PM came up with our Chace, proved to have come from Newbury bound to Hispaniola,<sup>1</sup> sent a Petty Officer and 6 Men to take Charge of her, at 1 made Sail for the *Diamond*, and *Lark*, at 5 lost sight of the Prize;

D, UklPR, Adm. 51/360.

1. Schooner *Lovely Lass*, Abraham Topper, master, owned by Nathaniel Tracy of Newburyport, from Newbury to Hispaniola, with fish and lumber, taken off Martha's Vineyard, sent to Rhode Island. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, 489.

## MASSACHUSETTS COMMISSARY OF PRISONERS TO THE MASSACHUSETTS COUNCIL

State of Massachusetts Bay

To the Hon<sup>ble</sup>. Council

Boston Oct<sup>r</sup> 8<sup>th</sup> 1777

The memorial of Rob<sup>t</sup> Pierpont Commissary of Prisoners humbly sheweth that your Petitioner is greatly fearfull that if their is not A large number of Men to guard the Prison Ships in this Harbour that some Mischief may soon Arise As we had much Trouble the last Night with those on board the *Favourite*<sup>1</sup>—Your Petitioner Humbly Prays that your Honors would Direct him what method he shall take to procure A Sufficient Guard for this Purpose for the Nights & as in Duty bound shall ever Pray

Rob<sup>t</sup> Pierpont

PS I beg leave to propose—

ten Men & a Sergeant for the *Kingston*

ten D<sup>o</sup>. & a Sergeant for the *Favouite*

six D<sup>o</sup>. & a Corporal for the *Rising Empire*.

L, M-Ar, Mass. Archives Collection, vol. 173 (Council Papers), 457, 457a. Endorsed: "State of Massachusetts-Bay Council Chamber Oct<sup>r</sup> 8<sup>th</sup> 1777. Ordered that Robert Pierpont Esq<sup>r</sup> Commissary of Prisoners be and hereby is directed immediately to procure on the best terms he can a Sergeant & ten men as a guard to serve on board the guard Ship called the *Kingston* now lying in Boston Harbour.—and also a Sergeant & ten men as a guard to serve on board the Guard Ship called the *Favourite*.—and likewise a Corporal & Six men to serve as a guard on board the Guard Ship called the *Rising Empire*.—taking Special care to engage such persons as are firmly attached to the American cause." On the same day the Council requested Maj. Gen. William Heath to supply the necessary guards to Capt. John Ayres for that night. *Ibid.*, vol. 173, 459.

1. On the night of 6–7 Oct. a Canadian prisoner escaped from the *Favourite* and later brought a long-boat alongside to carry off more prisoners. He was apprehended by Capt. John Ayres who reported the incident to Robert Pierpont and the Massachusetts Council. Capt. John Ayres to Robert Pierpont, 7 Oct. 1777, *ibid.*, vol. 173, 452a.

## DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 8<sup>th</sup> Oct<sup>r</sup> Fine weather. Wind N.... The Rebel Galley is now at Howland's ferry.<sup>1</sup>

Several Small Craft and boats have been plying about Mount hope bay, Taunton River, and Howland's ferry all day.

Mackenzie, *Diary*, 1: 189.

1. Rhode Island Navy galley *Spitfire*, Capt. Joseph Crandall.

## LEONARD JARVIS TO THE MASSACHUSETTS BOARD OF WAR

The Hon<sup>l</sup> the Board of War  
Gentlemen

Dartm<sup>o</sup>. Octo 8. 1777

The Bearer Abner Wood is going to Boston with a Team, by whom I should be glad to receive the Sail Cloth & Cordage wanted for the Spy Sloop—She is about forty tons—the Cable I will endeavour to get here to be replac'd in Boston if I cannot purchase it for Cash—the Shrouding & other Cordage should have sent the Sizes of, but I have not time now to go over the River where the Sloop lays—I shall get the Sloop finish'd as cheap & as expeditiously as possible & as soon as done shall do myself the pleasure of forwarding her Accounts—in the meantime I subscribe myself most Respectfully [&c.]

Leo Jarvis <sup>1</sup>

13 Bolts Russia Duck

4½ Bolts Ravens d<sup>o</sup>.

3 .. 0 .. 0 Shrouding

3 .. 0 .. 0 Cordage

2 .. 2 .. 0 Boltrope

2 .. 0 .. 0 Spunyarn

.. 2 .. 0 Worming

} for a Sloop of 45 Tons—

L, M-Ar, Mass. Archives Collection, vol. 152 (Board of War Letters), 393. Docketed: "Leon<sup>d</sup> Jarvis/Octo<sup>r</sup> 8<sup>th</sup> 1777."

1. Jarvis was Deputy Continental Agent for Massachusetts.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPLEBY

October 1777  
Wednesday 8

Peeks Kiln ENE Fort Independance NBE ½ E & Butter  
Hill NW—

At 6 AM sent the Master Carpenter and Armourer to destroy the Chain which lay across the River<sup>1</sup> Flat Boats Employ'd Carry-  
ing Prisoners on board the Transports

Peeks Kiln ENE Fort Independance NBE ½ E & Butter  
Hill NW—

D, UKLPR, Adm. 51/720.

1. The chain was stretched across the Hudson from Fort Montgomery to Anthony's Nose on the eastern bank.



JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777 d<sup>o</sup> [At an Anchor off Dunderberrick Point]  
 Wednesday 8 at 8 AM sent the Longboat & c<sup>a</sup> to assist in cutting the Chain across the River

At an Anchor off Fort Montgomery up Hudson's River  
 Fresh breezes and Hazey P.M. part of the Troops embarked  
 and went up the River with the *Deligence*<sup>1</sup> Brig and Galley's at 5  
 Came on board the News of the Rebels having destroyed Fort  
 Constitution

D, UklPR, Adm. 51/600.

1. H.M. brig *Diligent*.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777 Fort Montgomery NbE Fort Clinton NbW ½ a Cables  
 Wednesday 8 Length  
 at 9 AM. Anch<sup>d</sup> here His Majesties Ship *Mercury* at 11 A.M. the  
 Artificers cut the Chain  
 D<sup>o</sup>.

Light Airs Inclinable to Calm for the first part middle & latter  
 Mod<sup>e</sup>. Breezes at 1 PM Weigh'd and Row'd up the River in  
 Comp<sup>y</sup> H. Majest<sup>s</sup> Galleys *Spitfire* and *Crane* & 22 Flat Boats with  
 Troops on Board at 5 PM. the Troops Landed at Fort Consti-  
 tution with<sup>t</sup> any Oposition the Rebles hav<sup>g</sup> Evacuated it at 8  
 PM Anch<sup>d</sup> with the best Bower in 9 f<sup>m</sup>. Water Butter Hill N. 1  
 Mile Martears Rock<sup>1</sup> s.b E. ½ a Mile in Comp<sup>y</sup> as before

D, UklPR, Adm. 51/4159.

1. Martlaer's Rock.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777 Fort Independence NNE 2 Miles Dist:  
 Tuesday 7<sup>1</sup> at 4 AM Came too in 19 f<sup>m</sup>. the Fort NW dist<sup>t</sup> two Cables Lenght  
 [Wednesday 8] at 6<sup>2</sup> weighd the Gallys<sup>3</sup> and Flatt Boats in C<sup>o</sup> the troops Landed,  
 the Rebels having Evacuated Fort Constitution Stood Up the  
 River in Sight of New Windsor as far as the Chevaux de Frize  
 wore Ship and Came too Small Bower in 15 f<sup>m</sup>. off Butter Hill  
 Clove the Gallys in C<sup>o</sup>—

Butter Hill Point West ½ Mile Dist:

D, UklPR, Adm. 51/4163.

1. The Journal is one day behind.

2. At 1 P.M. the galleys weighed anchor and at 5 P.M. the troops landed at Fort Constitution. Compare with Captain's Journals of H.M.S. *Mercury* and H.M. galley *Dependence* for 8 Oct., above.

3. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

## GOVERNOR GEORGE CLINTON TO THE NEW YORK COUNCIL OF SAFETY

[*New Windsor Oct. 8, 1777.*]

Gentlemen,

I wrote to the Legislature yesterday giving them as particular an Account of the loss of Forts Montgomery & Clinton as I was then Able Since which I have the Pleasure to inform you that Genl. Clinton<sup>1</sup> is got in & his Wound does not appear to be any ways Dangerous many other of our Officers have also arived who we had Reason to believe were made Prisoners, not more that 11 Officers of Colo. Du Bois's Regim't<sup>2</sup> are Missing two hundred of his Men including Non Commissioned have already Joined me at this Place & many more of them may be expected as we have heard of their Escape, many also of the two Companies of Artillery who were at those Posts have escaped & joined us & more of them Hourly expected.

The Night I left Fort Montgomery as my Escape was effected by crossing the River I waited upon Genl. Putnam at Continental Village in Order to concert the proper Measures to be pursued after this unfortunate Event. The Genl. Officers there agreed in Opinion with me that the Intention of the Enemy under Sir Henry Clinton was to Relief Burgoine's Army by effecting a Junction with him; That as they had carried the Forts his next Business was to pass the Cheveaux Defrize & so proceed by Water up the River.

Our Posts at Peek's Kill & Sydnam's by the Loss of those which commanded the Navigation have losst their Importance. It was therefore agreed that Genl. Putnam should Retreat with his Army to very defensible pass in the Mountains about 3 Miles from Fishkill where he is in the most Speedy Manner to get in the Eastern Militia—I, to rally my Forces near this Place, to call on all Militia of Orange & this end of Ulster, to be furnished with a Continental Regt. from Genl. Putnam's Army to defend the Cheveaux Defrize in the best Manner I can & as long. That as soon as we find the Enemy can raise or pass it both Armies to move Northward so to keep pace with them covering the Posts of the Country which woud be the greatest Object till they shall think proper to Land. As soon as ever I find the Shipping likely to pass the Cheveaux Defrize I will by forced March endeavour to gain Kingston & cover that Town. I shall have 1 Brass twenty four Pounder & Six Smaller Brass Pieces which will make a formidable Train. I am perswaded if the Militia will join me which I have Reason to hope I can save the Country a few Scattering Houses excepted along the River from Destruction & defeat the Enemy's Design in assisting their Northern Army.

A Deserter who had been taken & forced to enlist in Fanning's Regt. came into us yesterday from the Enemy at Fort Montgomery immediatly after it was taken, informs me that the Enemy's Loss was very great, That Genl. Sir Henry Clinton commanded in Person had three other Genl. Officers with him their Force was 5000 three thousand British Troops & Hessian Yaagers the Remainder New Levies, Commanded by Brig'r Genl. Beverly Robinson & Colo. Fanning.<sup>3</sup> he says their Loss was great. I have only to add that tho the Country Esteem the Posts Lost of the greatest moment yet the manner in which they were defended has given such Gen. Sattisfaction as to elate & not depress their Spirits.

[G. C.]

[To Council of Safety.]

N.B. I am this moment informed by Genl. Putnam, that the eastern militia come in very fast; that he is confident that he will soon have ten thousand men with him; in

which case he will keep posts up as far as Poughkeepsie and Rynbeck to head the enemy, should they push up the river. We shall save considerable of the stores at Fort Constitution, and perhaps some of the artillery, as the enemy had not got up that high yesterday.

*Public Papers of George Clinton* 2: 387–89, no. 822. The N.B. section is from the Journal of the Council of Safety. The letter is printed in *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York 1775–1776–1777* (Albany, 1842), vol. 1, 1065–66.

1. Brig. Gen. James Clinton.
2. The 5th New York Regiment commanded by Col. Lewis Du Bois.
3. Col. Edmund Fanning, commanding the King's American Regiment.

#### MAJOR GENERAL ISRAEL PUTNAM TO GOVERNOR GEORGE CLINTON

Dear Sir,

Yours with a Copy of General Gates's I have Rec'd and agreeable to your request have Orderd Colonel S. B. Webb's Regiment to march & Immediately join you; <sup>1</sup> I will Immediately make inquiry about the Arms you mentioned & if Possible they shall be Conveyd over to you with the Utmost Dispatch; Last night I arrived here, the Baggage Ordinance Stores &c. are moving up with all Possible expedition;

Since I had the pleasure of seing you, many Circumstances of Importance strikes my attention which I now shall with pleasure Communicate to you, In the first, Its my Opinion that the Enemy's Vessel of Four <sup>2</sup> which are now Down the River, are only kept there with a view of Drawing Our Attention towards them & prevent us from making that Preparation (which in my Opinion we aught by every Possible means to do) to Oppose there Progress to Albany, they may Probably bring up there Shipping near the Cheveaux De Frize, but its my real and Sincere Opinion that Destroying the Chain &c. are by no means (at this juncture) there Chieff Object, Its my firm Opinion that they will by every Possible Means Indeavour to Make Forced Marches towards Albany, & Convey up the Baggage Stores &c. in the small Crafts;— I shall use my Utmost Efforts & Collect the Militia with all Possible Speed, the same Steps I make no Doubt will be forwarded by you.

Joining Burgoyne is Certainly there first & Chieff Object. I would therefore Mention that the Moment our Baggage Stores &c. are mov'd into some secure Place, we aught to Proceed towards Albany & act in Conjunction with Gen<sup>l</sup> Gates. I have wrote Him & shall hope to have his Opinion very soon, yours upon the Subject I hope to be favourd with Immediately which will greatly Oblige, Sir Your verry Hble. Serv't

Israel Putnam M. [G.]

Fish Kill 8th Oct. 1777.

P.S. General Putnam begs the favor you'l meet him this Morning on this [side] the Ferry at 11 O'Clock, if any thing should prevent you from Crossing the River, he begs you'l let him know. I am [&c.]

T. Yates A. D. C.

[To G. C.]

*Public Papers of George Clinton* 2: 384–86, no. 819. Docketed: "Gen<sup>l</sup>. Putnam/Fish-kill 8<sup>th</sup> Oct'." The sections in brackets were supplied by Hugh Hastings, editor, in *Public Papers of George Clinton*. The docket is from the charred original, N-Ar, George Clinton Papers, box 8, doc. 819.

1. The original manuscript reads: "to march Immediately & join you."
2. The advanced squadron, H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence* and *Spitfire*.

## MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON

[Extract]

Fish Kill 6 OClock Wednesday Mon<sup>g</sup>  
8<sup>th</sup> October 1777—

Dear General

Its with the Utmost Reluctance I now sit Down to inform you that the Enemy after Making a Variety of Movements up & down North river, landed on the Morning of the 4<sup>th</sup>. Ins<sup>t</sup> about 3000 Men at Tarry Town, & after Making an excursion about five Miles up the Country, they returnd & embarked, the Morning following, the advanced up near Kings Ferry & landed on the East side of the river, but in the Evening part of em reem-barked, & the Morning after Landed a Little above Kings Ferry on the West side, but the Morning being so exceeding foggy, concealed their Scheam & Prevented us from giving any Idea what Number of Troops they Landed, in about Three Hours we discoverd a large Fire at the Ferry, which we Immagined to be the Store Houses, upon which it was Thought they only Landed with a View of Destroying the said Houses, The Picquet & scouts which we had out, could not learn the Exact Number of the Enemy which were Remaining on the East side the River, but from the Best Accounts they were about 1500, At this same time a Number of Ships, Galleys &c with about 40 Flat Bottomed Boats made every appearance of their Intentions to land Troops, both at Fort Independance, & Pecks Kill Landing, Under all these Circumstances & my strength being not more than 1200 Continental Troops & three Hundred Militia, Prevented me from Detaching off a Party to Attack the Enemy that Lay On the East side the River, After we had thought it Impracticable to quit the Hightes (which we had then Possession off) & attack the Enemy, Brigadier General Parsons & myself went to Reconnoitre the ground near to the Enemy, and on our return from thence we was alarmed with a very heavy & hot firing, both of small Arms & Cannon at Fort Montgomery which Immediately Convinced me that they Enemy had landed a large Body of Men in the Morning at the Time and Place before Mentioned, upon which I immediately Detached of 500 Men to Reinforce the Garrison, but before they could Possible cross the River to their Assistance, they Enemy (which was far Superior in Numbers) had possesed themselves of the Fort; Never did Men behave with more Spirit & Activity, than Our Troops upon this Occasion, They Repulsed the Enemy three times, which were in Number (at Least) five to One, Governor George & General James Clintons were both Present, but the Engagment Continuing untill Dusk of the Evening, gave them both an Opportunity together with Several Officers & a Number of Privates to Make their Escape. . . . I am [&c.]

Israel Putnam,

L, DLC, George Washington Papers, Series 4. Docketed: "From/ Gen<sup>l</sup> Putnam. 8<sup>th</sup> Octob<sup>r</sup>/1777.—Answered."

## MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON

[Extract]

Dear General,

Fish Kill Octo<sup>r</sup>: 8<sup>th</sup>. 1777—

Sinse I wrote you this morning, I have waited on Governor Clinton to Consult about our present Circumstances and fix upon the most effectual measure that could be pursued against the enemy, which is now Landing a Considerable number of Troops,

at Fort Constitution, and proceeding up the River, with their ships Gally's Flatt Bottom'd Boats &c: they will from all appearance be at the Chevaux, De Frieze in the space of an hour—They will know the situation of our Troops and I sincerely believe that their Intentions are to make all possible Expedition to get above us,—I don't think Weighing the Chevaux, De Frieze is a matter of great moment to them. . . . I am [&c.]

Israel Putnam MG

L, DLC, George Washington Papers, Series 4. Addressed: "(On Public Service)/His Excellency/General Washington/Head Quarters/Israel Putnam." Docketed: "Gen<sup>l</sup>. Putnam/Octob<sup>r</sup> 8<sup>th</sup>. 1777/Answ<sup>d</sup>." Printed in *Correspondence and Journals of Samuel Blachley Webb*, Worthington C. Ford, ed., 3 vols. (New York, 1893), 1: 331–33.

#### MAJOR GENERAL JAMES WADSWORTH TO GOVERNOR JONATHAN TRUMBULL

[Extract]

Sir,

Fishkill Oct<sup>r</sup> 8<sup>th</sup>. 1777

. . . Some of the Enemy's Ships have moved up with some of the flat bottomed boats from Fort Montgomery and last night two Galleys & one or two small Vessels<sup>1</sup> came up near the Cheviaux du frize about 7 Miles below here, and passed the same, but being fired upon fell down the river again.—The Enemy now have it in their power to pass up the river in spite of every Effort we have in our Power to make, and the whole of our Force if collected on one side would little if any exceed theirs so that We can do no more than defend one side of the River; if their design be to relieve M<sup>r</sup> Burgoyne's Army, most probably they will proceed the first fair wind up the river; with their ships as far as the water will permit their ships to pass; which may be faster than the troops can march; and then with their flat bottomed boats and row Galleys to Albany before we can arrive there. . . . I am [&c.]

James Wadsworth

L, Ct, Jonathan Trumbull Papers, vol. 7, 96a–b.

1. The advanced squadron, H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

#### COLONEL HUGH HUGHES TO MAJOR GENERAL HORATIO GATES

[Extract]

The [*Continental*] Village, 8th Octbr 1777

My dear General,

. . . Last Evening I sent two of our Department to Anthony's Nose. The Enemy had not then meddled with the Chain &c. but had taken possession of one of our Privateers that lay aground above the Chain.<sup>1</sup> Our Frigates & Row galleys are burnt by our own People,<sup>2</sup> in a Panic, I imagine It is a dangerous Disorder, where it rages Sir. . . . God preserve you my D<sup>r</sup> General—

H Hughes<sup>3</sup>

L, NHi, Horatio Gates Papers. Addressed: "The Honble Major General Gates." Docketed: "Letter from Col<sup>o</sup> Hughes/dated The Village, Oct<sup>o</sup>/8<sup>th</sup>. 1777."

1. New York privateer sloop *Camden*, 10 guns.
2. Continental Navy frigates *Congress* and *Montgomery* and Continental Army galleys *Lady Washington* and *Shark*.
3. Hughes was assistant to the Quartermaster General, Northern Department.

## NOTICE TO ROYAL NAVY SEAMEN

Philadelphia, October 8, 1777.

Notice is hereby Given,  
To all SEAMEN and OTHERS,

BELONGING to any of His Majesty's Ships or Vessels of War, now in or about this Town, to give themselves up to the Commanding Officer of the *DELAWARE* FRIGATE; there to serve until an Opportunity offers of sending them to their respective Ships: Otherwise they will be apprehended as Deserters.

J. WATT.

By order of Lieut. General,

EARL CORNWALLIS.

PHILADELPHIA, PRINTED BY JAMES HUMPHREYS, JUNR.

Broadside.

## JOURNAL OF CAPTAIN JOHN MONTRESOR

[Extract]

[Webb's Ferry, Pa.]

[October] 8th. . . . This night at Sundown we made a Battery of No. 2 Medium 12s at the N. side of the mouth of the Schuylkill; <sup>1</sup> before it was finished 3 rebel Galleys came to their usual station at the mouth and hearing our workmen fired grape 3 inch shot, which we did not return, until our Battery was completed. The 10th Regiment marched from Camp to assist as a working party, this night but the boats in the morning from Gray's Ferry coming to Province Island Ferry <sup>2</sup> were taken by the rebels and the people wounded and another attempt in the Evening failed owing to the lateness of the tide. . . .

Montresor, *Journals*, 463. Five sentences of this entry are not printed here. They relate to American and British deserters, the weather, and artillery for the batteries on Carpenters Island.

1. This battery was erected at Webb's Ferry to protect the river passage to Province Island.
2. That is, Webb's Ferry.

## WILLIAM BRADFORD TO THOMAS WHARTON, JR.

Sr,

I wrote you two Days ago.<sup>1</sup> Yesterday we sent down to examine the Chevaux de Frize at Billingsport, and find that the two last that were sunk to stop up the Gap are remove higher up and put on one side, so that a Ship may warp thro'. A Ship & Brig are now preparing to be sunk in the Gap, which, if we can Effect, will stop the Channel.<sup>2</sup> A large Fleet of Vessels are now as high as New Castle. Last Night a large Body of the Enemy came from Philad<sup>a</sup>, and have erected a Battery near the mouth of Schuylkill. Our Galleys fired at them in the Night and this Morning, but I believe with very little damage. Your most H<sup>ble</sup> Serv<sup>t</sup>,  
Fort Mifflin, Oct<sup>r</sup> 8<sup>th</sup>, 1777.

Wm. Bradford

The Commodore<sup>3</sup> is not under the least doubt of stoping the Channel, and if they should warp thro' he can destroy them.

*Pennsylvania Archives*, 1st ser., vol. 5: 649–50. Addressed below postscript: "On public Service. To His Excellency Tho<sup>s</sup> Wharton, Esq<sup>r</sup>, President of the State of Pennsylvania, at Lancaster."

1. Not found.
2. Pennsylvania Navy fire brig *Vesuvius* and Pennsylvania Navy fire ship *Strumbello*. See William Bradford to Thomas Wharton, Jr., 7 Oct. 1777, above.
3. John Hazelwood.

## JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

[*Billingsport, N.J.*]

[*October*] 8th.—This day went with the admiral up to Billings Port reconnoitring the shipping, &c., and Mud, or Fort Island. This evening a smart cannonade from the galleys, and, as we supposed, a battery of ours newly erected at the hospital opposite to Mud Island on the Pennsylvania Shore.<sup>1</sup>

Henry Duncan, "Journals of Henry Duncan, Captain, Royal Navy, 1776–1782," edited by John K. Laughton, in *The Naval Miscellany* (n.p.: Naval Records Society, 1902), 1: 151.

1. This hospital, also known as the Pest House, was located on Province Island. Until the British occupation of Philadelphia the Pest House had been a place of reception for the sick and wounded of the Pennsylvania Navy. A battery composed of two iron 18-pounders was erected there but was not completed until 14 Oct. Duncan must be referring here to the two-gun battery at Webb's Ferry which was the only operational British artillery emplacement on 8 Oct.

## JOURNAL OF THE CONTINENTAL CONGRESS

[*York*] Wednesday, October 8, 1777

*Resolved*, That there be advanced to the Marine Committee eight hundred Dollars, for which they are to be accountable.

JCC9: 786.

## VICE ADMIRAL VISCOUNT HOWE TO PHILIP STEPHENS

Number 38.

*Eagle* In the Delaware

Sir,

October the 8<sup>th</sup>: 1777.

On my Entrance into this River the 4<sup>th</sup>. Instant, I received your several Letters with the Orders from the Lords Commissioners of the Admiralty sent in the *Bristol* and *Experiment* which arrived at New York with the *Zebra*, *Buffalo* and the Ships under their Convoy the 25<sup>th</sup>: of last Month: The Dates and purport of them being as noted in the Schedule annexed.

The Warrants to the Vice Admiralty Court in Nova Scotia, New York, Bermuda and East Florida, will be forwarded according to their Lordship's Intentions by the earliest Opportunit[ies.]

The Purchase professed to have been made by Noel Virant de Castelane, appearing to have been transacted with Persons then resident, and in actual Rebellion, in the Province of New York, the whole of the proceeding was held to be fraudulent and illegal. The Petitioner was not kept in Suspense for a longer Time than he required to collect the Proofs in Support of his Claim; being immediately informed of the Exceptions to the pretended Validity thereof; And the Vessel was stopped in consequence, and employed as a Seizure for the King's Service. It is true that he frequently renewed his Application for the Vessel to be restored; But no just Cause having appeared for making any Change in the former Decision, the Vessel was not surrendered to him.

The original Commission appointing the Rear Admiral Sir Peter Parker to that Rank, having been transmitted to him and received; I have herewith returned the Duplicate which arrived in the *Bristol*.<sup>1</sup> The special Commission for taking the Command of His Majesty's Fleet stationed at Jamaica, and Instructions with the other Documents enclosed therewith, will be forwarded to him, And he will immediately proceed for that Island, as soon as he can be consistently relieved from the Charge of the Detachment under his Orders, employed at and adjacent to Rhode Island.

The *Viper* not being yet returned from the S<sup>t</sup> Laurence, and Lieutenant John Graves<sup>2</sup> (appointed to succeed the present Commander in that Sloop<sup>3</sup>) having had Leave to return to England, upon his Application to that Effect, (of which he was directed to acquaint their Lordships upon his Arrival) I am unable to obey their Lordships Commands in those respects. I nevertheless retain the Commission until their Lordships are pleased to signify their further Intentions therein; Or that I hear of the Return of the *Viper* to Europe, if the Captain should be so directed.

Their Lordships having in their Approval of the Appointments made by Vice Admiral Young in the Ships of the American Squadron signified their Sense, of their Customary and special Assignment of the particular Ships which are to constitute the Squadrons destined to be employed under the Direction of the respective Commanding Officers on the different Stations abroad; And, in the same manner, their Sense of their Instructions [to] those several Commanders for nominating to the Vacancies, limited, as I always conceived to the Ships of their respective Squadrons so defined: I have only to report on the Matter of your Letter of the 25<sup>th</sup> of June; that I shall communicate to the Officers present, their Lordships pleasure to confirm them in the Employments to which I had appointed them that they may not suffer any Disappointment on that Occasion.

The Captain of the *Zebra*<sup>4</sup> dying the Night of his Arrival at New York, Lieutenant Orde<sup>5</sup> of the *Eagle* has been nominated to that Vacancy. I am [&c.]

Howe

L, UKLPR, Adm. 1/488, 2-3. Addressed at foot of first page: "Philip Stephens Esq<sup>r</sup>/Secretary of the Admiralty." Docketed: "8 Oct<sup>r</sup> 1777/*Eagle*—Delaware/L<sup>d</sup> Howe/ans<sup>d</sup>. 7 Jan<sup>y</sup> 1778." Notation: "R. By Maj<sup>r</sup> Cuyler/Ans<sup>d</sup>. 7. Jan<sup>y</sup> 1778."

1. A mark here refers to marginal notation: "cancell'd."
2. Lt. John Graves [2].
3. Comdr. Samuel Graves [2].
4. Comdr. John Tollemache who was killed in a duel. See *NDAR* 9: 980.
5. Lt. John Orde.

#### VICE ADMIRAL VISCOUNT HOWE TO THE MARQUIS DE BOUILLE

Copy.

In the River Delaware October the 8<sup>th</sup>. 1777.

Sir

Being at that Time absent from New York, I did not receive the Honor of your Excellency's Letter dated the 12<sup>th</sup>. of August<sup>1</sup> and brought by the Chevalier de Fagan,<sup>2</sup> until several Days after he left the King's American Dominions.

As I should be happy in having an Opportunity to assure your Excellency of my Respect, I cannot but approve of the early Attention the Commodore Hotham testified to your Wishes,<sup>3</sup> by the immediate Dismission of the French Seamen navigating the Vessels engaged in an illicit Commerce with the King's rebellious Subjects in these Provinces.



It is with Concern I collect from the Tenor of your Excellency's Letter, that some of them have been endeavouring to impose upon your Humanity by Falsehoods or studied misrepresentations such as they had before not scrupled to allege for colouring their purpose of assisting a people in Arms against their Prince: In a manner that must be deemed highly criminal by a Nation attached to it's Sovereigns, and therefore leaves no Doubt of the Sense that will be entertained of their Conduct at the Court of France. I have the Honor to be [&c.]

Howe.

Copy, UkLPR, Adm. 1/488, 50–51. Addressed at foot of first page: "His Excellency/Monsieur Le Marquis de Bouillé/&c<sup>a</sup> &c<sup>a</sup> &c<sup>a</sup>." Docketed: "Copy./Letter from the Viscount Howe/to the Marquis de Bouillé/Governor of Martinico./Dated 8<sup>th</sup> October 1777./In Lord Howe's Letter/of the 24: Oct<sup>r</sup> 1777./N<sup>o</sup>. 5."

1. UkLPR, Adm. 1/488, 42–43. De Bouillé complained that he had learned from the masters of several captured French vessels that French seamen imprisoned at New York were being harshly treated. He requested that they be allowed to return to France or the French islands under his government, and that their exact number be ascertained.

2. Chevalier de Fagan de Beaulieu, major of infantry and aide de camp to the Marquis de Bouillé.

3. See *NDAR* 9: 901–902.

#### THOMAS MCKEAN TO GEORGE WASHINGTON

[Extract]

Sir,

... John Pierpoint (who seemed willing enough to tell all he knew) informed me, that the *Delaware* frigate was given up by the pressed men on board, that there were but two brass cannon, 12 pounders, fired from the fort upon the frigate, and but one man killed in the fort, and one in the frigate; that she was manned with English & lay above the Town on Sunday morning when he came away. ... A Mr<sup>r</sup> Husbands told me, he saw upwards of two thousand troops at Chester on Monday last escorting waggons, that were loaded from 13 ships, which lay there—that 4 men of war were then at the Chevaux de frize, and that 250 Hessians, who had crossed Schuylkill on the same day, proceeding down the neck towards Delaware, it was supposed to forage & plunder &c. ... with the utmost regard [&c.]

Newark.—

Tho M<sup>r</sup>kean<sup>l</sup>

October 8<sup>th</sup>: 1777.—

L, DLC, George Washington Papers, Series 4. Seven paragraphs of this letter are not printed here. They discuss the British occupation of Wilmington, Del., the political climate in Delaware, and the Battle of Germantown. Addressed at foot of last page: "To/His Excellency Gen<sup>l</sup> Washington.—" Docketed: "Newark 8<sup>th</sup>: October/1777/from/Tho<sup>s</sup>. M<sup>c</sup>Kean Esq<sup>r</sup>:/Ans<sup>d</sup>. 10<sup>th</sup>."

1. Thomas McKean, Chief Justice of Pennsylvania and Speaker of the House in the Delaware General Assembly. He served as acting president of Delaware from late Sept. to mid-Nov. 1777 following the capture of President John McKinly. On McKinly's capture, see *NDAR* 9: 946.

#### JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Wednesday 8<sup>th</sup>. October 1777.

Ordered That the Commissary of Stores deliver to William Jacob Canvas to make into Sails for the *Chester Galley*.<sup>1</sup>

That Mess<sup>rs</sup>. Lux and Bowley furnish Cordage and Rigging for the *Chester Galley*—<sup>2</sup>

Ordered That the western shore Treasurer pay to Jesse Hollingsworth one thousand pounds on Account.

That the said Treasurer pay to William Jacob sixty two pounds eight shillings and six pence per Account passed—

D, MdAA, Governor and Council (Proceedings), 1777–79, 3842, p. 117.

1. See Jesse Hollingsworth to Governor Thomas Johnson, 7 Oct. 1777, above.

2. See Captain Thomas Coursey to Governor Thomas Johnson, 7 Oct. 1777, above.

#### MARYLAND COUNCIL TO JESSE HOLLINGSWORTH

Sir.

In Council Annapolis 8<sup>th</sup>. Oct<sup>r</sup>. 1777.

We expected the Carpenters Work & Iron Work were done to Cap<sup>t</sup> Coursey's Galley<sup>1</sup> and thought that something was done towards the Rigging as M<sup>r</sup> Smith furnished the Sails of a Brigg which, we understood were to be applied that Way, but we would have her thrown down & cleaned immediately and fitted with such Things as are absolutely necessary, the Times will not allow any Thing that can be done without. We have drawn an Order in your Favour for one Thousand Pounds. As to Advances for Rum, we have several Times spoke on that Article, and, if any has been supplied, since the last Account, we request you'll settle it with the Officers who had it, for we shall not consent to charge the Public with it. We are desirous of paying the Officers & Men monthly, or, as often as is convenient but when Money is drawn for Pay, our Method is to do it on a proved Pay Roll; nor will we agree to do it in any other Manner. We are willing to leave a reasonable Sum of Money in advance, in the Officers Hands & have drawn & will draw Orders at any Time, on Application & approving the Use it is to be put to, and, by this Method, we can have the Accounts settled from Time to Time, but we repeat our former Request that you will not advance large Sums to any of our Officers and hope you will attend to it. We are &<sup>ca</sup>.

LB, MdAA, State Council Letter Book 1777–1779, 4007, p. 67. Addressed at foot of letter: "M<sup>r</sup> Jesse Hollingsworth." This letter was in response to Jesse Hollingsworth to Governor Thomas Johnson, 7 Oct. 1777, above.

1. Maryland Navy galley *Chester*.

#### JOURNAL OF H.M.S. *EMERALD*, CAPTAIN BENJAMIN CALDWELL

October 77

Wednesday 8<sup>th</sup>

Cape Henry SEBS Willoby's Point WSW.

at 9 AM weigh'd and came to Sail, the *Perseus* and *Otter* in Company, at 10 AM cut 8 fathoms of the small Bower Cable, it being so much rubbed & cut in several places, delivered it to the Boats<sup>n</sup>. for Junk.

Cape Henry SE ½ E, Willoby's Point SW.

Ditto Wea<sup>r</sup> [Fresh gales] Anchored in Mocksack [*Mobjack*] Bay, in 5f<sup>m</sup>. Water, found here several Galleys,<sup>1</sup> who fired at us, we fired at them 24 twelve pounders all shotted 7 of which, with round and Grape.

D, UklPR, Adm. 51/311.

1. Most likely Virginia Navy galleys. See note to Journal of H.M.S. *Emerald*, Captain Benjamin Caldwell, 4 Oct. 1777, above.

JOURNAL OF H.M.S. *PERSEUS*, CAPTAIN GEORGE KEITH ELPHINSTONEOct<sup>r</sup> 1777Wednesd<sup>y</sup> 8<sup>th</sup>Cape Henry W<sup>t</sup> 6 or 7 Leagues

at 8 AM weighed by Signal and made Sail with the *Emerald* and *Otter* in company, at 9 Running up the Bay, the *Otter* parted company; Carpenters repairing the Capstand: at Noon Saw 2 Galleys and Several Small Vessels in Mobjack-Bay: Anch<sup>d</sup> with the *Emerald* in Ditto Bay, in 5<sup>fms</sup>:

Cape Henry W<sup>t</sup> 6 or 7 Leagues

Ditto weather [fresh gales and clear], at 1 PM the small vessels run up the River, and the Galleys stood towards us firing from time to time; <sup>1</sup> got Springs on the Cables; at 2 the *Emerald* began to fire on the Galleys, fired three nine Pounders shoted at them also, who plying round us until dark

D, UklPR, Adm. 51/688.

1. Most likely Virginia Navy galleys. See note to Journal of H.M.S. *Emerald*, Captain Benjamin Caldwell, 4 Oct. 1777, above.

RICHARD HOARE AND OTHER INHABITANTS OF ST. GEORGE'S CAY, BAY OF HONDURAS, TO  
VICE ADMIRAL CLARK GAYTON

Sir,

We have often heretofore addressed the Commanders in chief on the Jamaica Station respecting our complaints against our Neighbours the Spaniards, in particular we crave your reference to ours of 16<sup>th</sup> Aug<sup>t</sup> 1777 by the *diligence* Capt<sup>n</sup>. Cotes—We are now to lay before You a circumstance which threatens no less than the entire ruin and distruction of this settlement as a trading Community, and we hope that what we are at present will from its great importance merit your attention and claim your earliest assistance, the particulars are as follows

On the 12<sup>th</sup> day of last Month an American privateer Sloop called the *General Washington* mounting Eight Carriage Guns and twelve Swivels<sup>1</sup> came to an Anchor towards evening in the Harbor of St Georges Kay disguised under the appearance of a Merchant Vessel—Some of the Principal Inhabitants of this Kay considering her in that light went on board and were immediately made prisoners, but soon after were permitted to go on Shore except one of the Number who was retained as an hostage for the safe return of the Commander Hezekiah Anthony, who also came on shore. Soon after his landing being met by a Number of the Inhabitants he was questioned respecting his intentions here; and made answer that he had no hostile Intentions against the Settlers whom he wou<sup>d</sup> not Molest in their persons or properties provided he was furnished with such supplies as he wanted, and they to remain quiet and pacific; but, that in case of refusal or opposition he would consider them as open Enemies and lay their Habitation in ashes. Circumstanced as we then were, we had no other alternative than compliance with his demands which being limited chiefly to some Rum he was that evening Supplied and then went on

board and returned the Hostage to this Kay—Early on the next morning (having the night before carried off a pilot) he got under way and proceeded for the River Sherboon<sup>2</sup> and that afternoon made prizes of three British Vessels the Ship *Spiers* of Glasgow, John Lawmont Master, a loaded Vessel which he took not far from Sherboon under way on the Voyage homeward, The Brig *Ann Isaac* Lawes Master, and the Brig *Nancy* Edward Dawson Master both of London and then laying moored off the Mouth of said River<sup>3</sup>—Next morning he got under way carrying the three Vessels with him and proceeded to Sea by the Main through the southern Channel—We have further to observe that said Hezekiah Anthony informed us he meant to make our harbor a place of Rendezvouze hereafter, that we might expect to be visited by other American privateers but for whose conduct to the inhabitants he could not be answerable—This Sir is what we have to lay before You, and we trust when our critical situation is duly considered, open as we are to the depredations of every Rover prohibited by treaty from erecting Fortifications for our defence, and destitute of all other resources but such as we may derive from the Commanders of His Majesty's Squadron at Jamaica, that You will clearly perceive the absolute Necessity of ordering down a Ship of War for the protection of our Trade, and safety of this Settlement, which otherwise must inevitably fall a prey to any Armed Force that may think proper to come against us In short Sir, we are now in the most distressful situation imaginable; by this Capture made in our very harbors we foresee our trade entirely ruined, our properties daily exposed to the most imminent risque & ourselves unprovided with the means of self defence from almost a Total want of Arms and Ammunition, under such melancholy circumstances where can we apply for relief and protection but to You—We would humbly observe that shou'd it prove incompatible with such part of His Majesty's Service as You have now more immediately in charge to order a Man of War for our Relief, an Armed Vessel of twelve Guns well supplied with a sufficient Quantity of Arms and ammunition to put into the hands of the Inhabitants in case of an attack, would with their assistance be sufficient to repel any force we are at present apprehensive of and should such an armed Vessel remain here until relieved by another, it wou'd give stability to our Trade, and such security to the settlers, as would induce them to pursue their business with Vigour and Industry. We hope there need be no occasion to enlarge further on the fatal consequences to be apprehended from this Settlement's remaining any longer in it's present defenceless State. If speedy protection is not afforded for the support of trade and safety of the Properties of His Majesty's Subjects settled here what else can they think, but that being Neglected they are deemed unworthy of protection and devoted to Ruin—But we firmly trust when the importance of the Trade of this Settlement is attentively considered and the Number and properties of His Majesty's Subjects here attached to and connected only with the Mother Country, it will plead in their favor and merit the protection required, shou'd it prove otherwise, then there is an end to this settlement—We have thus far, Sir, done our duty by hiring a Vessel at a very considerable expence to give You the earliest intelligence possible of this affair and sincerely hope You will comply with the petition of the Inhabitants by sending such immediate aid as they stand in need of—We request Your Answer as soon as possible—The Master of this Vessel has our Instructions to remain at Jamaica 10 days or longer if You require it, and immediately on receipt of your dispatches to make the best of his way for Hon-

duras that the inhabitants may be timely certified how far they may trust to protection from You. We have the honor to be [&c.]

S<sup>t</sup> Georges Kay Bay Honduras  
8<sup>th</sup> October 1777—  
a True Copy  
Clark Gayton

Rich<sup>d</sup>. Hoare  
James Ferrall  
Walter Davidson  
James Valentine  
James Sullivan  
James M<sup>c</sup>Auley

Copy, UKLPR, Adm. 1/240, 467–70. Addressed at foot of first page: “Clark Gayton Esq<sup>r</sup> Vice Adm<sup>l</sup> of the White.” Docketed: “8<sup>th</sup> Oct<sup>r</sup> 1777—/Copy of a Letter from/the Inhabitants of/S<sup>t</sup> Georges Kay Bay/Honduras concerning/the Capture of 3 British/Vessels by the *Washington*/American privateer.” Docketed in another hand: “In V. A. Gayton’s/L<sup>r</sup> of the 17 Nov<sup>r</sup>/1777.” See below, Gayton to Philip Stephens.

1. One observer estimated that the South Carolina privateer *General Washington* carried a crew of forty men. See “*Extract of a Letter from the Bay of Honduras, Oct. 2,*” in *Daily Advertiser* (London), 26 Dec. 1777.

2. Probably the present Belize River.

3. A newspaper account identified Lewis Laws as master of the brig *Ann*, and a Capt. Ferguson as master of the brig *Nancy*. See below, *Gazette of the State of South Carolina*, 4 Nov. 1777.

#### LORD MACARTNEY TO DON MANUEL FALQUEZ

(Copy)

Grenada S<sup>t</sup> Georges  
Sir

October 8<sup>th</sup> 1777

I have the honor of addressing myself to your Excellence on occasion of an affair which has lately happen’d at Tobago one of the Islands under my Government; A pirate named Paschal Bonavitta, by birth a Corsican, a few days since carried off by force of Arms, thirty seven Negros and two Caribs belonging to M<sup>r</sup> Meyers and M<sup>r</sup> Kelly, of the said Island and landed them in Trinidad.

It is unnecessary for me to mention to your Excellence that the affording an Asylum or protection in your Government to such a Villain, after a Crime of this nature, would be equally contrary to the law of Nations and to the peace and good understanding which now Subsist between our Respective Sovereigns.

Being persuaded that this affair cant as yet have come to your Excellence’s knowledge, I have the honor to Communicate it to you, not in the least doubting that your Excellency will order the thirty seven Negros and two Caribs, to be immediately restored. I am besides to expect from the Justice of your Excellence, that you will order the abovementioned pirate Paschall Bonavitta to be delivered up to me to answer for his Crimes, or at least that you will have him punished in a manner adequate to his deserts. I must acquaint your Excellency that this Villain has committed so many Robberies in these Seas, that there is not one of the West India Islands, whether English or French, in which he would not immediately be hanged if he were caught.

In order to Claim and demand the Restoration of these 37 Negros and two Caribs, and the Delivery up to me, or at least the Exemplary punishment of the said pirate Paschal Bonavitta, I have the honor to dispatch this Letter by Don Gulielmo Fooks, Captain Commanding a Ship of War, belonging to the King my Master. I at the same time send M<sup>r</sup> Meyers, one of the proprietors of the Slaves which were carried off, to wait upon your Excellency and to explain the affair in the fullest manner

As a Robbery and Piracy of this kind might be attended with the most serious consequences, if not immediately put a Stop to, I submit to your Excellency's Consideration, how much all Nations are interested in uniting against every attempt of this nature In addressing myself to your Excellence I flatter myself I shall meet with every facility and assistance on your part and you may be assured of an Equal return on mine in every similar occasion.

I take the Liberty of Recommending Captain Fooks to your Excellency's particular attention & Civilities and have the honor to be [&c.]

(Sign'd) Macartney

(Copy)

Copy, UKLPR, C.O. 101/21, 70–71. Addressed at foot of first page: "Don Manuel Falquez Governor of Trinidad." Docketed: "Copy of Lord Macartney's/Letter to the Governor of/Trinidad/Grenada 8 October 1777." Docketed in another hand: "In Lord Macartney's (n<sup>o</sup>. 40)/of 24<sup>th</sup> Oct<sup>r</sup> 1777./(1)." See below, Macartney to Lord George Germain.

## October 9

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

*Rainbow* in Halifax Harbor 9<sup>th</sup>. October 1777.

Sir

In my Letter to You of the 16<sup>th</sup>. August<sup>1</sup> from Machias in New England, I gave their Lordships an Account of my having destroyed three Magazines & a great quantity of warlike Stores at that Place, which the Rebels had collected for the purpose of supplying the Army intended to invade Nova Scotia, which by this Stroke I hope is now effectually secured for the Winter.

I sail'd from thence the Day following with the *Hope*, leaving His Majesty's Ship *Blonde* at Machias to intercept some Vessels with Stores & Provisions that were expected there from Boston; I cruized along the Coasts of New England & New Hampshire, going sometimes into the Enemys Harbors, & keeping the Militia & Troops in continual Alarm; which I hope had the good Effect of preventing many of them from joining the Rebel Army collecting against Gen<sup>l</sup> Burgoyne,—at Townsend,<sup>2</sup> & near it I took & destroyed at different Times three Brigs, eleven Sloops & Fifteen Schooners;—two of the Brigs & three of the small Vessels were Captures the Rebels had made, the rest were principally loaden with Wood &c for their Western Ports, which will distress them very much & the more as they always return back with Flour & Provisions for the Eastern Settlements.

Having authentic Intelligence that a Ship loaden with large Masts for France<sup>3</sup> was ready to Sail from Sheepsct River, I thought it highly necessary to attempt at any Hazard to take or destroy her; unluckily the *Hope* had seperated from me in Chace, & not appearing in three Days at the Rendezvous I had given Cap<sup>t</sup> Dawson,<sup>4</sup> I took the Resolution (as our Sick who amounted to 72 were every Day encreasing,) to go up the River with the *Rainbow* alone: the Pilot consenting to carry the Ship in, in the Night, I entered the Mouth of it about Eleven o'Clock of the 9<sup>th</sup>. of Septem<sup>r</sup>, but a heavy Gale of Wind coming on about Midnight at SE with Rain, occasioned the Pilot from the thickness of the Weather to mistake the Channel, & run us into another

Branch call'd the Oven's Mouth, where however we anchor'd about two in the Morning, without any ill consequence, tho' there was hardly room for the Ship to swing.

The Ovens Mouth is about Ten Miles from the entrance of the River, & the Mast Ship was 18 or 20 Miles higher than where we lay: the Success of the Enterprize depended upon boarding Her before she knew of our being in the River, I therefore instantly sent away a Flat bottom Boat which I had previously barricaded, & the Cutter both mann'd & arm'd, under the Command of Lieu<sup>t</sup>. Haynes,<sup>5</sup> assisted by Lieu<sup>t</sup>. Dalton,<sup>6</sup> & the Marines commanded by Lieu<sup>t</sup>. Welsh:<sup>7</sup>—having three Hours Flood still, & a very fresh Wind up the River, I had no doubt of their getting Possession of the Ship before Daylight.

So soon as the Tide slackened we warp'd the Ship out of her dangerous Birth, & then proceeded up the River to a Town called Witchcastle [*Wiscasset*] about 24 Miles from the entrance, & as high as the *Rainbow* could safely be carried.

I sent a Flag of Truce ashore to demand the Delivery of two Pieces of Cannon which I understood were in the Town, together with the Rigging & Sails of the Mast Ship, signifying to the Inhabitants that upon their ready Compliance, & their not committing any Act of Hostility, I would spare the Town & their private Property.

I receiv'd a Letter from a Judge of one of their Courts in Answer acquainting me, that the Mast Ship was near four Miles higher up the River, & in possession of my Men, together with one of the Pieces of Cannon I required, that the other was carried off, where, He could not learn; that the Rigging & Sails were not in the Town, being taken away some Time before.

As soon as 'twas Dark I sent another Boat with an Anchor & Hawser to assist in bringing the Ship down, but She return'd some Time after not being able to get higher than the Narrows (two Miles) without Danger of losing many of the Boats Crew by the Musketry of the Rebels, who had taken Post there: about 11 PM we heard a brisk Firing which continued half an Hour & then ceased, & about Midnight the Flat Boat & Cutter return'd on board.—Lieu<sup>t</sup>. Haynes gave me an Account that He had proceeded up the River & got Possession of the Ship without the least Opposition soon after Day light in the midst of a heavy Rain, that observing a Cannon mounted on the Shore near Her, He had landed & brought it off; that He found the Ship in a very intricate Channel, & so near the Shore that She had two fasts to it;—the Rebels assembled & gall'd our People considerably from the adjacent Heights, they built up a Barricado Ten Feet high in the Ship, which sheltered them 'till about Noon, when the Rebels brought down a Piece of Cannon, which obliged 'em to retire into the Hold; that finding from the amazing intricacy of the Channel there was not any likelihood of getting the Ship down, He had in pursuance of my Orders destroy'd Her about Ten at Night, & came away with the Boats as soon as 'twas Dark amidst a brisk Firing of Musketry on both sides the River & the Piece of Cannon;—that when they came to the Narrows the Cutter (who was ahead of the Flat Boat) found herself stopp'd by a Rope (which they directly cut) with which the Rebels were then hawling a Boom across;—That the Boats soon after got aground on a Shoal where they were for some Minutes expos'd to a heavy Fire of Musketry, but the Flat Boat was so well barricaded all round with Hammocks that the Shot had no Effect, & they had the good Fortune to return without the Loss of a Man, & only one wounded: the Lieutenant brought down the Master of the Mast Ship & his Crew Prisoners.

In the Morning we observed the Rebels appeared on the surrounding Shores in pretty large Numbers;—seeing a Raft of Masts floating down I sent a Boat to tow them on board, they consisted of three large Masts & a Mizen Mast for the Mast Ship, which we took in between Decks & brought to Halifax, knowing the great want of them in the Dock Yard there.

All this Day the Weather would not allow of our moving down, as the Channel is extremely narrow & requires a leading Wind;—I was the more concern'd at the Delay from the encreasing Number of the arm'd Rebels, who might be very troublesome in our Passage down, particularly in the Narrows where the Channel is close to the Shore, & the Heights [&] Woods considerably above the Mast heads.

M<sup>r</sup>. Rice<sup>8</sup> coming off with a Flag of Truce, I mentioned to Him my Inclination to spare the Town, provided no Interruption was given us in going down the River;—in Consequence of this one of their Colonels sent off a Message to me by a Lieutenant, that if I would give up the Masts I had taken, release the Prisoners, & restore a small Schooner made a Prize there, He would order in, all his out Partys, & promise no Hostility should be committed against the Ship;—I sent his Messenger ashore with a peremptory Refusal, acquainting Him that I should proceed to Cannonade & destroy the Town in an Hour if they did not agree to the Terms I offered, & advising an immediate Removal of the Women & Children.

A little before the Time expired, I sent Lieu<sup>t</sup>. Haynes ashore with a Flag of Truce offering them once more a Neutrality; & a Colonel M<sup>c</sup>. Cobb<sup>9</sup> with whom I had before treated at Townsend being arrived, & becoming commanding Officer, I found Him more reasonable, & on my consenting to spare the Town He promis'd that no Interruption whatever should be given to us.

The next Morning (12<sup>th</sup>. September) we weigh'd at Daylight, & proceeded down the River without the least Molestation, making the best of our Way to Halifax where we arriv'd on the 2<sup>d</sup>. of October with 116 Sick Men on board.

I sent the enclosed Declaration to the Inhabitants of Machias, & the Neighboring Towns,<sup>10</sup> & I have just now had the Satisfaction to be inform'd [in] a Letter from Cap<sup>t</sup>. Milligen of the *Blonde*, that the arm'd Rebels who were at & near Machias are withdrawn, & that they have entirely laid aside the intended Invasion of the Province of Nova Scotia.

The Letter N<sup>o</sup>. 2 I had the Honor to receive on my Arrival here a Week ago; I take the Liberty to send [it] for their Lordships Perusal; which with the Resolution of the House of Assembly, signifyed to me by a Committee on the 18<sup>th</sup>. of June last, (which I likewise enclos'd to You)<sup>11</sup> may enable their Lordships to form some Judgment of the Opinion the People of the Province have of my Conduct, since I have had the Honor to direct the Operations of the Kings Ships on this Station. I am [&c.]

Geo Collier

The *Bienfaisant* arrivd here on the 2<sup>d</sup>. Instant; She bro<sup>t</sup> me a Letter from Vice Admiral Montagu desiring I woud let the *Fox* (lately retaken) proceed to Newfoundland under the care of Cap<sup>t</sup>. Macbride;<sup>12</sup> I have acquainted the Admiral, (Sir,) that I woud comply immediately with his Request, had it been possible; but Commiss<sup>r</sup>. Arbuthnot informd me (by Letter) there was no Rope in Store, to fit her out; & her former Rigging is entirely unserviceable.

G. C.



L, UKLPR, Adm. 1/1611, 76–79. Notation: “R. 14 Nov.”

1. NDAR 9: 749–53.
2. NDAR 9: 845, 860, 941.
3. Massachusetts State trading ship *Gruel*. NDAR 9: 910–11.
4. Comdr. George Dawson.
5. Lt. Joseph Haynes.
6. Acting Lt. Edward Dalton.
7. 2d Lt. William Walsh.
8. Thomas Rice.
9. Col. Samuel McCobb, Massachusetts Militia.
10. Enclosure printed in NDAR 9: 859–60.
11. Enclosures printed in NDAR 9: 128, 789.
12. Capt. John Macbride of H.M.S. *Bienfaisant*.

# CAPTAIN HECTOR MCNEILL TO THE CONTINENTAL MARINE COMMITTEE

To the Hon<sup>bl</sup>. The Marine Committee }  
of the Continental Congress }  
Gentlemen

Ship *Boston* at Boston 9<sup>th</sup> Oct<sup>r</sup> 1777

your Orders of the Sixth ultimo I have rec<sup>d</sup> and Shall do my outmost to Execute them with all possible dispatch,<sup>1</sup> we have Shifted our Standing rigging on the Main & Fore Masts Since our arrival and are well on with every other kind of repair of which the Ship Stood in Need, and I propose cleaning her Bottom the Next full Moon as the tides will then fully answer to Lay the Ship ashore, Our main dificalty will be to procure hands—as we are daily robb’d of our, men by both privatiers, & merchant men & the Extravagant wages given by the Latter, & the great Encouragements given by the former—together with Some mismanagement amongst our Selves has left us a thin Ship—Nevertheless I hope to get to Sea before the cold weather Sets in

in my letter of the 25<sup>th</sup> of August<sup>2</sup> I did inform you that Capt Palmes of our Marines was under Arrest, and that I could not See how he could be brought to a Court martial as we were only a Single Ship in this port

Soon as the Navy Board mett here I did apply to them by Letter of the 9<sup>th</sup> of Sept<sup>r</sup> last<sup>3</sup> requesting that they would call a Sufficient Number of Officers from providence to Sit on that court martial—also to hold a Court of Enquirey in our proceedings the Last cruize, that all possible Evidence might be collected from our Ships company (before they Scattered.) concerning the Loss of The *Hancock* and The *Fox*.

I am now told that the Expedition in Contemplation Against Rhode Island, is the Cause why those officers have not been Ordered here as I requested.

This happens a Little unluckey at present inasmuch as an Example of justice is wanting at this time on persons who Committ such crimes as Capt. Palmes Stands charged with—That other men may See and refraine in time from Such Misdeeds. his crime is—Neglect of duty,—Misapplication of the Ships Stores—disobedience of Orders, and frequent attempts to raise discontent & Mutiny Among the Ships Company.—if either of these crimes be proved against him—I flatter my Self That the Hon<sup>ble</sup> Congress will never give him another Commission to Cast into the fire as he did That with which they Once honoured him.

in Consequence of Some altercation between m<sup>r</sup> Browne the first L<sup>t</sup> and Some of the people on board I have been led to Examine narrowly into his Conduct—which I find So reprehensible That I have this day Suspended him untill the pleasure of Congress be known

I have charged him with Neglect of duty and a Designe of detaining the Ship in port all winter by persuading Some & threatning Others to quit the Ship, So that he may Goe ashore here in ease & idleness some of his predominate vices

Our 2<sup>d</sup> L<sup>t</sup>. M<sup>r</sup> Simon Gross is now a prisoner at Halifax—our third L<sup>t</sup>. M<sup>r</sup> Hazekiah Welch [is] here, & is determined to abide by the Ship—M<sup>r</sup>. William Faris a young man who has Serve'd as a Mate and Midshipman on board is both a Seaman & a Gentleman—him I have appointed to act as a Lieutenant untill it Shall Please the Honb<sup>l</sup> Congress to Confirm, or Disapprove, of my choice—The former I Shall look on as a favour; the Latter will not make me uneasey.

a Very Singular instance has turn'd up here which I cannot forbear takeing notice of—when the Agents advertized in the publick prints that the *Bostons* Prize Money was to be paid I published the following order on board the Ship which I cause'd to be placarded in the most publick place of the Ship—

viz

The Officers, Mates, & Midshipmen of the Ship *Boston*, are to produce fair Copys of their Journals Signed by their own hand, in order to entitle them to their wages and prize money for the Said Ship

Ship *Boston* 17<sup>th</sup> Sep<sup>r</sup>. 1777

H. M<sup>c</sup>N

The above order gave offence to Severall of our officers, and they refuse'd to give in their Jounals—on which I Stop'd the payment of their prize Money. as for m<sup>r</sup> Palmes 'tho I Expected no Journal of him, yet as he was under Arrest I thought proper to detain his untill his fate was decided by Court martial

In this case those Gentlemen found themselves a Little Embarras'd and tho they would not acknowledge my authority over them So much as to render Copys of their Journals, yet they found that I had Stop'd payment of their prize money untill they Should Comply with that Order—

Mess<sup>rs</sup> Vernon & Deshon of the Navy Board being at this time up at Providence M<sup>r</sup>. Palmes went thither and Sollicited an order to Obtain the prize money for himself, M<sup>r</sup> Browne & M<sup>r</sup> Furlong, the Master—by his false representations of Facts he amuse'd Those Gentlemen So much That they wrote to the Honb<sup>l</sup> Gen<sup>l</sup>. Warren requesting that he would take Some Steps with the Agents to Oblige them to pay those men their Shares whither I would or not—This was not all but the most Extrordinary Step was that They also preposed to appoint M<sup>r</sup> Palmes to go on board the *Warren* at Providence as Capt. of Marines,<sup>4</sup> & to Shift the Capt. of Marines of that Ship into the *Boston*—and all this to be done without takeing Notice of the Arrest under which Capt. Palmes had been ever Since the 10<sup>th</sup> of Aug<sup>t</sup> last.

This I must Complain of as a most unprecedented Step—never was a man taken from under Arrest & proffer'd to any other Employment without first undergoing a Court Martial. Nor is it possible that ever good order Should Exist in armies, or fleets, without takeing care to punish, cashier, or reprimand; Such as Shall on due trial be found guilty of Such offences—if precedents of this kind be permitted once to [take] place—farewell Discipline & good Order, farewell Honour & honesty, The Service will then become a recepticall for unclean kinds who will hereby be Encouraged to take Shelter there—and all men of good principals will totally forsake—

Who the man is whom these Gentlemen propose to put on board the *Boston* in Palmes his room, coming from the *Warren*—I cannot tell, but I hear he cannot Live

on board the *Warren*—'tis an Old Proverb, that two cheats make the bargain even—but my determination is, never to receive a turn'd over Officer from another Ship without he having an ample certificate in his hand from his former Commander—This I know to be consistant with good dicipline & common honesty & nothing but a resolve of Congress to the contrary will prevail with me to alter my opinion,

God, & nature has Said—That one head is indispesibley Necessary on board of a Ship—on that head or principal person, every other, must have Such a Measure of dependance as will urge them to Obey his commands with chearfullness—his Authourity over his officers & men Should be Such as to render all his Lawfull commands not only their duty but their Entrest to Obey them without hesitation,—in this channell a Ship full of men may be Governed by a prudent man with ease & certainty—but if ever his authourity be disputed by a Second person—a third and a fourth will arise—Consequently the whole will run into Anarchy & Confusion

to return to the duty of officers with respect to producing Journals—I must Say that I know of no Sea Service in the world where officers are Exempted from this so interesting a piece of duty

Copys of their Journals must be produced at the pay office, with their Captains certificates of their Services Otherwise they can Expect neither pay nor prize money—but as we in our Service are frequently in advance for our officers over and above their wages—their prize money is the only cheque we have upon them—This I think will Justify my proceedings in Stopping their Shares, ~~until the~~ for the reasons already given—not only this but I will aver that there Never was a Ship on the Continent Either publick or private, whose prize money was paid so soon, & so faithfully as ours has been

I must now beg leave to give my Opinion respecting marine officers for Such Ships as ours So much hamperd for want of room—I think in concience a Subeltern is Enough, three Marine officers, takes up so much room to accomodate them that we are pinch'd beyound [Reason] to afford it—then they have Little or no duty to do—are always in the way & apt to disagree with the Sea officers So that it takes much trouble to mannage them—then they run away with So much of the prize money from Officers who are realy usefull—That 'tis painfull to hear the murmerings it Occasions might it not be proper to Lessen their number down to one on board the frigates and give what the other two did Enjoy between the Chaplin & Surg<sup>n</sup>.

Sure I am that you must alter the System for the Surgeons in the fleet—otherwise you will not have one man of abillity, in the Service.

I have a young man with me whose Name is William Lamb—in case you think proper to appoint only one Marine officer for our Ship he well deserves the preference and I should take it as a favour—

A young French Gentleman (his Name is Peter Cavey) who was with us as a Vol-untier last cruize Appears fond of a Brevet for a Leiutenancy of Marines—if it be Consistant to let him to let him have what he desires, 'twill make him Very happy—I mention this at his request & partly as a recompence for his warm wishes for the wellfare of this country—

This will be handed you by Doctor Linn the Surgeon of our Ship whom I must beg leave to recommend to your particular Notice I am Gentlemen &c

I cannot Close this Letter without acquainting you That I am Now upwards of three thousand dollars in advance for the Ship, not haveing rec<sup>d</sup> one farthing Since my arival either to pay off the Old hands or Engage new ones—this has everlastingly

been my case Since I have been with the Ship—the Service I have Ever been Obligated to cary on unsuported—so that I am weary of Such work; as both the publick credit, and mine owne have Suffered for want of due Supplys—

LB, MHi, Hector McNeill Letter Book.

1. McNeill is probably referring to instructions in a letter from the Continental Navy Board of the Eastern Department dated 5 Sept. 1777. See *NDAR* 9: 879–80.

2. See *NDAR* 9: 802–5.

3. See *NDAR* 9: 900–901.

4. See “Votes and Resolutions of the [*Continental*] Navy Board of the Eastern Department,” 3 Oct., above.

#### CAPTAIN HECTOR MCNEILL TO JOHN ADAMS

Sir

This will be handed you by Doctor John L Linn the Surgeon of our Ship,<sup>1</sup> he goes to Congress with design to represent the hardships himself and others in that Capacity suffer at present from the inadequate appointments of Surgeons on board the Navy.

I think that instead of crouding our Ships with Marine Officers,<sup>2</sup> who are only a burthen, and of no Service in life on board a Ship—’twoud be well to give the Surgeons more encouragement, and reduce their number to one Subaltern on board the frigates; then let the Surgeon Share with the Lieutenants & Master, in place of the Capt: of Marines who is as useless a peice of furniture on board a Ship as a broken pair of Bellows at a Fire Side.

How long shall we Languish here for want of Support—Here am Struggling with difficultys innumerable, and want of Cash has ever been our Lot since I have been in the Service.

I was at one time last Spring four thousand pounds in advance for the Ship—I am now more than three thousand Dollars in advance and all this without fee or reward.

I must confess that I am weary of such work—May I ask the favour of you—to think of me a Little now and then, if matters of greater importance will permit your thoughts to range so far from your daily Toils.—

May God Strengthen your hearts in this day of Trial, and save our Country by his almighty power.—Your most Obedient Servant,

Boston 9<sup>th</sup>: Octo<sup>r</sup>: 1777—

Hector McNeill

L, MHi, Adams Papers, Letters Received and other Loose Papers, Oct. 1777–Mar. 1778, vol. IV, 122. Addressed at foot of page: “To The Hon<sup>ble</sup>: John Adams Esq<sup>r</sup>:—.”

1. Continental Navy frigate *Boston*.

2. McNeill had numerous problems with *Boston*’s Captain of Marines, Richard Palmes. *NDAR* 9: 729, 732–33.

#### CAPTAIN HECTOR MCNEILL TO LIEUTENANT JOHN BROWNE

M<sup>r</sup>: John Browne

Sir

On the 3<sup>d</sup> instant I put the above Letter into your hand, to which I desire’d you would give a possitive answer immediatly

This you have Neglected to do,—in any Other way then by Absenting yourself from the ship, and Neglecting your duty,

From this circumstance and many others, together with the totall Neglect & Contempt with which you have treated my Orders of evry kind for some time past,— I do conclude, That you Neither intend going in the Ship yourself nor wish that Others Should go

I Shall therefore write the to The Hon<sup>ble</sup> Congress to Supply your place with Some person who may be better disposed to cary on the Ships duty then you have been

In the mean time I think it my duty to Suspend you untill the pleasure of Congress be known You are Therefore hereby Suspended from the Office of Lieutenant of the Ship *Boston* in the Service of the united States of America, and are hereby also Strictly forbidden Any farther Exercise of Authourity as an Officer on board the Said Ship or any thing belonging to the Same from the day of the date hereof.

Given on Board the *Boston* Ship of War in the Harbour of Boston this 9<sup>th</sup> day of October 1777.

LB, MHi, Hector McNeill Letter Book. Addressed at foot: "To M<sup>r</sup> John Browne."

#### LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz.—In Behalf of John Skimmer, Commander of the armed Schooner *Lee*, in the Service of the United States, and all concerned therein, against the Brig *Industrious Bee*, of about 150 Tons burthen, John Biddlecombe late Master: In Behalf of William Rogers, Commander of the armed Brigantine *Washington*, and all concerned therein, against the Ship *Jameson and Peggy*, of about 250 Tons burthen, James Patterson, late Master; and against the Brig *Proudfoot*, of about 200 Tons burthen, Richard Tren, late Master; and also against the Schooner *Yarminaren*, of about 60 Tons burthen, James M<sup>c</sup>Cauley, late Master: In Behalf of Isaac Sobrias,<sup>1</sup> Commander of the armed Brigantine *Fair Play*, and all concerned therein, against the Brigantine *Jamaica Packet*, of about 200 Tons burthen, John Blair, late Master; and against the Schooner *Bermuda*, of about 40 Tons burthen, John Carrol, late Master: In Behalf of Benjamin Warren and Edward Fettyplace, jun. Commanders of the armed Brig *Hambden* and the armed Schooner *Dolphin*, and all concerned in said Brig and Schooner, against the Ship *Wilson*, of about 200 Tons burthen, John Johnson, late Master: In Behalf of William Groves and Jeremiah Obrian, Commanders of the armed Schooners *Blackbird* and *Resolution*, and all concerned therein, against the Sloop *Annabella*, of about 100 Tons burthen, — Potts, late Master: In Behalf of Philemon Haskel, Commander of the armed Schooner *Speedwell*,<sup>2</sup> and all concerned therein, against the Brig *George*, of about 55 Tons burthen, Nicholas Baker, late Master: In Behalf of Capt. Lewis,<sup>3</sup> Commander of the armed Schooner *Bunker-Hill*, and all concerned therein, against the Sloop *Polly*, of about 40 Tons burthen, George Lane, late Master: In Behalf of Nathan Brown, Commander of the armed Brig *Pluto*, and all concerned therein, against the Brig *Lively*, of about 90 Tons burthen, Richard Stamberg, late Master: In Behalf of Samuel Avery, Commander of the armed Schooner *Eagle*, and all concerned therein, against the Brig *Friendship*, of about 180 Tons burthen, James Morris, late Master: and against the Snow *Biddeford*, of about 140 Tons burthen, John De Goris, late Master. In Behalf of John

Wheelwright, Commander of the armed Sloop *Satisfaction*, and all concerned therein, against the Ship *Hero*, of about 130 Tons burthen, James Tate, late Master. All which Vessels and their Cargoes so libelled, are said to be taken and brought into the Middle District aforesaid: And for the Trial of the Justice of these Captures, the Maritime Court for the said District will be held at Boston, on Tuesday, the 28th Day of October, 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause, (if any they have) why the same, or any of them should not be condemned.

N. Cushing, Judge of said Court.

*Independent Chronicle* (Boston), 9 Oct. 1777.

1. Isaac Somes commanded the Massachusetts privateer brigantine *Fair Play*, mounting 12 guns with a crew of 60 seamen, which was commissioned on 17 July 1777. DNA, PCC, item 196, vol. 4, p. 113.

2. Massachusetts privateer schooner *Speedwell*, Philemon Haskell, commander, mounting 3 guns with a crew of 12 seamen, was commissioned on 14 Nov. 1776 and was owned by David Pearce, of Gloucester. M-Ar, Revolutionary Rolls, vol. 7, 161.

3. Moses Lewis commanded the Massachusetts privateer schooner *Bunker Hill*, mounting 6 guns with a crew of 35 seamen, which was commissioned on 12 Aug. 1777. M-Ar, Revolutionary Rolls, Vol. 5, p. 91.

#### LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed against the following Vessels, their Cargoes and Appurtenances, viz.—In Behalf of John Kendrick, Commander of the armed Brigantine *Fanny*, and all concerned therein, and James Babson, Commander of the armed Brigantine *General Mercer*, and all concerned therein, against the Sloop *Wolfe*,<sup>1</sup> of about 90 Tons burthen, William Marshall, late Master: In Behalf of William Coly,<sup>2</sup> Commander of the Brigantine *Oliver Cromwell*, and all concerned therein, against the Brigantine *Rhoda*, William Butcher, late Master, of about 120 Tons burthen; and against the Brigantine *Queen of Portugal*,<sup>3</sup> of about 120 Tons burthen, Richard Tibbey, late Master; and against the Brigantine *Ville de Bayonne*,<sup>4</sup> of about 120 Tons burthen, Pierre Reguier, late Master: In Behalf of Nicholas Ogilvy,<sup>5</sup> Commander of the armed Brigantine *Warren*, and all concerned therein, against the Brigantine *Principe de Masserand*,<sup>6</sup> Thomas Wharton, late Master, of 220 Tons burthen. All which Vessels, and their Cargoes, so libelled, are said to be taken and brought into the Middle-District aforesaid: And for the Trial of the Justice of these Captures, a Maritime Court, for said District, will be held at Boston, on Thursday, the 30th Day of October, A. D. 1777, at the Hour of Nine in the Forenoon; when and where the Owners of said Captures, and any Persons concerned, may appear, and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

*Independent Chronicle* (Boston), 9 Oct. 1777.

1. See NDAR 9: 575, 576n, 644.

2. William Coles.

3. See NDAR 9: 552, 553n, 592, 593n.

4. See NDAR 9: 574, 647.

5. Nicholas Ogelbe.

6. *Principe de Masserano*. See NDAR 9: 483, 494–95, 548–49, 615.

MASTER'S JOURNAL OF H.M.S. *CHATHAM*, CAPTAIN TOBY CAULFIELD

October 1777 at Single Anchor in Rhode Island Harbour  
 Thursday 9<sup>th</sup>. AM came in & Anchord Here the *Pigot* Tender  
 at Single Anchor in Rhode Island Harbour  
 First & Middle parts fresh gales and Squally with rain. the Latter  
 Moderate Breezes and Clear. PM at ½ past 1 came in Here a  
 Sloop prize to the *Lady Parkerschooner* the *Chatham* Tender<sup>1</sup> at  
 5 PM got down top gallant yards

D, UKLPR, Adm. 52/1656.

1. Sloop *Adventure*, S. Merchant, master, owned by Butler & Atkinson of Dartmouth, Mass., from Dartmouth to Charleston, in ballast, taken off Nantucket on 9 Oct., sent to Newport as a prize of *Chatham*. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 489.

## MAJOR GENERAL ISRAEL PUTNAM TO MAJOR GENERAL HORATIO GATES

[Extract]

Dear Gen<sup>l</sup>:

Fish Kill Oct<sup>r</sup> 9<sup>th</sup>. 1777

In my letter of yesterday I acquainted you of the Enemy's having possession of Fort Montgomery—yesterday they proceeded up the River with their Ships Gally's<sup>1</sup> Flatt Bottom<sup>d</sup>. Boats &<sup>c</sup> and landed a Body at Fort Constitution, took possession of that Post—and play'd round the Chevaux, De Frieze a Little, I expect any moment to have Information that they are advancing up—

Govenor Clinton is on the West side the River with about 400 Continntental Troops which I sent him Yesterday, and is exerting himself in Collecting the Malitia—If they attempt by land on that side, he will oppose and annoy them as much as possible—If this side should be their object, I shall with the remainder of the Continental Troops, and the Connecticut Malitia (which I am happy to Inform you came in yesterday and the day before in great Numbers but sorry to say they already begin to Run away) oppose them every way in my power—Certain it is that they mean at all events to Join Gen<sup>l</sup> Burgoyne, without Delay, they are on a Desperate point, and I dare say their orders are positive to Join the Northern Army at all Risques—General Clinton Commands them in person, he has two General Officers with him, and I believe between five and Six thousand men; if they should proceed by Water I shall do every thing in my power to arrive at Albany before them—Weighing the Chevaux, De Frieze, I dont think is a matter of any moment to them, they can take a fair Wind and with their Flatt Bottomd Boats (which have all Saild) go to Albany on half Moon with great expedition, and I believe without any opposition—

Would it not be a matter of great Importance, to send, (if you can possibly spare them) a Detachment from your Army towards Albany, on some advantageous Ground to prevent them getting between you and me—for if they should come on your Rear, the situation of your Army would be Disagreeable—. . . . I am [&c.]

Israel Putnam

L, NHi, Horatio Gates Papers. Addressed below close: "The Hon<sup>ble</sup>. Major Gen<sup>l</sup>. Gates." Docketed: "Letter from Gen<sup>l</sup>. Putnam/Fishkill Octb<sup>r</sup> 9: 1777."

1. The advanced squadron, H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

## GOVERNOR GEORGE CLINTON TO GEORGE WASHINGTON

New Windsor 3 Miles from the River

9<sup>th</sup>. Octo<sup>r</sup>. 1777—

Dear General

I have to inform you that in Consequence of Intelligence received by General Putnam from Gen<sup>l</sup>. Parsons (who lay with his Brigade at the White Plains) of the Enemy's having received a Reinforcement from Europe, at New York, and that by their Movements there was Reason to believe they intended an Attack on Peekskill, and possess themselves of the Passes in the Highlands.—The General immediately wrote me these Circumstances: and to prevent, if possible, the disagreeable Consequences that might arise if the Army at the different Posts, was not timely reinforced, I ordered that Part of the Militia of this State that had not already marched to the Northward, to move, and Part of them to join General Putnam, and the Remainder to reinforce the Posts of Fort Montgomery and Fort Clinton; but it being a critical Time with the Yeomanry, as they have not yet sown their Grain and there being at that Time no Appearance of the Enemy, they were extremely restless and uneasy, solicited General Putnam for Leave to return, and many of them went home without his Permission; urged by these Considerations he thought proper to dismiss a Part of them.—As I thought it essentially necessary that they should remain in the Field for some Time in Order to check the Progress of the Enemy should they attempt to put their Designs in Execution, I issued another Order, for one half of them immediately to march, Part of them to join General Putnam and a sufficient Number to reinforce the Forts and the Pass at Sydman's Bridge at the Mouth of the Clove; and in Order to induce them to turn out with the greater Alacrity, I thought it necessary to fix their Time of Service to one Month, at the Expiration of which Time they were to be relieved by the other half—While this was in agitation, and before a proper Arrangement could possibly be made by the respective Officers, what Part of them could serve for the first Month, in which they were not so expeditious as was absolutely necessary, as the Event has fully evinced. For a Number of the Enemy's Ships having made their Appearance on the 3<sup>d</sup>. Inst<sup>t</sup>. in Tarry Town Bay from whence they weighed Anchor the next Day, being joined by several Ships of War and Transports from New York. They proceeded up the River as high as King's Ferry, and at Day-break on Sunday the 5<sup>th</sup>. landed a considerable Body of Men on Verplank's Point. As I was apprehensive from many Circumstances that an Attack on the Forts was intended, I dispatched Major Logan,<sup>1</sup> an alert Officer, who was well acquainted with the Ground on Sunday Evening thro' the Mountain to reconnoitre and if possible gain Intelligence of the Enemy's Motions—The Major returned about nine O'Clock on Monday, informing me that from the best Intelligence he could procure, and the rowing of the Boats, he had Reason to believe they had landed a considerable Force on the West Side of the River at King's Ferry, and between that and Dunderbergh: But as the Morning was foggy it was impossible to discern them so as to form any Judgement of their Numbers.—As soon as I had obtained this Intelligence I immediately dispatched Lieu<sup>t</sup>. Jackson<sup>2</sup> with a small Party to discover the Enemy's Movements; But they had not proceeded more than two Miles on the Haverstraw Road when they were attacked by a Party of the Enemy who had formed an Ambuscade at a Place called Doodle Town—they immediately retreated after returning the Fire—



as soon as the firing was heard I detached Lieu<sup>t</sup>. Colo. Bruyn<sup>3</sup> with 50 Continental Troops and as many of the Militia under Lieu<sup>t</sup>. Colonel M<sup>c</sup>Laughry<sup>4</sup> to sustain Lieu<sup>t</sup>. Jackson, the Garrison being at that Time so weak we could not afford them greater Aid on that Road, and I imagined it would be necessary to send out a Party likewise on the Road which leads to the Forest of Dean. The Detachments under Colonels Bruyn and M<sup>c</sup>Laughry were soon engaged, but being too weak to withstand the Enemy's great Force retreated to Fort Clinton, disputing the Ground Inch by Inch. Their gallant Opposition and the Roughness of the Ground checked the Progress of the Enemy for some Time. While Matters were in this Situation in the Neighbourhood of Fort Clinton, a large Body of the Enemy were advancing on the Road which leads from the Forest of Dean to Fort Montgomery—As I had only one Field Piece at the above Fort, I ordered Col<sup>o</sup>. Lamb<sup>5</sup> of the Artillery to send it off to an advantageous Post on that Road, with a Covering Party of 60 Men, and another of the same Number to sustain them in Order to give the Enemy a check and retard their Movements 'till I could receive a Reinforcement from Gen<sup>l</sup>. Putnam to whom I had sent an Express for that Purpose. This Order being immediately complied with the Piece had hardly reached the Place of it's Destination and the Covering Party posted on strong Ground, when the Enemy were seen advancing with hasty Strides, but being unexpectedly annoyed by Discharges of Grape Shot from the Field Piece, and a well-directed Fire from the Musquetry, which made great Havock among them, (as we have since been informed) they were repeatedly driven back 'till filing off thro' the Woods upon the right and left with a View of surrounding our Men, and the Handful of brave Fellows being alarmed at their critical Situation were constrained to abandon the Field Piece after rendering it useless to the Enemy by spiking it. In Order to cover the Men who were retreating and to check the farther Progress of the Enemy I ordered out a twelve Pounder, which being well served with Grape Shot annoyed them greatly and gave the Men an Opportunity of retreating into the Garrison with very little Loss on our Side; except that of Capt: Lieu<sup>t</sup>. Fenno,<sup>6</sup> who commanded the Field Piece, and was made a Prisoner. This was about two O'Clock P:M. and the Enemy approached the Works and began the Attack, which continued with few Intervals till about five OClock when an Officer appeared with a Flag. I ordered L<sup>t</sup>. Colo. Livingston<sup>7</sup> to meet him without the Works and know his Business. Colo<sup>l</sup>. Livingston, having demanded his Rank and Business, he was told by the Bearer of the Flag that he was a Lieu<sup>t</sup>. Colo<sup>l</sup>. Campble,<sup>8</sup> and that he came to demand a surrender of the Fort to prevent the Effusion of Blood. Colo<sup>l</sup>. Livingston replied he had no authority to treat with him, but if they would surrender themselves Prisoners of War, they might depend on being well treated, and if they did not chuse to accept of those Terms they might renew the Attack as soon as he should return within the Fort, we being determined to defend it to the last Extremity. As soon as L<sup>t</sup>. Co<sup>l</sup>. Livingston returned the Attack was renewed with great Violence, and after as obstinate a Resistance as our Situation, and the Weakness of the Garrison would admit of, having defended the Works from two OClock 'till the Dusk of the Evening, when the Enemy, by the Superiority of Numbers, forced the Works on all Sides—The Want of Men prevented us from sustaining and supporting every Part, having received no Reinforcement from General Putnam. Our Loss killed, wounded and Prisoners is not so great as might have been expected, when the Strength of the Enemy and our Weakness is properly considered. My Brother Wounded with a Bayonet many Officers and Men,

and myself, having the Advantage of the Enemy, by being well acquainted with the Ground, were so fortunate as to effect an Escape under cover of the Night, after the Enemy were possessed of all the Works. I was so happy as to get into a Boat, crossed the River, and immediately waited on General Putnam, with a View of concerting measures for our future Operations, to prevent the Designs of Gen<sup>l</sup>. Clinton and impede his Progress in facilitating the Movements of Burgoyne from the Northward. I can assure your Excellency that I am well convinced if Night had not approached rather too fast to correspond with our Wishes the Enemy would have been disappointed in their Expectations, as a Reinforcement of 500 Men from General Putnam's Army were at the East Side of the River ready to pass for our Relief when the Works were forced, and many of the Militia in the Mountains on their March to join us, had not the Communication between us and them been cut off.—

I have to add that by some Fatality the two Continental Frigates were lost, they having been ordered down by Gen<sup>l</sup>. Putnam for the Defence of the Chain; but being badly manned they could not be got off in Time, though I ordered the Ship *Congress* to proceed to Fort Constitution the Day before the Attack, lest she should meet with a Disaster; and the Ship *Montgomery*, which lay near the Chain, having neither Anchors nor Cables to secure her, it being the Tide of ebb, and the Wind failing, she fell down so near the Chain, that Capt<sup>n</sup>. Hodge<sup>9</sup> was constrained to set her on Fire to prevent her falling into the Hands of the Enemy, and the *Congress* unfortunately getting aground on a Flat near Fort Constitution shared the same Fate,<sup>10</sup> And Fort Constitution being destitute of Troops to defend it was evacuated, after bringing off Part of the Stores—I am now about 3 miles from New Windsor, with Col<sup>o</sup>. Samuel B. Webb's Regt. of Continental Troops, the Remains of Co<sup>l</sup>. DuBois's,<sup>11</sup> and about 100 of Col<sup>l</sup>. Lamb's Regiment which escaped from the Fort (with some Militia) and intend to collect what Force I possibly can to oppose the Enemy should they land on this Side the River.—

General S<sup>r</sup>. Henry Clinton commanded in Person. Governor Tryon,<sup>12</sup> Gen<sup>l</sup>. Vaughan<sup>13</sup> and two other General Officers were with him. The Army who attacked us by the lowest Accounts consisted of 4000, chiefly British and Hessian troops. The Garrison of both our Posts did not exceed 600 Men, and many of these unarmed Militia. The ordinary Garrison was thus reduced by detaching Major Moffat with 200 Men to the Post at Sidman's Bridge an[d] Col<sup>o</sup>. Malcom's Regim<sup>l</sup> being ordered from thence, and 60 Men on Anthony's Nose by Gen<sup>l</sup>. Putnam's Orders received the Day before the Action. I have only to add that where great Losses are sustained, howev unavoidable, public Censure is generally the Consequence to those who are immediately concerned. If in the present Instance this should be the Case I wish so far as relates to the Loss of Fort Montgomery and it's Dependencies it may fall on me alone; for I would be guilty of the greatest Injustice were I not to declare that the Officers and Men under me of the different Corps behaved with the greatest Spirit and Bravery.—I am [&c.]

Geo Clinton

I have not yet been able to ascertain the Number of Missing on our side—Part of the Garrison were Militia from whom it is difficult to get Returns—Lieut Col<sup>os</sup> Livingston [and] Bruyn, Majors Logan & Hammill are Prisoners, Col<sup>o</sup>. Allison<sup>14</sup> Lieut Col<sup>l</sup> McClaghry of the Militia & my Brigade Major Lush<sup>15</sup> are missing—I hope my peculiar Situation will be a sufficient Appology for not writing your Excellency sooner especially as I had Gen<sup>l</sup> Putnam's Promise to give you an early Acc<sup>t</sup> of this Important Event—I inclose your Excellency a Letter from Gen<sup>l</sup> Sir Henry Clinton to Gen<sup>l</sup> Bur-

gonie which I found on one Dan<sup>l</sup> Taylor—It was inclosed in a small Silver Ball which when taken he swallowed; but a strong Dose of Tarteremettic brought it forth—I have good Authority to assure your Excellency that the Enemy suffered great Loss at Fort Montgomery they had 4 Field Officers & a Young Noble Man a Vollarunteer killed & by their own Account about 300 Rank & File

L, DLC, George Washington Papers, Series 4. Docketed: "Gov Clinton/Octo. 9<sup>th</sup>: 1777/ans<sup>d</sup>: 15<sup>th</sup>—." Noted in Washington's handwriting: "Important." Clinton was also a brigadier general in the Continental Army.

1. Maj. Samuel Logan, 5th New York Regiment.
2. 1st Lt. Patten Jackson, 5th New York Regiment.
3. Lt. Col. Jacobus S. Bruyn, 5th New York Regiment.
4. Lt. Col. James McClaghry [McLarey], New York Militia, taken prisoner at Fort Montgomery.
5. Col. John Lamb, 2d Continental Artillery Regiment.
6. Capt. Lt. Ephraim Fenno, 2d Continental Artillery Regiment.
7. Lt. Col. Richard Livingston, 1st Canadian Regiment.
8. Lt. Col. Mungo Campbell, killed at Fort Montgomery.
9. Capt. John Hodge, Continental Navy.
10. Washington commented in his letter of 15 Oct. to Clinton that he regretted the necessity of destroying the frigates but, if they had not been burned, the British would have captured them and taken them to New York. DLC, George Washington Papers, Series 4.
11. Col. Lewis Du Bois, 5th New York Regiment.
12. William Tryon, royal governor of New York and major general of the provincial troops.
13. Maj. Gen. John Vaughan.
14. Col. William Allison, New York Militia, taken prisoner at Fort Montgomery.
15. Maj. Stephen Lush, Continental Army, aide-de-camp to Gov. Clinton, taken prisoner at Fort Montgomery.

#### JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup>: 1777                      D<sup>o</sup> [Butter Hill N. 1 Mile   Martears Rock <sup>1</sup> s.b E.  $\frac{1}{2}$  a Mile]  
 Thursday 9                      at 9 A.M. Weigh'd and Came to sail w<sup>th</sup>. D<sup>o</sup>. Comp<sup>y</sup>.<sup>2</sup> at 10 AM  
    Anch<sup>d</sup> with the best Bower in 9 F<sup>m</sup>. Water Robertsons Land<sup>s</sup> <sup>3</sup>  
    South Sugar Loaf Hill SSW Dist. off shore 1 Cables Length in  
    Comp<sup>y</sup> the *Vidgelant* Brig<sup>4</sup> *Spitfire* and *Crane* Gallies.

D, UKLPR, Adm. 51/4159.

1. Martlaer's Rock.
2. H.M. galleys *Crane* and *Spitfire*.
3. Col. Beverly Robinson's Landing.
4. H.M. brig *Diligent*.

#### JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup>: 1777                      Butter Hill Point West  $\frac{1}{2}$  Mile Dist:  
 Wednesday 8<sup>1</sup>                      Light Airs and fair at 8 AM weighd & made sail the Gallies in C<sup>o</sup> <sup>2</sup>  
 [Thursday 9]                      & stood Down the River as far as fort Constitution Tk<sup>d</sup>: and  
    Stood to the norward at noon Came too Small Bower in 15 f<sup>m</sup>.  
    off Butter Hill Clove  
    Anthonys Nose NNW  $1\frac{1}{2}$  Miles Distant

D, UKLPR, Adm. 51/4163.

1. The journal is one day behind.
2. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

## COMMODORE WILLIAM HOTHAM TO VICE ADMIRAL VISCOUNT HOWE

(Copy.)

*Preston* off Peek's Kill Creek  
9<sup>th</sup>: October 1777.

My Lord

Sir Henry Clinton having thought it advisable to make a Diversion at this Junction up the North River, and the necessary Arrangements being made in consequence; The Flat Boats and Batteaux on the 3<sup>d</sup>: Instant proceeded to Spikendevil Creek in three Divisions under the Captains Pownoll,<sup>1</sup> Jordan<sup>2</sup> and Stanhope;<sup>3</sup> Captain Pownoll having the Direction of the whole.

A Body of about 1100 Troops were embarked in them that Evening, and the same Night proceeded to Tarry Town, where they landed at Day-Break, and occupied the Heights adjoining; a second Division, nearly of that Number, marched out at the same Time from King's Bridge, and formed a Junction by Land, with those who passed by Water.

The Squadron under Captain Ommanney had moved up the day before to receive them: The smaller part of it, namely the Gallies and Armed Vessels<sup>4</sup> (as they might be to act separately) I thought it advisable upon this Occasion to make a distinct Command; and could not place them better than under the Direction of Sir James Wallace, whose Knowledge of the River, as well as Captain Ommanney's we fully experienced the Advantage of.

The third Division of Troops were embarked in Transports, and on the 4<sup>th</sup>: in the Morning left New York under Convoy of the *Preston*, and in the course of the same Tide arrived off Tarry Town.

The General Embarkation was that Night made and the Wind being still favorable, the whole, preceded by the Squadron under Sir James Wallace as an advanced Guard, reached Verplanks Point at Noon the Day following, and those in the Flat Boats landed, with the Appearance only of an Opposition; Sir James Wallace was immediately dispatched higher up the River to cut off the Enemy's Communication by Peek's Kill Ferry.

The 6<sup>th</sup>: at Day-Break the general Debarkation took place, and all the Troops except about 400, who were left to secure Verplank's Neck, were soon landed at Stoney Point upon the opposite Shore from whence they had about twelve Miles to march through a mountainous and rugged Road, to Fort Clinton and Montgomery.

The Ships and Transports then moved higher up, and anchored opposite Peek's Kill Landing.

In the Afternoon the advanced Squadron and the two Frigates<sup>5</sup> got under Sail and opened Fort Montgomery, with a View only to make an Appearance and thereby to cause a Diversion in favour of the Attack which we observed had now begun. Sir James [by] the help of his Oars got near enough in with the Gallies to throw some Shot into the Fort. The Cannonading and Fire of Musketry continued until Night, when by a most spirited Exertion, a general and vigorous Assault was made, and the two important Forts of Clinton and Montgomery fell by Storm to His Majesty's Arms: on which I have the Honor to congratulate your Lordship most sincerely. The Rebel Frigates are both burnt,<sup>6</sup> with a Galley;<sup>7</sup> and a Sloop of Ten Guns<sup>8</sup> is taken.

The Loss on the Enemy's Side is not yet exactly known, but they are supposed to have had about one hundred killed, and two hundred and fifty taken Prisoners.

The greatest Loss on the Side of the King's Troops, are about forty killed, among whom are some valuable Officers, namely Lieutenant Colonel Campbell,<sup>9</sup> Major Sill, Major Grant and Captain Stewart, and about one hundred and fifty wounded.

A Summons signed by Sir Henry Clinton and myself, was the next day sent up to Fort Constitution by a Flag of Truce; which, being fired at, returned, and determined the General immediately to correct the Insult by an Attack. An Embarkation was accordingly made on the Morning of the 8<sup>th</sup>, and proceeded up the River for that purpose, under Cover of the Gallies.

We found upon our Arrival, the Fort had been abandoned in great Confusion; their Barracks burnt, but all their Artillery left. The whole number of Cannon taken in the three Forts amount to Sixty seven, with a large Quantity of Provisions, Ammunition and Stores of all kinds to a very considerable Amount. I have directed such part of the Chain and Boom as cannot be saved, to be destroyed. The Construction of both give strong proofs of Labour, Industry and Skill.

Sir James Wallace with his flying Squadron is gone still higher up the River, and if he passes the Chevaux de Frize at Pollipous Island,<sup>10</sup> he may do essential Service, as there can be nothing to give him any Interruption.

When it is considered that this Attack was made after a most fatiguing March over Precipices, and through Roads almost impenetrable, which made it impossible for the Troops to avail themselves of the Use of Cannon, so necessary for such a purpose And the little Assistance they could therein promise themselves from the Ships, the Access through the Highlands to the Forts rendering the Approach to them so precarious; it redounds the more to the Credit of an Enterprize, which was formed and executed with equal Judgment, Valour and Success.

The Captains, Officers and Men under my Command, have been so strenuously zealous in their Exertions upon this Occasion, that every Testimony is due from me in Approbation of their Conduct during this Service of Fatigue, of which Captain Pownoll has had his Share, and is well able to inform your Lordship of every particular.

Since I had the Honour of writing to your Lordship by the *Zebra*, the *Unicorn*, *Galatea*, *Brune* and *Cerberus* arrived, but are all of them in great want of Repairs and Stores. The fifty-gun Ship's people having been employed in the Flat-Boats, will account to your Lordship for their not joining you so soon as you might have expected; but if the General remains any Time here, I shall relieve the *Bristol's* Flat-Boat men by some of the Frigates, that she may be at Liberty to proceed with the next Express.

I have directed Captain Onslow<sup>11</sup> to carry on the current Duty at York until my Return, and am to acquaint You that I have appointed M<sup>r</sup> George Stewart, Surgeon's second Mate of the *Preston*, to act as Surgeon of the *Eephant* [*Elephant*], 'till your Lordship's pleasure be known. I have the Honor to be [&c.]

W: Hotham.

P.S. I have the farther pleasure to acquaint your Lordship, that General Tryon is just returned from Continental Village,<sup>12</sup> where he has destroyed Barracks for 1500 Men, with Stores to a considerable Amount.

Copy, UKLPR, Adm. 1/488, 52-54. Addressed at foot of first page: "The Viscount Howe." Docketed: "Copy./Letter from the Commodore/Hotham to the Viscount Howe./Dated 9<sup>th</sup>. October 1777." Docketed in another hand: "In Lord Howe's Letter of the 24: October 1777./N<sup>o</sup>. 6." Enclosure No. 6 in Vice Adm. Viscount Howe to Philip Stephens, 24 Oct.

1. Capt. Philemon Pownoll, R.N.

2. Capt. Thomas Jordan, R.N.
3. Comdr. John Stanhope, R.N.
4. H.M. brig *Diligent* and galleys *Dependence* and *Spilfire*. H.M. galley *Crane* and H.M. sloop tender *Hotham* were added to the advanced squadron on 4 Oct.
5. H.M. frigates *Tartar* and *Mercury*.
6. Continental Navy frigates *Montgomery* and *Congress*.
7. Continental Army galley *Shark*.
8. New York privateer sloop *Camden*.
9. Lt. Col. Mungo Campbell.
10. Pollepel Island.
11. Capt. Richard Onslow, R.N.
12. Continental Village on Canopus Creek above Peekskill.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPLEBY

October 1777  
Thursday 9

Peeks Kiln ENE Fort Independance NBE ½ E & Butter Hill NW

AM sent the people as before to take up the Chain At 9 sent a Box of Money N<sup>o</sup> 42<sup>1</sup> on board the *Hotham* Tender At Noon the *Mercury* Anch<sup>d</sup> here sent a party of Marines on Shore—

Peeks Kiln ENE Fort Independance NBE ½ E

First part Light Airs with hard rain latter fresh gales At 4 PM the Marines returned on board. 4 Transp<sup>ts</sup>. Anchord here sent the Master w<sup>th</sup>. his Party as before<sup>2</sup> the *Mercury* and a Transport Sailed hence—

D, UKLPR, Adm. 51/720.

1. Numbered boxes of money were used to pay local pilots.
2. They were removing the chain across the Hudson River.

LIEUTENANT GENERAL SIR HENRY CLINTON TO GENERAL SIR WILLIAM HOWE

Fort Montgomery October 9<sup>th</sup>. 1777.

Sir,

In the last Letter which I had the Honor to write to your Excellency, I mentioned my Intention with the small Force that could be spared from the important Post you had left under my Command, to make an Attack upon Forts Clinton, Montgomery &c. Your Excellency recollects the Situation of these Forts, that they are seperated by a Creek which comes from the Mountains, and communicate with each other by a Bridge.<sup>1</sup>

In my Opinion the only Way of effecting it was by a Coup de Main in the unguarded State they then were. The Commodore and I having made our Arrangements, and every proper Jealousy having been given for every Object but the real one, the little Army, consisting of about 3,000 Men, arrived off Verplancks Point, preceded by the Gallies under the Command of Sir James Wallace.<sup>2</sup> On our Appearance the Enemy retired without firing a Shot, leaving a Twelve Pounder behind them, and Sir James moved up to Peaks Kill Neck to mask the only Communication they had across the River on this Side of the Highlands.

At Daybreak on the 6<sup>th</sup>. the Troops disembarked at Stoney Point.<sup>3</sup> The Avant Garde of 500 Regulars & 400 Provincials commanded by Lieu<sup>t</sup>. Colonel Campbell,<sup>4</sup> with Colonel Robinson<sup>5</sup> of the Provincials under him, began its March to occupy the

Pass of Thunder Hill;<sup>6</sup> this Avant Garde after it had passed that Mountain, was to proceed by a detour of seven Miles round the Hill, and Debouchée in the Rear of Fort Montgomery, while General Vaughan, with 1200 Men,<sup>7</sup> was to continue his March towards Fort Clinton, covering the Corps under Lieut<sup>t</sup> Colonel Campbell, and apportioned to cooperate by attacking Fort Clinton, or in case of Misfortune to favor the Retreat. Major General Tryon with the Remainder, being the Rear Guard,<sup>8</sup> to leave a Battalion at the Pass of Thunder Hill to open our Communication with the Fleet.

Your Excellency recollecting the many, and I may say extraordinary Difficulties of this March over the Mountains, every natural Obstruction, and all that Art could invent to add to them, will not be surprized that the Corps intended to attack Fort Montgomery in the Rear, could not get to its Ground before five oClock, about which Time I ordered General Vaughans Corps, (apportee to begin the Attack on Fort Clinton) to push if possible and dislodge the Enemy from their advanced Station behind a Stone Breast Work, having in Front for half a Mile a most impenetrable Abbatis, this the General by his good Disposition obliged the Enemy to quit, though supported by Cannon, got Possession of the Wall, and there waited the Motion of the cooperating Troops, when I joined him, and soon afterwards heard Lieut<sup>t</sup> Colonel Campbell begin his Attack. I chose to wait a favorable Moment before I ordered the Attack on the Side of Fort Clinton; which was a circular Height, defended by a Line for Musquetry with a Barbet Battery in the Centre of three Guns, and flanked by two Redoubts: The Approaches to it, through a continued Abbatis of 400 Yards, defensive every Inch, and exposed to the Fire of Ten Pieces of Cannon. As the Night was approaching, I determined to seize the first favorable Instant. A brisk Attack on the Montgomery Side; the Gallies with their Oars approaching, firing, and even striking the Fort; the Men of War that Moment appearing,<sup>9</sup> crowding all Sail to support us; the extreme Ardor of the Troops; in short all determined me to order the Attack; General Vaughans spirited Behaviour and good Conduct did the rest. Having no Time to lose, I particularly ordered that not a Shot should be fired, in this I was strictly obeyed, and both Redoubts &c were Stormed. General Tryon advanced with one Battalion to support General Vaughan in case it might be necessary and he arrived in Time to join in the Cry of Victory

Trumbach's Regiment was posted at the Stone Wall to cover our Retreat in case of Misfortune. The Night being dark it was near eight o'Clock before we could be certain of the Success of the Attack against Fort Montgomery, which we found afterwards had succeeded at the same Instant that of Fort Clinton did, and that by the excellent Disposition of Lieut<sup>t</sup> Colo<sup>l</sup> Campbell, who was unfortunately killed on the first Attack, but seconded by Colonel Robinson of the Loyal American Regiment, by whose Knowledge of the Country I was much aided in forming my Plan, and to whose spirited Conduct in the Execution of it I impute in a great Measure the Success of the Enterprize.

Our Loss was not very considerable excepting in some respectable Officers who were killed in the Attack.

About 10 oClock at Night the Rebels set fire to their two Ships, *Montgomery* and *Congress*, some Gallies and other armed Vessels with their Cannon Stores &c in them.<sup>10</sup>

I have the Honor to send to your Excellency a Return of the Cannon, Stores &c taken. That of Stores is very considerable, this being I believe their principal Magazine.

The Commodore has assisted me with his Advice, and every Effort. We sent a joint Summons to Fort Constitution, but our Flag meeting with an insolent Reception unknown in any War, we determined to chastize, & therefore an Embarkation under Major General Tryon, and Sir James Wallace with the Gallies was ordered. They found the Fort evacuated in the greatest Confusion, the Store Houses burnt, but their Cannon were left unspiked. The Commodore immediately ordered Sir James Wallace up the River, and if it should be possible to find a Passage through the Chevaux de Frize, between Polypus Island <sup>11</sup> and the Main, he may probably do most essential Service

In Justice to Captain Pownal, <sup>12</sup> who commanded the Flat Boats, and the Officers under him, I must mention to your Excellency that that Service could not have been more zealously or punctually attended to. I have the Honor to be [&c.]

(Signed) H. Clinton Lt. Gen<sup>l</sup>.

P.S. October 9<sup>th</sup>. Ten o'Clock at Night

Major General Tryon whom I detached this Morning with Emericks Chasseurs, 50 Yagers, the Royal Fuzileers & Regiment of Trumbach, with two three Pounders, to destroy the Rebel Settlement called the Continental Village, has just returned and reported to me that he has burned Barracks for 1500 Men, several Storehouses, and loaded Waggons. The extreme Badness of the Weather making it necessary to be as expeditious as possible no Account could be taken of the Stores, but I believe them to have been considerable. I need not point out to your Excellency the Consequence of destroying this Post, as it was the only Establishment of the Rebels in that Part of the Highlands and the Place from whence any neighbouring Body of Troops drew their Supplies. Fannings and Byards Corps marched from Verplancks Point to co-operate with General Tryon, but finding he met with no Opposition, they were ordered back to their Post.<sup>13</sup>

(Signed) H. C

Copy, UKLPR, C.O. 5/94, 345-47. Docketed: "Copy of a Letter/From Lieut<sup>t</sup> General Sir Henry Clinton/To General Sir William Howe./dated 9<sup>th</sup>. October 1777./N<sup>o</sup>. 3." Docketed in a different hand: "In Sir W<sup>m</sup>. Howe's (N<sup>o</sup>. 69) of 21<sup>st</sup>. Oct<sup>r</sup>. 1777./(4)." Enclosure No. 4 in Gen. Sir William Howe's Letter No. 69, 21 Oct., to Lord George Germain.

1. Sydman's Bridge.
2. The advanced squadron, H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.
3. Marginal note: "52<sup>d</sup> & 57<sup>th</sup> Reg<sup>t</sup>. Loyal Americans, New York Volunteers & Emericks Provincial Chasseurs."
4. Lt. Col. Mungo Campbell.
5. Col. Beverly Robinson.
6. Dunderberg Mountain.
7. Marginal note: "Grenad<sup>s</sup> & Light Infan<sup>y</sup> 26<sup>th</sup>. & 63<sup>d</sup> Reg<sup>ts</sup>. 1 Com<sup>py</sup> 71<sup>st</sup>. 1 Troop dismounted Dragons, Hessian Chasseurs."
8. Marginal note: "Royal Fuzileers and Hess<sup>n</sup>. Reg<sup>t</sup> of Trumbach."
9. H.M.S. *Preston* and H.M. frigates *Tartar* and *Mercury*.
10. Continental Navy frigates *Montgomery* and *Congress*, Continental Army galleys *Lady Washington* and *Shark* and New York privateer sloop *Camden*.
11. Pollepel Island.
12. Capt. Philemon Pownoll, R.N.
13. Fannings Corps was the King's American Regiment, commanded by Col. Edmund Fanning, and Byards Corps was the King's Orange Rangers, commanded by Lt. Col. John Bayard, both being Provincial regiments.



“RETURN OF CANNON, STORES, AMMUNITION &CA TAKEN & DESTROYED UPON THE  
EXPEDITION UP THE NORTH RIVER OCTOBER 6<sup>TH</sup> 1777”

[Fort Montgomery, 9 October 1777]

<u>Cannon</u>	
32 Pounders . . . . .	6
18 Ditt° . . . . .	3
12 Ditt° . . . . .	7
9 Ditt° . . . . .	3
6 Ditt° . . . . .	41
4 Ditt° . . . . .	3
3 Ditt° . . . . .	2
2 Ditt° . . . . .	2
Total, 67 Peices of Cannon.	

Two Frigates, built for 30 & 36 Guns, were burnt by the Rebels on the Forts being taken.<sup>1</sup> The Guns aboard them & two Gallies which were likewise burnt amounted to above 30.<sup>2</sup> One Sloop with 10 Guns, fell into our Hands.<sup>3</sup> The whole loss therefore is above 100 Peices.

Powder

54 Casks  
11 & ½ Barrels  
12,236 W<sup>t</sup> Exclusive of what was aboard the Vessels.

Cartridges filled

1,852 Cannon  
57,396 Musket

Cannon Shot

9530 Round  
886 Double-Headed  
2483 Grape & Case  
C<sup>t</sup>. Q<sup>r</sup>. 1<sup>b</sup>.  
36, 1, 15 Landgridge.

For Muskets

1379 W<sup>t</sup> of Ball  
116 D<sup>o</sup>. of Buck Shot  
5,400 Flints

Every Article belonging to the Laboratory in the greatest Perfection. Other Stores, such as Portfires Match, Harness, Spare Gun Carriages, Tools, Instruments &ca, &ca in great Plenty. A large quantity of Provisions. The Boom & Chain which ran across the River from Fort Montgomery to Anthony's Nose is supposed to have cost the Rebels 70,000£. Another Boom which we destroyed near Fort Constitution must likewise have cost the Rebels much Money & Labour. Barracks for 1500 Men were destroyed by Major General Tryon at Continental Village, besides several Store Houses & loaded Waggons, of the Articles contained in which, no Account could be taken.

Copy, UkLPR, C.O. 5/94, 350. Docketed: "Return of Cannon, Stores/Ammunition &ca taken &/destroyed upon the Expedition/up the North River. October/6<sup>th</sup>. 1777." Docketed in a different hand: "In Sir W<sup>m</sup> Howe's (N<sup>o</sup>. 69)/of 21<sup>st</sup>. Oct<sup>r</sup> 1777./ (6)." Enclosure No. 6 in Gen. Sir William Howe's letter No. 69, 21 Oct., to Lord George Germain.

1. Continental Navy frigates *Congress* and *Montgomery*.
2. Continental Army galleys *Lady Washington* and *Shark*.
3. New York privateer sloop *Camden*.

### JOURNAL OF CAPTAIN JOHN MONTRESOR

[Extract]

[Webb's Ferry, Pa.]

[October] 9<sup>th</sup>. . . . Nine Rebel Galleys attacked our Battery of 2 medium 12 pounders but were beaten back. We lost one Grenadier killed, three wounded and a waggoner and two Horses killed. This evening on the turning of the tide two Brigs and a floating Battery moved up between Little Mud Island and Fort Island. . . .

Montresor, *Journals*, 463–64. Five sentences of this entry are not printed here. They relate to the weather, the activity of the American garrison at Fort Mifflin, and intelligence of Sir Henry Clinton's expedition up the Hudson River.

### JOURNAL OF CAPTAIN JAMES PARKER

[Webb's Ferry, Pa.]

[October] 9<sup>th</sup>. I went to the mouth of Schuylkill N<sup>o</sup>. side where we have 2. 12pd<sup>rs</sup>. Some guns were fired from the rebel Galleys, by which we lost one man & had three wounded. a quantity of provision arrived from Chester in Waggon.

D, City of Liverpool Library, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Steuart.

### LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

[Extract]

Sir:

Fort Mifflin 9<sup>th</sup>. October 1777—

I Receiv'd your Excellencys Letter of the 7<sup>th</sup>. and have read it to the Officers of the Navy which assists not a little to keep up their Spirits.<sup>1</sup> Yesterday a large Scow was brought down the Schuylkil which we secur'd, after wounding One of their Men. Our Intelligence informs that Six Boats were ready to come down from the lower ferry<sup>2</sup> and in the evening we heard that a large Body with 20 p<sup>s</sup>. of Artillery and Boats on Carriages from the City<sup>3</sup> were marching down to Webbs ferry, in consequence of these Accounts the Commodore<sup>4</sup> sent some arm'd Boats & Gundolas in the mouth of the Schuylkil, who discovered the enemy at work along the bank. The Boats kept up a fire on them all night, in the morning they opened a small Battery and fir'd briskly for Some time. The Commodore intends attacking them at high Water and try if possible to silence them. They will answer two purposes by erecting Batteries so as to keep the Gallies out of Schuylkil, One, that in case your Excellency defeats them they may have a safer retreat by Webbs ferry on a bridge of boats than any other, or they may bring over their Artillery and annoy us much in the fort, indeed it will

be impossible for us to live in it, I shall in that case be oblig'd to cover my men, & shou'd they keep up their fire at night it will oblige us to sleep in the open Air, which will soon destroy my small party. . . . I have the honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Eleven lines of this letter are not printed here. They discuss the sickly state of Fort Mifflin's garrison and casualties at the Battle of Germantown. Addressed: "His Excellency/Gen<sup>l</sup> Washington." Endorsed below signature line: "Write to Newcomb to take Boats out of the Creeks—Advise Col<sup>o</sup> Smith to build Cover for the Men under the East Face of the Fort—." Docketed: "Fort Mifflin 9<sup>th</sup>: Octob<sup>r</sup>/1777/from/Col<sup>o</sup> Smith/Ans<sup>d</sup>. 11<sup>th</sup>."

1. See Washington to Smith, Washington, *Writings* 9: 327–28. In this letter Washington informed Smith of the heavy blow delivered against the British at Germantown and of the impending arrival of additional American troops. He hoped this news would encourage "the Officers of the Army and Navy" to continue "their brave opposition" to the enemy until he could go on the offensive again.

2. Also known as Gray's Ferry.

3. Philadelphia.

4. John Hazelwood.

#### VIRGINIA NAVY BOARD TO CAPTAIN ELEAZER CALLENDER

To Captain Eliezer Callender.—

[Williamsburg]

We have furnished D<sup>c</sup> Brown with an Order for medicines, and delivered him your Commission, and that of your first Lieutenants<sup>1</sup> dated and certified agreeable to former appointments by the Committe of Safety. A second Lieutenant and master will be appointed and sent to your ship<sup>2</sup> as soon as proper persons can be procured.— When your ship is completely fitted you are to repair with her to york Town. We have no Blankets at present but hope to have them by the time the ship comes round.—

Navy Board }  
Oct<sup>r</sup> 9. 1777 }

Signed

Thom: Whiting first Com<sup>r</sup>

LB, Vi, Navy Board Letter Book.

1. John Lurty.

2. Virginia Navy ship *Dragon*.

"AT A COURT OF ADMIRALTY HELD IN THE CITY OF WILLIAMSBURG,  
THE 9TH DAY OF OCTOBER 1777."

JACOB, ROBERT, and NED negro men slaves who were taken on board the armed boat *Dreadnought*, being, together with the said boat,<sup>1</sup> libelled in this court at the suit of the said James and Richard Barron, and no person appearing to claim either of the said slaves, it is ordered that publick notice be thrice given in the *Virginia Gazette*, that unless any person claiming a property in either of them shall appear and prosecute the same on or before the twenty eighth day of this instant, the court will proceed according to law.

WILLIAM RUSSELL, Cl. Cur. [Clerk of the Court]

Jacob says he belongs to *Hancock Jacob*, Robert to *Arthur Upshaw*, and Ned to *Douglass Willett*, all of *Northampton* county.

Purdie's *Virginia Gazette*, 10 Oct. 1777.

1. For an account of the action in which they were taken, see Purdie's *Virginia Gazette*, 3 Oct. 1777, above.

October 10

## NARRATIVE OF CAPTAIN JOHN LONG

[Extract]

Mechias 10<sup>th</sup> October 1777

He was taken at Quoddy [*Passamaquoddy*] Sep<sup>r</sup> 10<sup>th</sup> 1777, By the *Vulture* (Man of War) Boat & Carried at S<sup>t</sup> Johns. he was Examined by the Enemy's officer on Being Asked how Many Men was then at Mechias. he told them about 500. that they had aplenty of Provision sent them from the westward that they Cou'd in a short time Call in their Millitia which might Consist of 700 men on being asked where he was dureing Dawsons Attack<sup>1</sup> he told them that he was in the Wood. & that he was not of the parties that attacked—

they proferd him his Vessell if he woud Undertake to procure them certain Intilgence, which he did. M<sup>r</sup> Hazen becoming Surity for his Fedelity;<sup>2</sup> he Returnd to them with Speed. before he went Cap<sup>n</sup> Fettus Dam'd him for a Rebelle never Expecting to see him again,<sup>3</sup> but seeing he was true to his Promis, they promisd him all his Money they had taken from him if he would Conveying the Incerted Information to Annapolis by Express, going There he was taken by a Little privateer<sup>4</sup>— . . .

the Prize Master Account of there takeing Cap<sup>n</sup> Long at Annapolis Gut Cap<sup>n</sup> Lawrence of a Privateer bound up Annapolis River beyond the town,<sup>5</sup> Got within ½ Mile of the Same the fogg being very Thick. which Suddenly Clearing up he found himself pretty Close to a Tender mounting Eight Gun. they put about Instantly and out Bars [*oars*]. where fired upon boath from the Schooner & the Shoar by Small Arms they soon Got out of Reach & Continuing down the River met Long going in they fired a Swevel to bring him too. they sent three men Aboard of him. one told to Go down below directly. When Long Answered Who are you Sir I have Got the King Pacquet on board Soon after he went on board the privateer he presentd the Letters of Intilgence to the Master supposing he was Commander of the Tender, which he thought he was on board of not think<sup>g</sup> it a privateer from the States

A true Copy

Attest J Avery

*Documentary History of the State of Maine (Collections of the Maine Historical Society, 2d Series)*, edited by James P. Baxter et. al, 24 vols. (Portland: The Society, 1869–1916), 15: 236–38.

1. Comdr. George Dawson of H.M. brig *Hope*. See *NDAR* 9: 750–51, 760.

2. William Hazen of Halifax.

3. Comdr. James Feattus of H.M. sloop *Vulture*.

4. Long was taken in the sloop *Hope* going to Annapolis, Nova Scotia, by the Massachusetts privateer schooner *Harlequin*, Agreen Crabtree, commander. Col. John Allan to the President of the Massachusetts Council, 12 Oct. 1777. *Documentary History of the State of Maine*, op. cit., 15: 241–44.

5. Massachusetts privateer schooner *Friend*, William Lawrence, commander, mounting 10 swivel guns with a crew of 30 seamen, was commissioned on 11 Sept. 1777 and was owned by Henry Newhall and Jonathan Nutting, of Boston. *M-Ar, Revolutionary Rolls*, vol. 5, 275, 277.

## WILLIAM GARDNER TO CAPTAIN JOHN PAUL JONES

Sir

Portsm<sup>o</sup>. Oct<sup>o</sup>. 10<sup>th</sup>. 1777

Colonel Langdon having previously deny'd paying M<sup>r</sup> Marshall for the Yawl you order'd Built for the *Ranger*, puts it out of my power to Accept your Order<sup>1</sup> on

that head; Yet if you please, I will pay it & Debit your (private) Acco<sup>t</sup> for the same—I am [&c.]

W<sup>m</sup>. Gardner.<sup>2</sup>

L, DLC, Peter Force Collection, Papers of John Paul Jones, vol. 1, no. 6649. Addressed: "Jn<sup>o</sup>. Paul Jones Esq<sup>r</sup>/Com<sup>t</sup> of the/*Ranger*." Docketed by Jones: "Will<sup>m</sup>. Gardner Esq<sup>r</sup>/letter dated Octo/10th 1777."

1. Jones's order has not been found.
2. Deputy Continental Agent for New Hampshire.

#### DEPOSITION OF DANIEL CHRISTIAN

I Daniel Christian of Lawful age testify & say that I was first mate, on board the ship *Johnston*; & on y<sup>e</sup>. 18 July, 1777—about 6, o'clock in y<sup>e</sup>. morning we discov<sup>d</sup>. two privateer schooners—to the windward of us. but seeing another sail, to the north w<sup>d</sup>. upon our bow, we did not alter our Course, supposing we sh<sup>d</sup>. come up with this sail, first. w<sup>ch</sup>. we stood after—we found the sail to be a frenchman; & we then hauled up as close to the wind as we could.—about Noon the two Schooners came up & engaged us (w<sup>ch</sup>. continued for about three quarters of an hour) at long shot we determined to defend the Ship;—some of their shot w<sup>d</sup>. come over us but very seldom. the schooners then sheared off to the south ward & Eastward—out of Gun shot—& stood a considerable way to the Southw<sup>d</sup>. & then to the northw<sup>d</sup>.—they then hung out their pots upon their Jibb boom end, and we supposed they were preparing to board us, but did not come near enough to do it; in about two hours & an half after they first left us, they came up again one upon one Quarter & y<sup>e</sup> o<sup>r</sup>. on y<sup>e</sup> other Quarter, & engaged us about half an hour, & then left us; before they left us we discov<sup>d</sup>. another sail. to the windward of us coming down before the wind—we discov<sup>d</sup>. her to be a square rigged Vessell but what we c<sup>d</sup>. not tell. we determined not to strike till we knew what the sail was—& if she was a privateer we intended to strike when she came up; but we did not intend to strike to the schooners till our ammunition was spent. as soon as the schooners sheared off, we made all the sail we could & stood for the sail, w<sup>ch</sup>. proved to be the *Massachusetts*, Capt. Fiske.—the schooners then made sail after us firing their bow Chaser at us as we passed y<sup>m</sup>. we were not damaged by the schooners, only one of their shot cut one of the Lanyard's of one of the Gun ports & one man slightly wounded. which was all the damage we sustained. the Brigg *Massachusetts*, run along side of us & fired a broad side, at us w<sup>ch</sup>. did us no Damage & we struck immediately to y<sup>e</sup>. Brigg. the schooners being about a Gun shot astern of us. & came up ab<sup>t</sup>. 10. or 12 minutes after we struck. I do not recollect that the schooners fired at us ab<sup>t</sup>. the time we struck. they did not come nearer than long shot, from first to last; It was determined on board, if the Brigg had not come up to fight the Schooners, & if they boarded us to retreat to close quarters, for which we were very well provided, & to fight them till our ammunition was expended & then to strike to them but we were under no fear of their being able to board us; we had when we were first attacked about seven Barrels of powder, & an half, in y<sup>e</sup> whole, with a sufficient quantity of shot; when we struck we had something more than a Barrel & a half of powder, & shot in proportion; besides near a barrel of small Cartridges; when we struck, it was about two hours before Sunset; Our force, was 6 double fortified 6. pounders: 4 double fortified four pounders. 4 Cohorns. and 2 swivels. a chest of small arms containing ab<sup>t</sup>. 12 Muskets. 6 blunderbusses. 12 pistols & a num-

ber of Cutlasses. & had 35 men & boys & about 330 tons salt & other goods During the whole Engagement from the first to the last, the Schooners kept at a distance & fought us only at long shot. & we were obliged for that reason to keep up our Cartridges to the full size & we never lessened any of them.

Daniel Christian

Salem. 10 Oct<sup>r</sup> 1777

I David Angus, late Gunner of the Ship *Johnston*, taken & br'ot into Salem, as a prize; being on board when she was taken, & acting as Gunner; & knowing the truth of the facts, contained in the forgoing Deposition of Daniel Christian do confirm the same.

David Angus

Essex Ss. Salem. 10 Octo. 1777. Daniel Christian and David Angus before named, appeared before me a Justice of the peace for s<sup>d</sup>. County, & after due examination & caution to testify the whole truth, relating to a maritime Cause to be tried in the Superior Court &c. to be held at Cambridge in & for the County of Middlesex on the last tuesday of October inst<sup>a</sup>, wherein George Williams is libellant of the Ship *Johnson* & Gustavus Fellows & Nehemiah Somes are Claimants therof (as 'tis said)—made oath to the before written declarations—in behalf of the s<sup>d</sup>. Libellant, the adverse parties, were notified & present at the taking these depositions—and the ocason of taking them is that the deponents are going to sea.— before

W. Wetmore. J. Peace

DS, M-Ar, vol. 292 (Petitions to the Massachusetts General Court), 826–28. Docketed: “ship *Johnston* (prize)/1777.”

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Friday Oct<sup>r</sup> 10<sup>th</sup>. 1777.

In the House of Representatives. Whereas four Six Pounders are necessary to equip the Brig *Hazard* belonging to this State for the Sea. And whereas it is represented to this Court, that they may be got from the Prize Ship *Johnson* taken by the State Brig *Massachusetts*, and by the Captains Greely & Gardiner in private Armed Vessels.<sup>1</sup> Resolved, That Caleb Davis Esq<sup>r</sup>, be, and he hereby is impowered to take from the said Prize Ship *Johnson*, four Six pound Iron Cannon for the use of the Brig *Hazard*, and this State will be accountable to the Captors for the same—at such price as shall be set on them by three Persons to be appointed for that purpose by the Captors and the said Davis.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 101–2.

1. Massachusetts privateer brigantine *Speedwell*, Jonathan Greely, commander, and Massachusetts privateer schooner *Active*, Andrew Gardner, commander. See *NDAR* 9: 862.

#### MATHEW SLEIGHT TO THE MASSACHUSETTS GENERAL COURT

To the honorable the Council & the honorable the House of Representatives of the State of Massachusetts Bay in General Court assembled at Boston Sep<sup>r</sup> 1777—  
Mathew Sleight most humbly sheweth

That he sailed from New York the latter End of August last Commander of the Sloop *Union* as a flag of Truce having on board a Number of Prisoners belonging to

this State & here to be exchange<sup>d</sup>. by Permission from & by Order of Commodore Hotham & General Jones <sup>1</sup> Officers in the Service of the King of Great Britain: That said Sloop was strictly search'd before she sail'd, whether she had any Goods on board, but had none, & arriv'd at the Port of Nantucket with nothing more than necessary Stores, & the Baggage of the Prisoners sent in her: That the day after his Arrival at Nantucket (the 3<sup>d</sup>. of Sep<sup>r</sup>. Instant) one Captain Estick Commander of a private armed Vessel called the *Ranger*,<sup>2</sup> came on board, seized all the Papers belonging to said Vessel, carried the said Vessel into Bedford, stript the Vessel of her Sails, took out all the Stores & other Things belonging to the s<sup>d</sup> Sloop, & has since libelled the said Sloop in a Maritime Court for the Southern District of this State: all which Facts your Petitioner stands ready to verefy; He therefore prays this honorable Court to take the Premises into their Consideration, to order all Process in said Maritime Court to surcease & to restore him the said Vessel with her Appurtenances & Stores, as she came into this State under every Circumstance of a Flag of Truce, depending on the Honour of the Government to secure to the Master & Vessel that Protection which the Laws of Nations give to Flaggs in like Cases, & which this Government have hitherto ratify'd & considered sacred. And your Petitioner shall pray.—

Mathew Sleight—

In the House of Representatives Oct 10. 1777

Read & thereupon Ordered That M<sup>r</sup> Wendell & Capt Batcheldor with such as the Hon Board shall join, be a Committee to consider y<sup>e</sup> same & report  
Sent up for Concurrence

J Warren Spk<sup>er</sup>

In Council Oct<sup>r</sup>. 10<sup>th</sup>. 1777

Read & Concurred and Moses Gill Eq<sup>r</sup> is joined

Jn<sup>o</sup>. Avery D<sup>r</sup> Sec<sup>y</sup>—

L., M-Ar, Mass. Archives Collection, vol. 183 (Petitions to the Massachusetts General Court), 121–22a. On 20 Oct. the Massachusetts General Court permitted the sloop *Union* to return to New York after posting a bond of £500. Ibid., vol. 38 (Massachusetts General Court Records), 134.

1. Maj. Gen. Daniel Jones.

2. Rhode Island privateer sloop *Ranger*, Isaac Eslick, commander.

#### THOMAS SHAW TO GOVERNOR JONATHAN TRUMBULL

Honored Sir,

New London Octo 10th 1777.

I Rec<sup>d</sup>. yours of y<sup>e</sup> 1<sup>st</sup>. Ins.<sup>1</sup> wherein you are pleased to say that you hourly expected a number of Cap<sup>t</sup> Hardings<sup>2</sup> prisoners into Lebanon on there way to N Haven & would have me provide a Vessell there for the purpose of carrying them to N York, & that the prisoners at N London might be sent in the Same Vessell to N Haven & so on to N York, after hearing from your Excellency, which you thought would be by the time Col Ely<sup>3</sup> would have marching Orders; And as it is now five Days Since Col Ely has marched<sup>4</sup> & have not the pleasure of hearing from your Excellency, conclude there must be some difficulty in the way that those prisoners have not arrived, or that the great attention you give to the affairs of Government has occasioned the delay. Therefore have taken the liberty, as I had taken up the Sloop *Delight*, to send her on to New Haven with those prisoners that was here; perswading myself that you would be there to day, and that if it was not likely that all Cap<sup>t</sup> Hardings prisoners would be there

soon, that Cap<sup>t</sup> Stillman<sup>5</sup> might wait at N Haven for them, or go on to New York with these he has already, as you'll please to order. And happy should I be, should it meet your approbation, which I am in hopes of, considering that the Sloop is under pay & the prisoners maintained as cheap on board as on Shore. Have ordered Cap<sup>t</sup> Stillman to shew you his orders from me and the Letter to Joshua Loring Com<sup>s</sup> at N Y &<sup>c</sup>. And if agreeable may go on I suppose, notwithstanding Cap<sup>t</sup> Stillman may take in these other prisoners, (which your Excellency will give directions for their Exchange) or take up those directions of mine to Loring & put these prisoners into the List of Cap<sup>t</sup> Hardings Prisoners. Should have gone myself to N Haven but M<sup>r</sup> Shaw<sup>6</sup> being Sick with the Longfeaver at Bedford. I ask pardon, but would only beg leave to hint, perhaps you may not think of it, as there may possible arise some doubt in N York about y<sup>e</sup> Cap<sup>t</sup> of y<sup>e</sup> 50 Gun Ship<sup>7</sup> (being only a Gentleman passenger) in exchange for Manly a Commodore, would it not do to take his parol to go down to N York in this Flag for the purpose of being exchanged for Cap<sup>t</sup> Manly & that in case such an exchange cannot be effected that he pledge his Faith & word of honor to your Excellency that he will emmedately return into this State & Submit himself prisoner of warr

Below is a List of Cap<sup>t</sup> Palmers men taken in a private Sloop of Warr<sup>8</sup> & carried into Newport, which I wish might be exchanged for some of Hardings Prisoners who are prisoners taken in Arms, & will not be admitted to an exchange by any other & have been there a long time, it is by the Solicitation of there friends that I take the liberty to trouble you with their names. I am [&c.]

Tho<sup>s</sup> Shaw

Rob<sup>t</sup> Palmer Cap<sup>t</sup>  
Jon<sup>a</sup> Salsbury Master  
John Palmer Boatswain  
Elisha Swan Carpenter  
Nathan Robinson Mate  
Josiah Hewet 2<sup>d</sup> Mate

L, Ct, Jonathan Trumbull Papers, vol. 7, 105a-d. Addressed: "To Sloop *Delight* Cap<sup>t</sup> Stillman a Flag of Truce/Tho<sup>s</sup> Shaw/To His Excellency Jonathan Trumbull Esq<sup>t</sup>/Governor of the State of Connecticut./at/ New Haven." Docketed: "M<sup>r</sup> Tho<sup>s</sup> Shaws Letter of y<sup>e</sup> 10<sup>th</sup>/of octob<sup>r</sup> 1777 De Flag."

1. Above.
2. Capt. Seth Harding, Connecticut Navy.
3. Col. John Ely, Connecticut Militia.
4. Ely had marched to Rhode Island as part of the secret expedition to retake Newport.
5. Probably Capt. Allen Stillman.
6. His brother, Nathaniel Shaw, Jr.
7. Capt. William Judd, formerly commanding H.M.S. *Antelope*.
8. Connecticut privateer sloop *Nancy*. See *NDAR* 9: 196.

#### JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777  
Friday 10<sup>th</sup>

Robertsons Land<sup>s</sup> 1 South Sugar Loaf hill SSW off Shore  
1 Cables Length.

at 11 A.M. came on Board a Comp<sup>y</sup> of Coll<sup>l</sup> Robertsons Battalion<sup>2</sup> at 11 A.M. Weigh'd in Comp<sup>y</sup> as before<sup>3</sup> at Noon Anthonys Nose S.S.W. Fort Vaughan West,<sup>4</sup> Off Shore 1½ Miles  
Anthonys Nose S.S.W. Fort Vaughan West Off Shore  
1½ Miles



Mod<sup>l</sup> Breezes and hazy Weath<sup>r</sup> these 24 Hours at 3 P.M. Anchor'd  
 P<sup>r</sup> Signal in Comp<sup>s</sup> as before in 13 F<sup>m</sup>. Water Veer'd to  $\frac{1}{2}$  of a  
 Cable Fort Montgomery NNW Anthonys Nose SSE off  
 Shore 1 Cables Length Empl<sup>d</sup> putt<sup>s</sup> the Troops on shore

D, UKLPR, Adm. 51/4159.

1. Robinson's Landing.
2. The Loyal American Regiment commanded by Col. Beverly Robinson.
3. H.M. brig *Diligent* and H.M. galleys *Crane* and *Spitfire*.
4. Fort Vaughan, formerly Fort Clinton.

# JOURNAL OF H.M.S. TARTAR, CAPTAIN CORNTHWAITE OMMANNEY

October 1777  
 Fryday 10

At a Single Anchor of[f] Fort Montgommery and Clinton in Hudsons River

at 7 AM sent on Shore with the Commodores Master, our Carpenter, Mids and 20. Men to help get up the Chain and Boom, which the Rebels had Run across the River, the Master went up the River to see if the Guns could be savd of the Rebel Frigates,<sup>1</sup> which they Burnt

[PM] Mod<sup>l</sup> and Cloudy W<sup>e</sup> came down all the small Craft and Anch<sup>d</sup> here

D, UKLPR, Adm. 51/972.

1. Continental Navy frigates *Congress* and *Montgomery*. On 13 Oct. the master returned in the sloop, having raised the guns from the wrecks. Ibid.

## NOTICE TO SEAMEN AND LANDSMEN

Philadelphia, October 10, 1777.

Notice is hereby Given,

To all SEAMEN and ABLE-BODIED  
 LANDSMEN.

DESIROUS to serve the KING in the Royal Navy, to repair to the Commanding Officer of the *Delaware* Frigate, who will receive them into present Pay; and give them every Indulgence and Encouragement their Merits may deserve.

J. WATT, Commanding Officer.

N.B. Any Seaman that wishes to serve in any particular Ship in the Navy, will be entered for the Ship he prefers, and entertained on board the Frigate (at full Pay) until he joins his respective Ship.

PHILADELPHIA, PRINTED BY JAMES HUMPHREYS, JUNR.

Broadside.

## DIARY OF CAPTAIN FRANCIS DOWNMAN

[Webb's Ferry, Pa.]

October 10th.—I continued in the battery at the entrance of the Schuylkill, the galleys now and then giving us a shot without effect. We are situated in full view of

their whole fleet of 30 differently armed vessels at the distance of about a mile. A party of our men with engineers passed the ferry this afternoon, and during the night threw up a battery.

Downman, "Services of Lieut.-Colonel Francis Downman," p. 164.

COMMODORE JOHN HAZELWOOD TO GEORGE WASHINGTON

May it please Your Excellency

Fort Island October 10<sup>th</sup>. 1777

I Received Your Excellencys Letter of the 7<sup>th</sup> of October<sup>1</sup> & note the Contents, & shall give Your Officer<sup>2</sup> every assistance in my power & furnish him with every kind of Ammunition & other Stores he may want—We are now carrying over the Cannon & Stores for him, & you may depend nothing shall be wanting that's in my power to do for him, & I make no doubt but we shall be able to hold this pass against any force they can bring against it—We have been deserted by two Captains, their Officers & whole Crews & number of Privates in many of the Vessels in the Fleet yet with what we have got I hope to support the Pass notwithstanding—

After the loss of Billinsport, the Commander in Chief of the Fleet<sup>3</sup> sent me a Flag to surrender up the Fleet & not to destroy any part of it, & that it was in vain to pretend to hold out against such a force as was against us & that we soon should have no retreat & now we should have the Kings pardon & not only that but our liberty also—I sent him for answer, That I well knew the valour & bravery of their Navy & Army, & that I should endeavour to gain their esteem by a glorious defence tho' we had their enmity & desired them to desist in sending any more on any such errands, for that I would defend this River & Pass to the last extremity & that I expected a much larger force to encounter with than he has brought—They have moved one of the Chevaux de Frieze a little out of its place, but not so as to make a pass, & I have an old Ship<sup>4</sup> Ballasted to sink this day near it that will stop that little vacancy again. We annoy'd them so much with the Galleys, that they could do but little with them without too much risk. I have drove five of their Ships from Chester, with four Galleys & one fire Raft, & had they not run off would destroy'd them all, & since that have drove four of them, with the Galleys from their Stations off Billinsport, but they have since return'd with four more, & as we are not well stocked with Ammunition, we suffer them to lay within sight of us for the present, as they can do us no harm where they now lay, & we fear nothing here but want of Ammunition, Provisions & desertion of our Men, otherwise should be quite easy—Having not to add, am [&c.]

John Hazelwood

PS Inclos'd is a Copy of Orders given to Cha<sup>s</sup>. Alexander Esq<sup>r</sup> of the *Delaware* Frigate, which I am sorry was not complied with.<sup>5</sup>

L, PHI, Simon Gratz Autograph Collection. Docketed: "10<sup>th</sup>: October, 1777./from/Comodore Hazelwood."

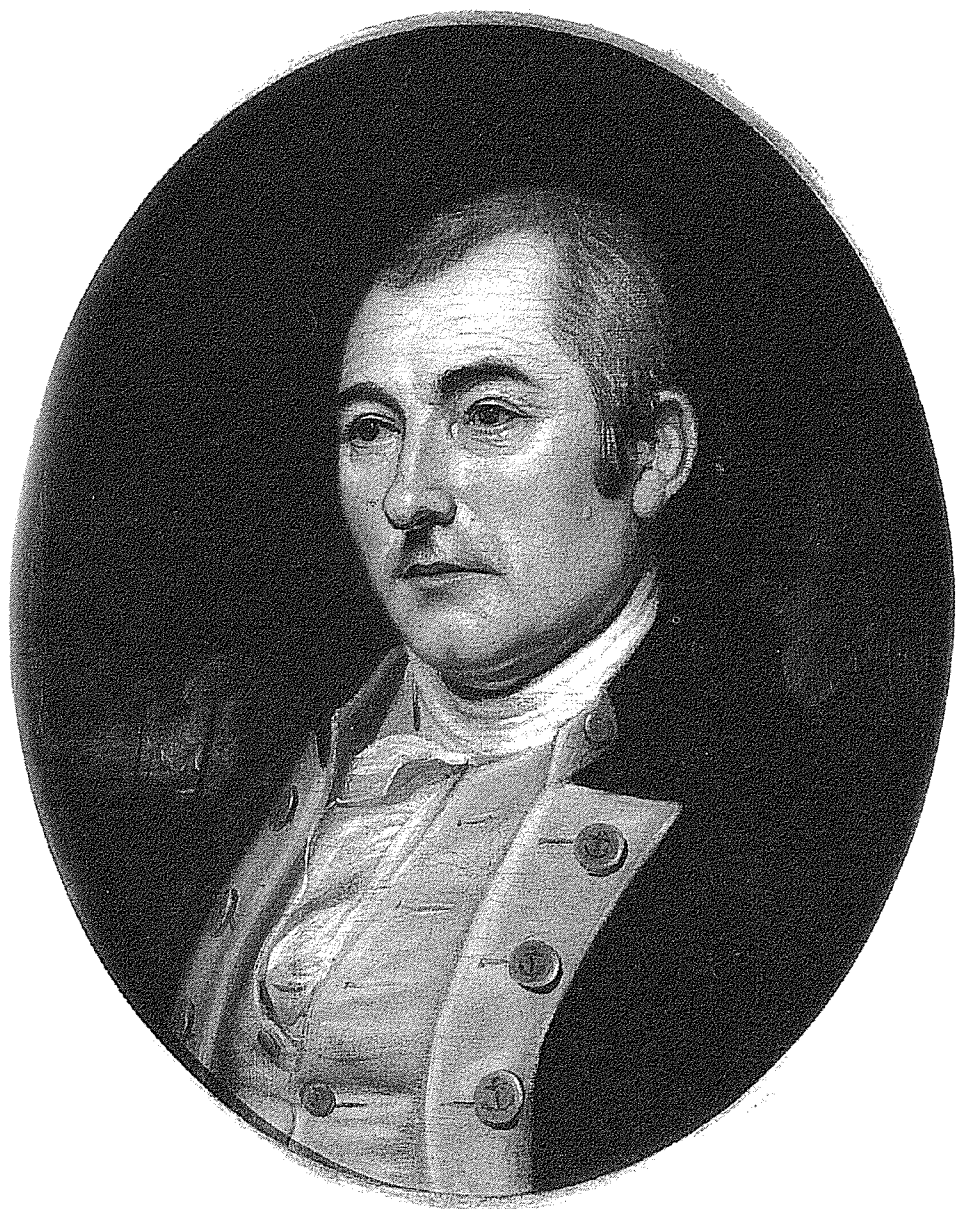
1. See above.

2. Chevalier de Mauduit Du Plessis.

3. Vice Adm. Viscount Howe.

4. Probably a reference to the Pennsylvania Navy fire ship *Strumbello*. See William Bradford to Thomas Wharton, Jr., 7 Oct. 1777, above.

5. NDAR 9: 970.



*Commodore John Hazelwood*

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Friday, October 10, 1777

*Ordered*, That 12,000 dollars be advanced to the Marine Committee, for the public service in Baltimore, in the State of Maryland, the said committee to be accountable.

*Ordered*, That 2,000 dollars be paid to the said Marine Committee, for the purpose of paying bills drawn upon them, the said committee to be accountable. . . . On motion, *Resolved*, That one hundred blank commissions for privateers, be signed and delivered by the president to the Committee of Commerce, to be by them transmitted to such of their agents and correspondents abroad as they may think proper to entrust therewith. . . .

The Board of War brought in a report, which was taken into consideration; Whereupon,

*Resolved*, That Captain Silas Talbot, of the State of Rhode Island, be promoted to the rank, and have the pay of major in the army of the United States, in consideration of his merit and services in a spirited attempt to set fire to one of the enemy's ships of war in the North River last year;<sup>1</sup> and that he be recommended to General Washington for employment, agreeable to his rank.

*Resolved*, That Captain Silas Talbot make an estimate of the expence and loss incurred by him in the attempt to destroy the said ship of war, to be laid before the Treasury Board for their consideration.

JCC 9: 789, 792, 793.

1. See Captain Silas Talbot to the Continental Congress, 11 Oct., below.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October

Frid<sup>y</sup> 10D<sup>o</sup> [At Anchor off Chester in the river Delaware.—]

at 9 AM weighed & Sailed up the river to join the *Roebuck* & her Squad at Billingsport near the lower Cheveaux de frize, the Adm<sup>l</sup>.<sup>1</sup> sent on board in Flat Boats 30 Men to Assist fighting the Guns, at 11 Anch<sup>d</sup>. at Billingsport in 6 fms.—

At Anchor Off Billingsport

Mod<sup>t</sup> & fair, rec<sup>d</sup>. fresh Beef from the *Roebuck*, employed Warping higher up. The Rebel fleet lying at Anchor near Mud Island, consisting of 12 Galleys, One Frigate,<sup>2</sup> 2 Zebecks and Several Armed Brigs, Sloops & Schooners, with many half Galleys protected by their Two Forts of Red Bank and Mud Island, and also by the Cheveaux de frize which it was not yet possible to pass.—

D, UKLPR, Adm. 51/1037.

1. H.M.S. *Eagle*, Vice Adm. Viscount Howe's flagship.

2. Pennsylvania Navy ship *Montgomery*, William Allen commanding.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 10, 1777

The *General Mercer* privateer,<sup>1</sup> belonging to Baltimore, has taken, and brought safe into port, a fine new brig<sup>2</sup> bound to Lisbon with 150,000 wt. of codfish; the vessel and cargo valued at upwards of 10,000l.

1. Alexander Murray, captain.
2. The brig *George*, advertised in Dixon and Hunter's *Virginia Gazette*, 12 Dec. 1777, to be sold at public auction on 26 Dec. 1777.

## ADVERTISEMENT FOR SALE OF PRIZE

To be SOLD for ready money, at Hampton, on Monday the 20th of this instant (October) by decree of the Hon. Court of Admiralty,

The armed boat *Dreadnought*, together with her guns, rigging, tackle, apparel, and furniture, lately taken by Captains *James* and *Richard Barron*.<sup>1</sup> Also, on Monday the 27th instant will be sold, in the city of *Williamsburg*, four very likely NEGRO MEN, taken in the said boat, and sold by decree of the said court. An inventory of the guns, rigging, &c. may be seen by applying to either of the Captains *Barrons*, or the subscriber in this city.

BEN: POWELL, Marshal.

Purdie's *Virginia Gazette*, 10 Oct. 1777.

1. For an account of the action see Purdie's *Virginia Gazette*, 3 Oct. 1777, above.

## VICE ADMIRAL CLARK GAYTON TO COMTE D'ARGOUT

*Antelope* Port Royal Harbor Jam<sup>a</sup>: 10<sup>th</sup>: Oct<sup>r</sup>: 1777.

Sir,

Since I had the honor of writing to your Excellency by M<sup>r</sup> Pascaud The 26<sup>th</sup>: Ultimo,<sup>1</sup> an other complaint has been made to me by M<sup>r</sup> John Tyrie Master of the Sloop *Amelia* (belonging to London but last from Senegal with a Cargo of Slaves bound to this place) of his having been boarded and taken off the Island of Alto Velo, by the *Tyger* privateer, commanded by Capt<sup>n</sup> Davie a Frenchman mounting twelve Carriage & Swivel Guns and carrying Ninety Men, most of whom were Subjects to His Most Christian Majesty, I therefore beg leave to inclose for your Excellency's information the Master and Mariners belonging to said Sloop, their deposition<sup>2</sup> & I hope your Excellency will consider that so long as the present Harmony continues to subsist between the Two Courts, depredations of this Kind shou'd not be sufferd to be committed; and I dare believe your Excellency will cause every Necessary enquiry to be made and oblige the aforesaid Capt<sup>n</sup> Davie to make proper Restitution to His Britannick Majesty's Subjects.

I beg leave to inclose a duplicate of my last Letter by M<sup>r</sup> Pascaud and I have the honor to be [&c.]

Clark Gayton

Copy, UKLPR, Adm. 1/240, 446–47. Addressed at foot of first page: "His Excellency Le Comte Dargout." Docketed: "10<sup>th</sup>: Oct<sup>r</sup>: 1777/Copy of Vice Admiral/Gayton's Letter to His/Excellency Le Comte/Dargout relative to/the Capture of an/English Sloop from/Africa." Docketed in another hand: "N<sup>o</sup> 8/V.A. Gayton Lr/25 Oct<sup>r</sup> 1777." See below, Vice Admiral Clark Gayton to Philip Stephens, 25 Oct.

1. NDAR 9: 971–72.

2. NDAR 9: 986.

October 11

CAPTAIN JOHN PAUL JONES TO JOHN LANGDON

Sir

*Ranger* 11<sup>th</sup>. Sept<sup>r</sup> [October] 1777.

Congress have been pleased to authorize me to "Equip Officer, and Man, the *Ranger* as well and as soon as possible"—of course no person hath a right to contradict any necessary Order which I have given or may give for that salutary purpose.—My Orders will always speak for themselves and I am Accountable to Congress alone for their propriety.—As I have previous to my Concern with the *Ranger* paid off two Continental Ships without having any Settlement I should have no Objection to carrying any Public charge to the debit of my private acco<sup>s</sup>. did not the proposition look contracted and ill Natured. In short, I expect my Order to be duely Honored meantime I am [&c.]

Df, DLC, Peter Force Collection, Papers of John Paul Jones, vol. 1, no. 6650. Addressed at foot: "To John Langdon Esq<sup>r</sup>/Continental Agent/in his Absence to W<sup>m</sup>. Gardner Esq<sup>r</sup>/Deputy Agent." Docketed: "To Jn<sup>o</sup> Langdon Esq<sup>r</sup>/Continental Agent/in his Absence to/W<sup>m</sup> Gardner Esq<sup>r</sup>/deputy Agent,/Octo 11th 1777." To substantiate the 11 Oct. date, see William Gardner to Jones, 10 Oct., above.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL

Hon<sup>d</sup> Sir

Salem 11 Octr 1777—

I take the liberty of informing you of the proceedings relative to the *Weymouth* Packet, the Tryall came on about 10 °Clk this Morning, as soon as my Libell was read Captain Hardings<sup>1</sup> Councill demanded my Power, and upon my saying it was not with me, said he would willingly take my word for the contents; I then inform'd the Court I was willing to mention anything which would not be detrimental to my cause, intending to inform the Court my instructions from your Excellency from time to time were to conform to the Resolves of the Continental Congress, but was overrul'd as unprecedented, the door when open'd would be enlarg'd &c<sup>e</sup> Captain Perkins<sup>2</sup> then produc'd several depositions to prove the State of Connecticut had adopted the Continental resolves, but the contents of one was so uncertain and the Captions of the whole so improperly taken, the Court were of the mind they could not be admitted, Captain Hardings Councill mov'd for an adjournment of the Cause, which was done accordingly to the 28<sup>th</sup> Inst.—It was necessary to determine (the court adjudg'd) wether the State of Connecticut had made Laws of their own, or had adopted the mode the Congress had laid down, or were willing to have her divided agreeable to the Laws of this State—I must request your Excellency would be as particular as you should think necessary.—With respect to my Power of acting it is not so full as I could wish—Your Excellency I hope will pardon me, in recommending that a proper Warrant under the State Seal, seperate from any letter, enjoining and requiring me to conduct agreeable to the instructions I may from time to time receive, be sign'd by your Excellency and handed to me by the first good opportunity, M<sup>r</sup> Dana<sup>3</sup> thinks it will be absolutely necessary.—I forgot to mention in its place, that not a word has been said in Court respecting her being Kings property, that comes after the previous Question, upon what Law she must be try'd.—I have now in my hands the Commander in chiefs division of Prize money arising from Smedleys Captures,<sup>4</sup> I shall wait your Excellency's order about it and should be glad to know

wether the Commander in Chief is entituled to one twentieth of the whole sum, or only of the Captors half—there was a small error in the Tea I sent to Lebanon, it should have been only  $33\frac{3}{4}$  <sup>lb</sup> instead of  $34\frac{1}{2}$  <sup>lb</sup>. I remain [&c.]

Gov<sup>r</sup> Trumbull

Sam Eliot J

L, Ct, Connecticut Archives, 1st Series, vol. 9, 204. Addressed: "On publick Service/His Excellency Jonathan Trumbull Esq<sup>r</sup> in Lebanon/or New Haven/⌘ Post." Docketed: "del The Weymouth Pacquet/Letter of Procuracion or Agency/Comand<sup>r</sup> in Chiefs, division/rec<sup>d</sup>. 19<sup>th</sup>. Per Post."

1. Capt. Seth Harding commanded the Connecticut Navy ship *Oliver Cromwell*, which captured the *Weymouth*.

2. Jabez Perkins.

3. Francis Dana.

4. See NDAR 8 for the prizes taken by the Connecticut Navy brig *Defence*, Capt. Samuel Smedley.

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Saturday. Oct<sup>r</sup> 11<sup>th</sup>. 1777.

In the House of Representatives. On the Petition of Simeon Samson, Commander of the Brigantine *Hazard*, in the service of this State, Praying that Officers of Marines may be appointed and provision made for them on board said Vessel.<sup>1</sup>

Resolved, That the Council, be, and hereby are Desired to appoint the following Marine Officers to serve on board the Brigantine *Hazard*, an Armed Vessel fitted out by this State, whose Pay and shares of Prizes shall be as follows, viz<sup>t</sup>:

Lieutenant of Marines . . . . Five Pounds and three Shares.

Serjeant of D<sup>o</sup>. . . . . Three Pounds & One Share & an half.

Corporal of D<sup>o</sup>. . . . . Two Pounds, ten Shillings & One Share and a Quarter.

In Council Read and Concurred.

Consented to by Fifteen of the Council.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 107.

1. Samson petitioned the House of Representatives on 9 Oct., requesting the appointment of Marine officers for the brigantine *Hazard*. *A Journal of the Honorable House of Representatives* [10 Sept.–25 Oct. 1777], [*Boston*, 1777], 103.

#### SIMON WOLCOTT TO THOMAS SHAW

[Extract]

Bedford [*in Dartmouth*] Sunday Noon Oct<sup>r</sup> 11<sup>th</sup>. 1777

Dear Thomas

... There is a Paper left here, contents as follows—This is to give notice to the Cap<sup>t</sup> or some one of the owners of the Privateer *American Revenue*<sup>1</sup> y<sup>t</sup> the Appeal entered by us the Subscribers hath ben Lodg'd in Congress, & refferd to y<sup>c</sup>. standing Committee of Appeals before whome the Same will be Argued with all imaginable dispatch Jo<sup>s</sup>. Stanton J<sup>c</sup> Jo<sup>s</sup>. Noys

Oct<sup>r</sup> 1<sup>st</sup>. 1777—Aduē

Simon Wolcott—

L, CtNLHi, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 18.

1. Connecticut privateers sloop *American Revenue*, Samuel Champlin, Jr., commander. See NDAR 8: 251–54.

“VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT”

[Providence] Oct<sup>r</sup> 11. 1777

Voted That an order be drawn on Cap<sup>t</sup> Hacker to deliver to Col<sup>o</sup> Daniel Tillinghast 30 Small arms and accoutrements taking his receipt for the same to return them again—

Voted That a Letter be write to M<sup>r</sup> Jarvis<sup>1</sup> in answer to his of the 7<sup>th</sup> instant and to Inform him that a Court Martial for the Examination & Tryal of the Pilot of the *Hampden* will be appointed &c &c—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. Leonard Jarvis, Deputy Continental Agent, Dartmouth, Mass.

PROVIDENCE GAZETTE, SATURDAY, OCTOBER 11, 1777

Providence, October 11.

Monday last a Flag of Truce came up the River from Newport, and brought TWO Prisoners for Exchange. An Officer<sup>1</sup> that came in the Flag (who is a Lieutenant of one of the Enemy's Ships) was next Day detected in making Drafts of the River, Shipping &c. his Performances were secured, and a Guard immediately sent on board, to prevent any further Specimens of Ingenuity in this Way. . . .

We hear that the *Langdon*<sup>2</sup> Privateer, of 8 Carriage Guns, belonging to Cape Ann, has been taken and carried into New-York. . . .

The *Alfred* Frigate, in Company, with the *Raleigh*, has taken a Snow,<sup>3</sup> laden with Sugar, Cotton, Coffee, and sent her into a safe Port. . . .

On Friday Evening the 26th ult. the Brig *Hampden*, Capt. Burroughs,<sup>4</sup> in the Service of the United States, and bound on a Cruise, ran ashore on Cape-Pogue (Martha's Vineyard) where she soon bilged; the Hands we all saved, likewise her Guns, Stores, and most of the Provisions.

1. Lt. Charles E. Nugent, of H.M.S. *Chatham*.

2. Massachusetts privateer schooner *Langdon*, Samuel Robinson, commander, armed with 6 carriage guns and manned by 50 seamen, was commissioned on 22 Oct. 1776. She was owned by David Pearce, John Smith and others of Cape Ann.

3. Snow *Nanny*, Anthony Hooper, master.

4. Continental Navy brig *Hampden*, 14 guns, Capt. Ezekiel Burroughs.

ACT OF THE CONNECTICUT GENERAL ASSEMBLY

An act for punishing persons Guilty of Wilfully and Maliciously destroying, Magazines of Stores or Vessels belonging to this State or the united States

Be it Enacted by the Governor, Council and representatives in General Court Assembled and by the authority of the Same, That if any person or persons Shall wilfully and maliciously burn or destroy or attempt or conspire to burn or destroy any Magazine of provisions or of Military or Naval Stores belonging to the united States of America or to this State; or if any Master, Officer Sea Man, Mariner or other person intrusted with the Navigation or care of any continental Vessel or vessel belong-



ing to this State Shall wilfully and maliciously burn or, or attempt or conspire to burn or destroy Such Vessel or Shall wilfully betray or voluntarily Yield or deliver any Such Vessel to the Enemies of the united States of America, every Such person & their Aiders or Abettors on legal conviction of either of the offences aforesaid Shall Suffer Death.

/Oct 1777/  
[11 October 1777]<sup>1</sup>

pass<sup>d</sup> in the upper House  
Test George Wyllys Secret<sup>y</sup>  
Concurred in the Lower House  
Test Benj<sup>a</sup>: Payne Clerk

D, Ct, Connecticut Archives, vol. 8, 28.

1. The date is approximate, based upon its placement in the journal. The General Assembly was in session from 11 Oct. to the end of the month, with no specific dates entered in the journal.

### JOURNAL OF THE CONNECTICUT GENERAL ASSEMBLY

Hartford, on the Eleventh Day of October Anno Domino 1777<sup>1</sup>

Resolved by this Assembly, That a Prison Ship be provided for the reception of the prisoners of war in this State, if a convenient one can be hired or impressed for a convenient time at a reasonable price. And his Excellency the Governor is authorized and desired, by and with the advice of the Council of Safety, to give such orders therein as he shall judge most expedient.

Hoadly, ed., *Public Records of the State of Connecticut* 1: 418.

1. The General Assembly was in session from 11 Oct. to the end of the month, with no specific dates entered in the journal. The date of this Resolve is approximated by its early appearance in the journal.

### MAJOR GENERAL JAMES WADSWORTH TO GOVERNOR JONATHAN TRUMBULL

Sir

Fishkills Oct<sup>r</sup> 11<sup>th</sup>. 1777

Col<sup>o</sup>. Worthington<sup>1</sup> has proposed to me sending for M<sup>r</sup> Bushnells<sup>2</sup> Machines to destroy the Enemy's Shipping in the River—have mentioned the same to Gen<sup>ls</sup>. Parsons, Silliman & Ward<sup>3</sup>—we think an Experiment of that kind as likely to succeed up this River as in any Place—whether it is best to send on the Machines and make the Attempt must Submit to your Direction I am [&c.]

James Wadsworth

L, Ct, Jonathan Trumbull Papers, vol. 7, 110. Addressed: "His Excellency Gov<sup>r</sup> Trumbull."

1. Col. William Worthington, Connecticut Militia.

2. David Bushnell.

3. Brig. Gen. Samuel Holden Parsons, Continental Army; Brig. Gen. Gold Selleck Silliman, Connecticut Militia; and Brig. Gen. Andrew Ward, Connecticut Militia.

### JOURNAL OF H.M.S. PRESTON, CAPTAIN SAMUEL UPPLEBY

October 1777  
Saturday 11

Peeks Kiln ENE Fort Independance NBE ½ E & Butter  
Hill NW  
AM Wash'd between decks all our Boats variously Employed

Peeks Kiln ENE Fort Independance NBE ½ E & Butter Hill NW

Light Airs and fair Wea<sup>r</sup> PM several Vessels from New York Anch<sup>d</sup> here rec<sup>d</sup> on b<sup>d</sup>. Three Six pounders and some Iron from the *Montgomery* Frigate Burnt<sup>1</sup>

D, UKLPR, Adm. 51/720.

1. Continental Navy frigate *Montgomery*. On 12 Oct. *Preston* received on board one 6 pounder and some iron work from the frigate *Montgomery*. Ibid.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777

[*Anchored off Fort Montgomery*]

Saturday 11

at 8 AM weighd in C<sup>o</sup> as before<sup>1</sup> Stand<sup>s</sup> Up the River

Working through the Highlands

Light Airs and fair at 5 P:M: Pass'd through the Chevaux de Frize Steering Up the River at 6 D<sup>o</sup> Saw a Rebell Gally<sup>2</sup> Gave Chace at 11 D<sup>o</sup> Came too small Bower in 15 f<sup>m</sup> off Pekepsie

D, UKLPR, Adm. 51/4163.

1. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

2. Continental Army galley *Lady Washington*, which had escaped up the river from Fort Montgomery. See Gov. George Clinton to the New York Council of Safety, 12 Oct., and to Maj. Gen. Israel Putnam, 20 Oct., below.

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Skippack Camp Octo 11<sup>th</sup>. 1777

Col<sup>o</sup> Smith informs me that the Enemy have been raising Batteries near the Landing place at Webbs Ferry with an intent to cover their passage over to Provinc Island. If the Battery is erected upon the Meadow or upon the Wharf it may be much injur'd or the approach to it from the City<sup>1</sup> renderd very difficult by cutting the Meadow Banks in five or six places from the mouth of Schuylkill up to the Mouth of Hollanders Creek and laying the whole Country under Water. If the Dyke that dams out Hollanders Creek was likewise cut it wou'd contribute much to raise the water. this should be done in the night, and when it is once effected the Gallies might keep any persons from repairing the breeches. I beg this may be done as speedily as possible and with secrecy. As the security of the Fleet and the obstructions depends upon keeping possession of Fort Mifflin & Red Bank, I hope you will cooperate with the Gentlemen in the Land service & endeavour to make use of evr'y mean to effect so salutary a measure I am [&c.]

G W—

p<sup>s</sup> was any thing ever done towards destroying the Hay upon the Meadows below Philadelphia I think I recommended it to you by Col<sup>o</sup> Smith when he went down Copy.

Copy, DLC, George Washington Papers, Series 4. Docketed: "Oct<sup>r</sup> 11<sup>th</sup> 1777./to/Commodore Hazelwood."

1. Philadelphia.

## DIARY OF CAPTAIN FRANCIS DOWNMAN

[Extract]

[*Carpenters Island, Pa.*]

October 11th.—About 1 o'clock this morning Captain Montresor informed me that the battery on Province Island<sup>1</sup> was ready to receive the howitzers and mortars, and desired me to march and cross the ferry directly. I got there about half past 2, and had got an 8 inch howitzer in the flat, but for want of some care the flat went to the bottom in an instant, with several men and horses, and one of each was drowned. This accident prevented our doing anything further for the night. In the fore part of the evening two 12 pounders had been taken over, and one of them dragged up to the battery through a mile of mud and water, for the whole island is a flat, and from rain, and the rebels cutting the embankment, the whole was nearly under the water. The battery is raised within 400 or 500 yards of the fort on Mud Island<sup>2</sup> and open to all the rebel shipping, and their galleys can go within 150 yards of it. About 6 o'clock this morning the rebels discovered our work, and began and continued a constant fire from all their vessels and batteries upon it till about 4 in the afternoon. About 10 in the morning they landed some troops who marched up to the battery, attacked our people and for a little time were in possession of it. Our force on the island at this time was very small, not above 200 men; they were in great danger of being cut off and losing the two 12 pounders. A Major V. . . .<sup>3</sup> commanded; he was hurrying off the island in boats as fast as he could, and had he not been prevented, the island would undoubtedly have been in the possession of the enemy. He was ordered back to support those that remained, and by the activity of Captain Moncrieffe the battery was re-taken, and some soldiers. As it was, the rebels carried off 50 prisoners of the grenadiers and 10th regiment, who, I am sorry to say did not behave as they ought to have done. Four artillerymen were taken, and an ammunition waggon was blown up by a shot. . . .

Downman, "Services of Lieut.-Colonel Francis Downman," p. 164. Three sentences of this entry are not printed here. They relate to the artillery's being ferried across the Schuylkill River for emplacement on Carpenters Island.

1. Downman means Carpenters Island. This artillery emplacement would later be designated as the middle battery.

2. Fort Mifflin.

3. Maj. Vatas.

## LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

[Extract]

Sir

Fort Mifflin 11<sup>th</sup> Oct<sup>r</sup> 1777

Last Night the Enemy threw up a Battery in the Rear of the fort Close to the Banks of the Meadow within Musket Shot of us & had already got One p<sup>c</sup> of artillery in it,<sup>1</sup> we attack'd it with the floating Batteries, Block Houses, Gallies & our 32 pounder from the Battery & in Short time oblig'd them to hoist the white flag, as we were bringing off the prisoners another party ran down which the Officers on Shore expected were also going to Surrender, I Saw their Officer encouraging the Men to Come on & their did not Seem to me to be any Appearance of that Intent, I fir'd two Shot on them, & Ceas'd on being told they would Surrender. however they took possession of their Bat-

tery & refus'd to deliver up the p<sup>c</sup> of artillery & Cap<sup>t</sup>. Blackmoor<sup>2</sup> with 12 Men who we had not got off, notwithstanding they had Surrender'd themselves prisoners, & the party who rescued them came down under the Sanction of the flag then flying. I conceive your Excellency has a Right to demand them, or to Charge them to Gen. Howe,

We open'd a heavy fire from all Quarters on them they have yet obstinately refus'd to Surrender. we Shall give them anothe Attack & try if possible to drive them out. . . . I have the Honour to be [&c.]

LB, MdHi, Samuel Smith Letter Book, 7–8. Six sentences of this letter are not printed here. They discuss the prisoners taken in the above attack, the construction of a battery at Fort Mifflin, and the enemy's construction of bridges over the Schuylkill River.

1. The middle battery, Carpenters Island. It mounted one medium 12-pounder.

2. Capt. Blackmore, Royal Artillery. Blackmore was later court-martialled for attempting to surrender his battery to the American forces. Downman, "Services of Lieut.-Colonel Francis Downman," p. 169.

WILLIAM BRADFORD AND COMMODORE JOHN HAZELWOOD TO THOMAS WHARTON, JR.

Sir,

Fort Mifflin October 11<sup>th</sup>. 1777

My last<sup>1</sup> inform'd you that the enmy had erected a battery at the mouth of Schuylkill—<sup>2</sup>

Last night a party of above One hundred Men got over at Webbs ferry and threw up a redoubt<sup>3</sup> within two muskets shot of us, opposite the block house—as soon as discovered the Commodore order'd three Gallies to attack the redoubt, also one of the floating batteries to play on it, which they did so warmly that the Enimy dar'd not to fire one shot.

After about two hours the Enimy held out a flag and the Soldiers appear'd on the bank with their muskets clubed—The Commodore and myself with several boats went of to take the prisoners on board when we had got about fifty of them in the boat

Colonel Smith who was in the block house seeing some others coming from the house of Adam Guyer, imprudently fir'd two Shot at them which caus'd the rest of those who had surrender'd to run off, and took possession of their battery again and fir'd on us, so that by one imprudent step we lost one half of our prisoners and the Cannon which they had in the redoubt, and must now fight for it again<sup>4</sup>—The Enimy lays so near the Chevaux de frize at Billingsport that we have not been able to sink the Ship<sup>5</sup> I mentiond in my last, and indeed we have hardly had time, for the whole defence of this Fort against the Enimy who are landed depends on the Fleet and not much on the troops in it. The Prisoners taken are one Lieutenant One Ensign & 56 Privates, which were immediately sent over to Red Bank and are forwarded to Haddenfield<sup>6</sup>—Those that remain on board the Fleet seem now to be staunch and no Desertions since my last—These different attacks reduce our Ammunition very much, I have sent up to Trenton for some which I hope will soon arrive—The Commodore & Cap<sup>t</sup> Robeson of the Continental Fleet join most heartily in all their Measures. I am [&c.]

W<sup>m</sup> Bradford

John Hazelwood

L, PHarH, RG27, Executive Correspondence of the Supreme Executive Council. Addressed: "On Public Service/To/His Excellency Tho<sup>s</sup> Wharton Esq<sup>r</sup>/President of the State of/Pennsylvania/at/Lancaster." Endorsed: "R<sup>d</sup>. Oct<sup>r</sup> 15. 1777/after my Letter to Col Bradford & Express went off—." Docketed: "Letter from/Com<sup>r</sup> Hazelwood &/Coll Bradford/Fort Island/Oct 11. 1777/Oct 15—Rec<sup>d</sup>," and, "1777 Octo<sup>b</sup> 15/From John/Hazelwood." Notation at head of letter: "Col. Bradford & Comm<sup>r</sup> Hazelwood to Pres Wharton 1777."

1. 8 Oct. 1777, above.
2. Webb's Ferry.
3. The middle battery, Carpenters Island.
4. A nearly identical letter of the same date from Bradford and Hazelwood to Gen. George Washington uses less critical language in describing Smith's actions: "... while the Commodore and myself were taking off the prisoners, Colonel Smith from the Blockhouse saw a party coming down from the House of Adam Guyer, which he imagin'd were design'd to reinforce the party that had surrender'd (but the Prisoners said they were coming to submit) Colonel Smith from the Block house fired on them, which so alarm'd those that had surrender'd that many ran off and by that means we lost one half of those that had submitted, and we are now oblig'd to continue the attack on the Redoubt." See Bradford and Hazelwood to Washington, 11 Oct. 1777, DLC, George Washington Papers, Series 4.
5. The ship referred to is probably the Pennsylvania Navy fire ship *Strumbello*.
6. In their letter to Washington of 11 Oct., Bradford and Hazelwood state: "The Prisoners sent off are Lieut: Finch of 27<sup>th</sup> Regiment Ensign Hankey of 10 Regiment [*and*] 54 Rank & File." Ibid.

MASTER'S LOG OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Remarks &c, Saturday Saturday Oct<sup>r</sup> 11<sup>th</sup>. 1777 [Billings Port East ½ Mile, the end of great Tinnicum N]

[*At*] 12 [*Midnight*] thick fogg [*At*] 4 [*AM*] moderate & hazy [*At*] 6 made the general Signal for a Boat [*At*] 7 made the *Liverpools* Sign<sup>l</sup> to look out a Stern [*At*] 8 moderate & fair [*At*] 9 Boats employ'd Sounding &c, about the Cheveaux de freeze at Billings Port [*At*] 12 [*Noon*] D<sup>o</sup>. Weather, the Enemy kept a continual fire of Cannon, from Fort Island, floating Batterys & Galleys—[*At*] 1 [*PM*] moderate & fair [*At*] 4 the Enemy continues the cannonade from fort Is<sup>d</sup>. &c, [*At*] 5 the *Vigilant* dropt up & anchor'd alittle below the Cheveaux de freeze [*At*] 6 the *Camilla* weigh'd & saild to the lower end of great Tinnicum Island [*At*] 8 D<sup>o</sup>. Weather

D, UKLPR, Adm. 52/1964.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct<sup>r</sup> [Billingsfort East 4 Miles]  
 Saturday 11 AM Rec<sup>d</sup>: on board fresh Beef. at 7 the Rebels fired from Mud fort at our Batteries.<sup>1</sup> At [11] the Enemies Galleys fired a number of Shot at the *Liverpool*, the advanced Ship.  
 Billingsfort EbS 4 Miles  
 Mod<sup>te</sup>: & fine W<sup>r</sup>: PM Sent our Boats to assist the *Vigilant* by towing her [*at*] [7] Sighted the Anchor & veer'd to ⅓ a Cable. At 8 Sail'd hence His Majesty's ship *Camilla*.

D, UKLPR, Adm. 51/675.

1. There were two British batteries operational by this date. The Webb's Ferry battery at the mouth of the north side of the Schuylkill River mounting two 12-pounder cannons, and the battery on Carpenters Island which initially mounted two 12-pounder cannon. This battery would later be known as the middle battery.

CAPTAIN SILAS TALBOT TO THE CONTINENTAL CONGRESS

To the Hon<sup>ble</sup>. the Delegates of the United States of America, convened in general Congress in York, in the State of Pennsylvania

Silas Talbut,<sup>1</sup> a Captain in the first Battalion raised by the State of Rhode Island & Providence Plantations, humbly sheweth, That on the first Day of August One Thou-

sand seven Hundred & seventy six, by the Requisition of his Excellency General Washington, he entered on Board, & took Command of a Fire Ship in the Harbour of New York: That on the Night of the seventeenth of September following, being in Hudson's River, he embraced a favourable Opportunity, & bore down for the *Asia* Man of War, then at Anchor in said River: That he laid her on Board upon the Bow, carried away his Bowsprit, grappled her, with his main Boom in the fore Shrouds, fired his Ship fore & baft, & then, with difficulty, escaped to the Shore: <sup>2</sup> That for fifteen Days following he was deprived of his Sight, and otherwise much enfeebled, The Flames reaching him before he could quit the Vessell: That his Surgeons Bill and other Expences which he was necessarily obliged to pay, & hath not been refunded, amounted, besides other Losses, to upwards of one Hundred Dollars: That there were eight Men on Board Who behaved well, & were considerable Sufferers in the Enterprise. Your Petitioner is therefore Emboldened to make this Approach to your Honors, not doubting but you will order him such Relief as to Right and Justice shall appertain, And he, as in Duty bound, will ever serve you in the Cause of his Country.

Silas Talbut

~~Peeks Kill Sept 26<sup>th</sup> 1777.~~

DS, DNA, PCC, item 42, vol. 7, 334-37 (M247, roll 56). Docketed: "N. 3./Oct: 9.<sup>th</sup> 1777/Petition of capt S. Talbut/read 9 Oct<sup>r</sup> 1777./referred to the board of war."

1. Promoted to Major, 1st Rhode Island Continental Regiment on 1 Sept. 1777.
2. See *NDAR* 6: 859-62.

[Enclosure]

Expences & Losses in Consequence of my taking the Command of a Fire Ship in the North River & attempting to Burn one of the British Ships in s<sup>d</sup>. River—

Paid at sundry Times for Provisions & Liquor for the Crew on Board by Orders of Co <sup>l</sup> . Anderson	LM. £45.11.0
Lent Ensign Thomas <sup>1</sup> to support himself & Crew on Board a Schooner which he commanded & with which he Burnt a Tender of one of the British Ships but lost his Life	37.15.0
N.B. I had his Receipt, but it was burnt up with every Paper I had in my Pockets, my Cloaths being entirely burnt off my Back.	
Paid my Doctor, there being no Doctor of the Army where I was carried	12.10.0
Paid my Board for seven Weeks	7. 0.0
To boarding two men to take care of me 7 Weeks	14. 0.0
To One Suit of Cloaths, my Hat, one Shirt, pair Stockings burnt off my Back, my Shoes being the only Things I had on, which were not entirely burnt My Cloaths were a good Suit of Uniform	13.16.0
	£130.12.0
	433% Dollars
	Silas Talbut

I solemnly depose & sware in the presence of almighty God, that the within Account of Monies charged as advanced paid and expended by me in manner as set forth is just and true, and that the Value (at the Time of my Misfortune) of my cloathing

burnt and as charged is as near the Sum of thirteen pounds sixteen shillings as I am able to judge

Sworn and Subscribed before me at  
York Town 11<sup>th</sup>. Day of October 1777.

Silas Talbut

W<sup>m</sup> Leas One of the Justices  
of the Peace for the County  
of York in the state of Pennsylvania

DS, DNA, PCC, item 42, vol. 7, 338–39 (M247, roll 56). Docketed: “referred to the/board of treasury.”

1. Ensign John Thomas, 11th Continental Infantry Regiment.

[Enclosure]

Camp at Peekskill Sept<sup>r</sup>: 26. 1777

This may certify that, as I passed from Hoebuck Ferry to Fort Lee, on the Seventeenth of September 1776 (the day after the retreat from New York,) I saw Captain Talbut, who had burnt a Fireship the Evening before, lying in a House, burnt in a most shocking manner: That Captain Talbut was then blind, and in very disagreeable circumstances, as to attendance &c<sup>e</sup>.

William Eustis Sen<sup>r</sup>: Surgeon  
Military Hospital East: Dep<sup>t</sup>:

DS, DNA, PCC, item 42, vol. 7, 342 (M247, roll 56). Addressed: “To whom it may concern—.”

## October 12 (Sunday)

### JOURNAL OF H.M.S. SCARBOROUGH, CAPTAIN ANDREW BARKLEY

Oct<sup>r</sup>: 1777

Sunday 12<sup>th</sup>.

Cape Sable N 8 E<sup>c</sup>: Distant 21 Leagues

at 6 AM saw a Sail in the SE Q<sup>r</sup>: Tk<sup>d</sup>: & gave Chace.—at 7 saw 2 sail in the NW Q<sup>r</sup>: bro<sup>t</sup>: to the Chace a Schooner from Charlestown bound to Boston.<sup>1</sup>—made the Cruizing Signal to two Ships in Chace of us, which they answered.—at 9 spoke the *Flora* & *Lark*.—hoisted the Cutter out, sent an Officer & 4 men to take possession of the Prize. at Eleven hoisted the boat in & made sail after a Vessel in the SE Q<sup>r</sup>: the *Flora* and *Lark* parted C<sup>o</sup>:

Cape Sable N 38 E<sup>c</sup>: Dis<sup>t</sup>: 38 Leagues

First part fresh Breezes & Cloudy. Middle & Latter Mod<sup>t</sup>: & Hazy with Rain—at [1] PM lost sight of the Chace. saw 2 sail to the E<sup>c</sup>:ward. the Prize in C<sup>o</sup>:

D, UKLPR, Adm. 51/867.

1. Schooner *Lucey*, N. Rose, master from South Carolina to Boston, with rice, taken on St. George's Bank, sent to Halifax. Howe's Prize List, 30 Oct. 1778, Adm. 1/488, 489. However, Vice Admiralty Court records indicate she was the *Lucy*, Nathaniel Thare, master, owned by Job Prince of Boston. She was brought into Halifax by Charles Mist, master's mate of *Scarborough*, and was condemned by the Vice Admiralty Court of Nova Scotia on 6 Nov. as a lawful prize. CaNSHP, vol. 496, Vice Admiralty Court Register, vol. 6 (1777–82), 81.

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

Sir

*Rainbow* at Halifax 12<sup>th</sup> Oct<sup>r</sup> 1777

I have the Honor in the Name of myself & the other Captors, to offer to their Lordships for the Service of Government the Ship I took from the Rebels, calld the *Hancock*; She has 32 Guns on board, & Ports for 34; is quite new off the Stocks, & is so fast a sailer, that Cap<sup>t</sup> Fotheringham of the *Fox* informd me she went Thirteen Knots (whilst he was Prisoner on board Her) & had only Top Mast steering Sails set: if their Lordships are pleasd to order Her to be taken into the Service, the Captors will be satisfyd with whatever Value the Officers of the Kings Dock Yard here, may put upon Her. I am [&c.]

Geo Collier

L, UKLPR, Adm. 1/1611, 80. Addressed at foot: "Philip Stephens Esq<sup>r</sup>." Endorsed by Stephens: "12 Nov/let him know what/is done."

JOURNAL OF H.M.S. *FLORA*, CAPTAIN JOHN BRISBANE

October 1777

Cape Ann West Distance 52 Leagues

Sunday 12<sup>th</sup>.

at 1. AM in Boat's, at 6 saw a Ship & Schooner to the S<sup>o</sup>w<sup>d</sup>: gave Chace, made the Private Signal to which the Ship answered, at 8 Bro<sup>t</sup> too and sent a Boat onb<sup>d</sup>: the Schooner, in Topg<sup>t</sup> Sails & 1<sup>st</sup>: Reefs, Tack'd and Stood for them, at 9 came up with them, proved His Majestys Ship *Scarborough* & Prize taken this Morning;<sup>1</sup> at 11 made Sail, *Scarborough* in Chace of a Sail to the E<sup>t</sup>w<sup>d</sup>: Bore down to the *Diamond*

Cape Ann N<sup>o</sup>: 69 W<sup>t</sup>: Distance 44 Leagues

First and latter parts fresh Breezes and Cloudy W<sup>t</sup>: Middle Mod<sup>t</sup>: with Small Rain, PM at 1 Join'd the *Diamond* Bro<sup>t</sup> too & sent a Boat onb<sup>d</sup>: ½ p<sup>t</sup> the Boat Ret<sup>d</sup>: at 3 saw a Sail to the W<sup>t</sup>w<sup>d</sup>: out Reefs and gave Chace, at 5 Fired a Six pounder at the Chace and Bro<sup>t</sup> her too, Shorten'd Sail & Sent a Boat onb<sup>d</sup>: she proved a Sloop from Machius bound to Nantuckett,<sup>2</sup> Sent a Petty Officer & 5 Men to take Charge of her, at 10 lost sight of the Sloop.

D, UKLPR, Adm. 51/360.

1. Schooner *Lucy*, Nathaniel Thare, master.

2. Sloop *London*, Barzillai Swain, master, owned by Snow & Co., from Machias to Nantucket, with lumber, taken off Martha's Vineyard, sent to Rhode Island. Howe's Prize List, 30 Oct. 1778, Adm. 1/488, 489.

## JAMES WARREN TO JOHN ADAMS

[Extract]

My dear Sir

Boston Oct<sup>r</sup> 12. 1777—

... Our Troops have not yet Landed on Rhode Island. there Appears in that quarter A want of vigour. & I think of Judgment. Things were not provided for the descent as soon as the Militia arrived & their spirit & Genius you know does not Admit of delays. when the Expedition was formed General Spencer<sup>1</sup> Informed us every thing was prepared. he had Occasion for Nothing but two Howit<sup>s</sup> which he desired us to supply.<sup>2</sup> A very moderate demand. you cant suppose we did not Comply. from



the very Circumstance of this delay my sanguine Expectations are much Abated. my next will tell you more of this matter which is Important to us. & I dare say Occasions Anxiety to you. we have men enough there I beleive not less than 10,000.

we have no News This will be handed you by Cap<sup>t</sup> Palmes<sup>3</sup> who Was Cap<sup>t</sup> of Marines on Board the *Boston*. I am not Acquainted with his perticular Business. I suppose he Intends some Application to Congress relative to that Ship. her Affairs are indeed in A curious situation. The quarrels between the Captain & his Officers have Already occasioned great delays. & when we shall get her to sea or if ever under her present Circumstances I am Unable to say. you will be Able to learn something of the matter from him.<sup>4</sup> I dont wish to be vested with more powers. if the good of the service dont require it. but I plainly foresee that we never can Answer your Expectations unless we have at least A power of suspending. if we are not to be Intrusted with a power of Appointing—As the matter now stands we are little more than A Board of Agency or factorage and tho' we are Ordered to do many Expensive things are not supplied with A Shilling to do it with. this is as bad as makeing Bricks without straw. we have wrote repeatedly to the marine Committee, I have tryed to borrow of the Loan office.<sup>5</sup> he dont like to supply. Without Orders. We lose many Advantages & Indeed the Business in all its parts Lags in such A manner as mortifies me, & will Affect Our Reputation—The Marine Committee have given Cap<sup>t</sup> McNeill their own Orders for his next Cruise.<sup>6</sup> Dont you Intend there shall be An Enquiry into the Conduct of the last. there is indeed A Contrast between bringing in the *Fox & Flora* if not the *Rainbow*. and the looseing the *Hancock* & the *Fox*.<sup>7</sup> I don't pretend to say who was to Blame but I think Congress should know, if they intend Officers should do their Duty in future—I Love to see officers regard discipline & keep a proper Command but Overbearing haughtiness & unlimited Conceit. especially if Joined with Unbounded Expence. will never promote the Good of your service at Sea or Ashore. It is our Business to Correct the last in the Navy of this department as much as possible. & I think we should be Impowered to Controul the first. I wish You every happiness & Am Yours &c. . . .

L, MHi, Adams Papers, IV, 125. Addressed at foot of last page: "Honb<sup>l</sup> John Adams Esq<sup>r</sup>." Docketed: "Warren/Oct. 12 1777."

1. Maj. Gen. Joseph Spencer, commanding the Continental Army forces in Rhode Island.
2. Continental Navy Board of the Eastern Department.
3. Richard Palmes. For his difficulties with McNeill, see *NDAR* 9: 723, 729, 732–33.
4. See McNeill to Sailing Master Lawrence Furlong, 7 Oct., and to Lt. John Browne, 9 Oct., above.
5. On 23 Oct. Congress granted the Navy Board the suspending power and issued warrants amounting to 100,000 dollars at the Continental Loan Offices in Boston and Providence. See below.
6. McNeill had been ordered to cruise to France.
7. See *NDAR* 9: 891–92.

#### DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 12<sup>th</sup> [October]—Thick, cloudy weather, and some rain. Wind E.S.E.

About 3 o'Clock this morning the guard in the battery at Fogland ferry heard some boats rowing down the Seconnet, and altho they could hear the men in them speak, they could not discover them. A Shot was fired towards the place where they were heard, in order to give notice to the *Kingsfisher* to look out.

There was no appearance of them this morning.

## JOURNAL OF H.M. SLOOP SWAN, COMMANDER JAMES AYSCOUGH

Oct<sup>r</sup> 1777

Lying in Huntington Bay

Sund<sup>y</sup> 12

[AM] Mod<sup>t</sup> Breezes & Clear handed Sails hove short on the Sm<sup>l</sup> B<sup>r</sup> at 7 Weighd & Came to Sail in Comp<sup>y</sup> with 2 Sloops & His Majes<sup>ty</sup>s. Brig<sup>'g</sup> *Halifax* and Tender <sup>1</sup> Running across the Sound at 12 Came too of[f] Norwark [*Norwalk*] Islands in 10 f<sup>m</sup> water Sm<sup>l</sup> B<sup>r</sup> the Body Ditto Islands N<sup>o</sup> of[f] Shore 2 Miles

Single anchor of[f] Norwark Islands

[PM] sent the Sloop & Boats within Ditto Islands Gave chase to a Privateer fird 7 Guns Shotted at the Privateer at 8 the Boats & Sloops Return'd Weighd & Came to sail Running across the Sound at 11 Came too in Huntington Harb<sup>r</sup> Sm<sup>l</sup> B<sup>r</sup> in 7 f<sup>m</sup> water Hubbards Neck NEbN Lloyds Neck NBW of[f] Shore 1 Mile—

D, UKLPR, Adm. 51/960. For another account of this action, see *Inhabitants of Norwalk to the Connecticut General Assembly*, 14 Oct., below.

1. *Clinton*.

## GOVERNOR GEORGE CLINTON TO THE NEW YORK COUNCIL OF SAFETY

Little Britain 3 Miles from N. Windsor 12th Octo<sup>r</sup> 1777.

Gentlemen,

An armed Schooner, two Row Gallies & a small Brigg<sup>1</sup> passed the Cheveaux Defrize & are ought of Sight up the River this Morning. They can have very few if any Men on Board; but they may be able notwithstanding to distroy Effects which may be found in Stores on the Banks of the River. I therefore give you this early Notice of this Movement that you may Order out small Parties to such Places on the River at which there are any Public Stores or other valuable Effects—this I am sure will secure them. I woud advise that proper Care be taken to defend Kingston Landing. The few Pieces of Artillery you have ought to be taken to the most suitable Place for that Purpose. Our Galley<sup>2</sup> moved up the River some Miles before the Enemy.

If we had Round Shott for our 24 lb<sup>r</sup> we might make this small Fleet very uneasy in the River but this we have not, nor do I know any nearer than Albany to which Place I begg you woud send for 100 of that Size & 200 for 4 lb<sup>r</sup>s. Three Waggons will bring the whole. I wish [to know]<sup>3</sup> how soon I may have them; they are essentially necessary; indeed I believe I may venture [to] say

Sir James Wallace who commands this Musquito Fleet woud not have ventured to pass the Cheveaux Defrize had we been able to use our 24 lbr. whose Axle Tree was [broke] at the Time but is now repaired.

I have no late Accounts from the Enemy below. Genl. Putnam just now writes me that he hears they have Landed & are about moving up, but dont mention on which Side the River; his Letter implies on this. I sent a Party out yesterday to look in Forts Montgomery & Constitution; they are not yet Returned. Capt. Wooster<sup>4</sup> who went in with a Flag returned yesterday Evening; he was received on Board a Ship about a Mile this Side Fort Montgomery; he thinks they were destroying the Works there & at Fort Clinton as from the Smoak he judged them to be on Fire. Genl. Vaughan<sup>5</sup> Commands there; Genl. Clinton was Absent. Vaughan's Aid De Camp an-

swered my Letter by informing the Prisoners were sent to N. York, that any Thing I wanted to send them might be sent on Board the Advanced Ship & from thence would be forwarded to them Directed to Mr. Geo. Clinton Fishkill. No List sent me but all Colo. Du Bois's Officers missing are Prisoners with Major Lush, Colo. Allison & McClaghry.<sup>6</sup> The later has seven wounds but none dangerous.

I am distressed for want of Horse Men. The Duty is too hard for Capt. Woodhull's small Company. Capt. Salisbury's Company of Light Horse (a few to attend you as Expresses) must immediatly Join me for which please to given him an order as I have not at present Time to do it. The Communication being now cut off between Genl. Putnam & me & before I had a proper Supply of Ammunition, I must beggy you will forward me to the Artillery Park Shawangonk 10,000 Catridges for Small arms of different Sizes.

I am this Moment favoured with your Letter of Yesterday. The Militia of Shawangonk are now with me. I have sent a proper Guard there from another Quarter for the Artillery, which in my Opinion is much better than to leave Men of the Neighbourhood for that Purpose.

Colo. Snyder's Regiment<sup>7</sup> may continue at Kingston to throw up the necessary Works to defend the Landing & Town. The rest of the Reinforcement from the Northward must immediatly join me. Were the whole to continue with you they woud not be able to meet the Enemy shoud they pass by and land near Kingston; & shoud they take their Route by Land which is most likely with my Present Force which consists only of the Militia of this Quarter of the Country: two small Continental Regim'ts & Colo. Southerland's Regt.<sup>8</sup> consisting of 130 Men—Out of these I have strong Guards along the River Shore who have Orders to keep Pace with the Vessels now in the River & throw themselves between them & Kingston Landing shoud they go that high up. I am perswaded it is not only for the Safety of Kingston, which I have much at Heart but for that of the Country in Genl. that I shoud have my whole Force collected to one Point, as in that Case I shall be able to meet & oppose the Progress of the Enemy or at least throw myself in between the Enemy & such Places as may be an Object with them to gain which shall be my constant Care to do. I am [&c.]

G. C.

From many Circumstances I am perswaded the Enemy are about moving. Genl. Clinton's being out when my Flagg was down yesterday—This small Fleet coming up the River confirms me in this Oppinion And I believe it will be by Land agt some of our Stores & ravage the Country.

*Public Papers of George Clinton* 2: 423–26, no. 845. Docketed in the original: "Draft Letter to Council/City Little Britain 12<sup>th</sup> Octo./1777—," N-Ar, George Clinton Papers, box 8, doc. 845. The word "broke" in brackets is from the charred original, N-Ar, George Clinton Papers, box 8, doc. 845.

1. The advanced squadron commanded by Capt. Sir James Wallace, including H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

2. Continental Army galley *Lady Washington*.

3. "To know" was supplied by Hugh Hastings, editor of the *Public Papers of George Clinton*, for clarification of original wording.

4. Capt. Thomas Wooster, Continental Army.

5. Maj. Gen. John Vaughan.

6. Col. Lewis Du Bois, 5th New York Continental Regiment; Maj. Stephen Lush, Continental Army; Col. William Allison, New York Militia; and Lt. Col. James McClaghry (McClarey), New York Militia.

7. Col. Johannes Snyder, New York Militia.

8. Col. David Sutherland, New York Militia.

## PIERRE VAN CORTLANDT TO COMMODORE JACOBUS WYNKOOP

Sr.

Kingstown October 12<sup>th</sup> 1777

I am Directed to Require the Immediate Attendance of You Self, and the Officers Under Your Command, It being Determined to Give You the Direction of the Cannon at this place<sup>1</sup> a Number of us will wait till you Come I am [&c.]

Pierre Van Cortland Prs<sup>d</sup>.  
of the Council of Safety

Copy, DNA, PCC, item 41, vol. 10, p. 427 (M247, roll 52). Addressed: "To Commodore Wynkoop."

1. Kingston Landing at the mouth of Rondout Creek.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARKOct<sup>r</sup> 1777

[Poughkeepsie NbE 2 Miles]

Sunday 12

at 6 A.M. Weigh'd and Came to sail at 8 A.M. Sent the Boats on shore Man'd and Arm'd to burn 2 Reble Vessels and some Store Houses<sup>1</sup> fired 2 twenty four lb Shot and 1 four lb D<sup>o</sup> to Cover the Boats at 10 they ret<sup>d</sup>. hav<sup>g</sup>. Completed what they were Sent for at Noon Donscomer Point<sup>2</sup> WbS 5 or 6 Miles.

Donsomer Pt. WbS 5 or 6 Miles

Fresh breezes with showrs of Rain at times Empl<sup>d</sup>. turn<sup>g</sup>. to Wind<sup>d</sup>. at 2 P.M. sent our Boats Man'd & Arm'd to Destroy the Reble Vessels that Lay haul'd up in a Creek<sup>3</sup> fired 10 four lb<sup>ts</sup>. with Round Shot and 2 with Round and Grape to Cover the Boats [*they*] Ret<sup>d</sup>. hav<sup>g</sup>. Completed what they were Sent for at 4 PM Anch<sup>d</sup>. in 9 F<sup>m</sup>. Water with the best Bower Donscomer point N.E. 3 Miles.

D, UKLPR, Adm. 51/4159.

1. On 12 Oct. Capt. Zephaniah Platt informed the New York Council of Safety that the advanced squadron had come within three miles of Poughkeepsie, burning Van Burrens Mills, several buildings and several old vessels along the eastern bank of the Hudson, but had later fallen down below Wappingers Kill (Wappingers Creek). DLC, Peter Force Collection, Horatio Gates Papers, vol. 2, 213–10–101.

2. Danskammer Point.

3. Probably Wappingers Creek.

## COMMODORE JOHN HAZELWOOD TO GEORGE WASHINGTON

Ship *Montgomery* [Delaware River] October 12<sup>th</sup>. 1777

I received your Excellencys<sup>1</sup> just now, but to comply with your desire at present is impossible, as the Enemy have one Battery at the Mouth of Schuylkill<sup>2</sup> and another at or near Hollenders Creek, and large parties of Men station'd in different parts above and below Webbs Ferry. 'tho one redoubt<sup>3</sup> opposite to Fort Mifflin, which was attack'd this Morning by landing a number of Men, and the Galleys covering them and firing on the redoubt, but the Enemy appear'd so much superior in number to us that our people were oblig'd to return after having two Men killed and five Wounded. Our Fleet is so reduc'd by desertion that four of the Galleys have not Men enough to Man One, and if I should land a number of those on board the other Galleys I can have no de-

pendence on their return. Your Excellency may depend I will do every thing in my power to distress and annoy the Enemy, and join most heartily in any measures with the Gentlemen of the Land Army and give them every assistance in my power and am [&c.]

John Hazelwood

P.S. If your Excellency could furnish me with One hundred and fifty Men acquainted with the water, it would enable me to support the pass effectifely.—

L, DLC, George Washington Papers, Series 4. Addressed at foot of page: "To/His Excellency George Washington Esq<sup>r</sup>—." Docketed: "12<sup>th</sup> October 1777/from/Comodore Hazelwood."

1. 11 Oct. 1777, above.
2. Webb's Ferry.
3. The middle battery, Carpenters Island.

### JOURNAL OF CAPTAIN JOHN MONTRESOR

[*Carpenters Island, Pa.*]

[*October*] 12th. Sunday. Weather delightful. At 11 o'clock this morning about 500 Rebels landed in the front and 2 flanks of the Battery with Bayonets fixed (previous to which they shelled it with a very heavy cannonade, from the Fort,<sup>1</sup> Floating Batteries and Gallies) our detachment of 50 men  $\frac{1}{2}$  Hessians  $\frac{1}{2}$  British under a Hessian Captain; received them with a well directed fire of musketry, the attack for  $\frac{3}{4}$  of an hour, the rebels concealing themselves under the Dyke and behind trees and bushes, in the mean time Major Gardiner with 50 Grenadiers moved from his post to out-flank the rebels and the battery, which he succeeded in by the rebels taking to their boats, during which the detachment of the battery kept up a smart fire. We lost 2 British and 2 Hessian Grenadiers and 3 British wounded. The rebels took their killed and wounded off in their boats under their own fire.

Montresor, *Journals*, 465.

1. Fort Mifflin.

### JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct<sup>r</sup> Billingsfort EbS 4 Miles  
 Sunday 12 At 8 AM Weigh'd, dropt into our station & Anch<sup>d</sup>: w<sup>th</sup>. the S: Br<sup>:</sup> in 5 $\frac{1}{2}$  f<sup>m</sup>: muddy bottom. Billingsfort E $\frac{1}{2}$ S 4 Miles. Sent the *Camilla* two 12 Pounders with Ammunition  
 D<sup>o</sup> E  $\frac{1}{2}$  S  
 D<sup>o</sup>: Wea<sup>r</sup>: [Mod<sup>te</sup>: & fine] at 6 PM His Maj<sup>ty</sup>: Ship's, *Camilla*, *Zebra*, & *Cornwallis* Galley. & Anch<sup>d</sup>: with [in] the Islands towards the Pennsylvania shore.

D, UKLPR, Adm. 51/675.

### MASTER'S LOG OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Remarks &c, Sunday Oct<sup>r</sup> 12<sup>th</sup>. 1777 [Billings Port East  $\frac{1}{2}$  Mile, the end of great Tinicum N]

[At] 12 [Midnight] moderate & Cloudy [At] 6 [AM] the *Camilla* weigh'd & dropt with the flood, between the Western shore & tinnicum [At] 8 the *Camilla* an-

chor'd about half way up the Western Side of great Tinnicum [At] 10 The Enemy continues & cannonade, from fort Island, floating Batterys & Galleys [At] 12 [Noon] light Airs & fair [At] 1 [PM] fine Weather [At] 5 the *Liverpool* & *Vigilant* dropt up to the Cheveaux de freeze in Order to move them [At] 6 Weigh'd & dropt within 2 Cables length of the above Ship

D, UklPR, Adm. 52/1964.

JOURNAL OF H.M.S. *EAGLE*, CAPTAIN ROGER CURTIS

October, 1777

At Single Anchor off D<sup>o</sup>: [Chester]

Sunday 12<sup>th</sup>

At 1 AM heard the report of Guns to the NE, At 5 AM Saw the *Camilla* at Anchor off Derby Creek, Sent 2, 9 Pounders & 30 round of Ammunition, on board the *Zebra*, the *Camilla* Weighed, & dropped near to the Mouth of the Creek, At 7 Anchored, here the *Cornwallis* Galley, heard the Report of several Guns, made the *Camilla*'s Signal to Anchor.—

Moored off D<sup>o</sup>.

The first & Middle parts light airs & Clear, the latter, Mod<sup>t</sup> & Cloudy, At 6 PM, Sent 2 Nine Pounders, with 30 Rounds of Ammunition, on board the *Merlin*. ½ past 8 Anchored here the *York* Armed Sloop, At 10 the *Somerset* Anchored here.

D, UklPR, Adm. 51/293.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Secret

Sir

*Eagle*. Sunday. Morning [12 October 1777, Chester, Pa.]

Having Occasion to make all the Appearance possible of a real Operation intend'd on the Eastern shore, whilst an Important Service is in Execution on the Pennsylvania side this Night, I am to desire you will have your Ship<sup>1</sup> in readiness to move up the Next tide off of Billingsport with the *Somerset*

I shall have the Pleasure of seeing you on this subject as soon as Captain Hammond has been with me to explain some particulars regarding it—I am [&c.]

Howe

LB, NH*i*, William Cornwallis Papers, Letter Book, 57. Addressed at foot of page: "The Honble Capt<sup>n</sup> Cornwallis."

1. H.M.S. *Isis*.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

List of Paroles correspondent to the different Signal-Pendants placed on the same Line, for the Times undermentioned.

	Parole.				
From the 12 <sup>th</sup> to the 18 of Octo: inclusive.	From the 19 <sup>th</sup> to the 25 Octo: inclusive.	From the 26 <sup>th</sup> of Octo: to the 1 <sup>st</sup> Nov: inclus:	From the 2 <sup>d</sup> to the 8 Nov: inclus:	Pendant	Flag-Staff.
Edinburgh Dublin Greenwich Kingston Gloucester	Grantham Aylesford Romney Hardwicke Sandwich	Nottingham Essex Pembroke Bath Rochester	Plymouth Hastings Brentford Carlisle Chatham	Red White Blue Yellow { Striped Red } { and White. } { Striped Blue } { and White } Dutch English	Main-topmast head.
Berwick	York	Newcastle	Norfolk		
Monmouth Rutland	Manchester Oxford	Chesterfield Halifax	Radnor Warwick		

Given onboard His Majesty's Ship the *Eagle*,  
Delaware River, the 12<sup>th</sup> day of Octo: 1777—  
Howe

By Command of the Vice Admiral.

Jos<sup>h</sup>: Davies.

NB. Whilst the Fleet continues separated, the Paroles will be taken in Succession, as they stand in the Column allotted to each Week; so that the last parole in the several Columns will be omitted.

DS, UklNMM, Cornwallis West Collection, Cornwallis Papers, vol. II. Addressed flush left below the signature line: "To/The Honble: W<sup>m</sup>. Cornwallis/Commander of His Majesty's/Ship the/*Isis*." Docketed: "*Isis*./paroles 12 Oct<sup>r</sup>: 77/E<sup>d</sup>."

12 OCTOBER 1777

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JOURNAL OF H.M.S. *PERSEUS*, CAPTAIN GEORGE KEITH ELPHINSTONE

Oct<sup>r</sup>: 1777  
 Sunday 12<sup>th</sup>

At a Single Anchor in Mockjack Bay, Virginia  
 at 9 AM came down York River and Anchored off the Spit,<sup>1</sup> an  
 Armed Brig and Galley, and a Schooner Boat: at Noon a Topsail  
 Galley coming down the East River.

At a Single Anchor in Mockjack Bay, Virginia  
 First part ditto weather [Fresh gales and cloudy], middle and lat-  
 ter moderate inclinable to calm; at 3 PM weighed as did the *Emer-*  
*ald* and made Sail down out of the Bay; at 6 the Privateer Brig and  
 Galleys got under Sail;<sup>2</sup> at 8 Anchored in 5½ fms<sup>s</sup>, as did the *Emer-*  
*ald*, and veered to 1½ Cable

D, UKLPR, Adm. 51/688.

1. Probably Willoughby Spit, Va.

2. Most likely Virginia Navy brig and galleys. See note to Journal of H.M.S. *Emerald*, Captain Benjamin Caldwell, 4 Oct. 1777, above.

## DECLARATION OF JUAN ANTONIO DE LA BODEGA

[Extract]

So<sup>r</sup> Adm<sup>tor</sup> pral. del Correo.

D. Juan Antonio de la Bodega, Capitan interino del Paquebot Correo de S. M. nombrado el *Pizarro*, que acava de llegar a este Puerto con los Pliegos del Real Servicio, digo: Que el dia 2 de Septiembre pro<sup>m</sup>. pasado, sali del Puerto de la Coruña, siguiendo mi destino, en los terminos que explica el Libro tabla diaria de navegacion que exhivo, del qual consta, como uno de los acaecimientos fue: Que el 9. del corriente mes de octubre, à hora del medio dia, llegando a las inmediaciones de la Ysla de la Tortola, descubrí una embarcacion que acercandose mas, reconocí ser una Balandra, con vanderá Ynglesa al tope, y otra en el Asta, manifestandose como Guardá-Costas; y pasada hora y media a corta diferencia, nos disparò un Cañon con bala, a que le correspondí con la Vandera de S.M; y llegando al habla me preguntò, de donde venia, y à donde iba; pero no satisfecho de mi respuesta, ni del caracter de Correo de S.M. que le di à entender, mandò, que inmediatamente echase la Lancha al Agua, ò delo contrario, nos pondria à pique, siendo tan egecutiva la orden, que sin hacerse cargo del tiempo que pedia tan embarazosa maniobra, no cesò de amenazarnos con el fuego, hasta que, a costa de una violenta faena, se echò dha Lancha; a cuyo bordo, embiè a D. Juan Antonio de Fuso, Piloto interino, con nueve Marineros, a los quales pusieron presos bajo escotilla, luego que llegaron a la citada Valandra; y en nuestra Lancha volvieron quatro, al parecer, oficiales, acompañados de Ocho hombres de su tripulacion, que haviendo saltado a nuestro bordo con Sable, y Pistola en mano, ocupando la boca de escotilla de Camara, me pidieron los Papeles que Justificasen la identidad de mis palabras, y las con que el Piloto les havia ya informado de nuestra salida, rumbo y carga; y estandolos reconociendo, y haciendo al mismo tiempo el mas riguroso examen de nuestra carga, Libros de Sobordo, y Diario, se llegó al habla el oficial comandante de dha Balandra (que manifestaron ser Capitan de Fragata del Rey Britanico) y explicandose con los suyos que estavan a



nuestro bordo, entendimos por un Ynterprete, que dho Capitan ordenava, siguiese nuestra embarcacion (que estava a la capa) para no perder camino; y en efecto, siendo ellos mismos quien mandaron la maniobra, apenas se puso en movimiento, q<sup>ca</sup> fue inmediatamente a la Orden, disparò un Cañon con metralla, que entrando por nuestra Proa, dieron testimonio de ello los pedazos de hierro que cayeron entre nuestros Marineros, aunque la Providencia los preserbo del daño: y al mismo tiempo pusieron una Pistola a los pechos del Piloto amenazando su vida, llegando a tanto la osadia, que no satisfechos con esta violencia, mandaron arriar la vandera de Nuestro Soberano, a que haviendome resistido con moderacion, haciendo las protexas mas saludables, y oportunas a la plena indemnizacion de semejantes ultrages, sin embargo me fue preciso ceder a la fuerza, y entregarme en sus manos para que me pasasen abordo de su Balandra, como lo hicieron quedando parte de la tripulacion Ynglesa en el Paquebot, apoderados del Timon, y siguiendo el rumbo de su Puerto al arvitrio de ellos, qual si fuese presa ganada en buena guerra con legitimo titulo. Pero aunq<sup>ca</sup> su intencion bien declarada fue conducirnos a su mismo Puerto, mudaron de idea, efecto sin duda de nuestras protexas, que explicadas a dho Capitan por los que me llebaron a su bordo, segun lo indicavan las demostraciones, soltò a los presos de mi Tripulacion, y nos hizo volver a todos con el mismo desprecio, y descortesia, pues ni aun quiso decirme su nombre el Capitan; por mas que selo preguntè: en cuya demora, nos hizo perder toda la tarde, y aun la noche. El dia siguiente, llegando a la caveza de San Juan cerca de la Culebra, como a las Once de la mañana, descubrimos otra Balandra de Yngleses, que hicieron las mismas diligencias, si bien, mas conmedido el Capitan, y subalternos; pero haciendonos sufrir algunas horas de detencion, bastantes a completar un dia de Nuestro viage; y estos ultimos nos manifestaron, que tenian acordonadas aquellas Costas con distintas embarcaciones para reconocer quantas sigan su rumbo, y quitarles los generos que encuentren de la nueva Ynglaterra. . . . Puerto-rico y octubre 12. de 1777—

Ju<sup>n</sup>. Antonio de la Bodega

[Translation]

Dear Postmaster:

Don Juan Antonio de la Bodega, temporary captain of His Majesty's postal packet boat the *Pizarro*, having just arrived in this port with sealed government documents, would like to inform you that: this last September 2, I left the port of Corunna en route to my destination, as per the navigational logbook I present as evidence, which shows how one of the occurrences took place: on the 9th of this month of October, at noon, near the island of Tortola, I saw a ship that upon closer examination looked to be a sloop flying an English flag at its masthead and another on its staff, revealing that it was a coast guard ship; after about another hour and a half, it fired at us a cannon charged with ball, which I answered with His Majesty's flag. We began to converse, and they asked me where I was coming from and where I was going, but—not satisfied with my reply, and not believing that we were a royal postal packet boat as I had told them—asked us to throw the ship's boat in the water, or else they would sink us. They were so impatient that they did not even consider the time it takes to carry out such a bothersome exercise, and kept threatening us with fire, until finally—after a huge effort—we managed to throw the ship's boat in. On board the ship's boat I sent Don Juan Antonio de Fuso, temporary first mate, with 9 sailors, all of whom were imprisoned below the hatchway as soon as they reached the sloop. The ship's boat came back, and in it

were four men who seemed to be officers, accompanied by eight crew members. They were brought on board carrying swords and pistols in their hands, and standing in the mouth of the cabin hatch, asked me for papers which proved the ship's claimed identity, as well as its departure, course and cargo as explained by the first mate. After closely questioning us and thoroughly examining our cargo, manifest books and logbook, the commanding officer of this sloop (who turned out to be a commander in the service of the British King) began to speak, explaining to his crewmen on board our ship. We understood through an interpreter requested by this commander that they would follow our ship (which was lying to) to make sure it stayed its course. Then, even though it was they themselves who ordered the maneuver, when we began to move as the order dictated, a cannon fired grapeshot into our prow, as you can see by the pieces of iron which fell among our sailors, though Providence kept them from harm. At the same time, they stuck a pistol into the chest of the first mate, threatening his life. They were not satisfied with this offense, and were so bold as to demand that we lower our royal flag. I intervened at that point with a well-timed, reasonable and polite protest, to prevent any further outrages, but I was taken into custody and forced to board their sloop, leaving part of the English crew on our packet boat, at the helm, heading to their port at their discretion, as if they had captured it as a legitimate prize of war. But although their clearly stated intention was to take us to their port, they changed their minds, undoubtedly because of our protests, explained to this commander by those who took me on board, as their gestures indicated, and released my crew members and myself, expelling us from the ship with the same abusive and rude manner they had been showing all along, without even telling me the name of the captain, for all that I requested it. By this time they had made us lose the entire afternoon and evening. The following day, at the head of San Juan, near Culebra, at eleven in the morning, we came upon another English sloop which took the same kind of action, although their captain and subordinates were more polite. These people detained us a number of hours, enough to have completed another day of our voyage. These latter told us that certain ships were posted to watch those coastal areas, to see how many were heading that way and to eliminate any from New England. . . . Puerto Rico, October 12, 1777—

Ju<sup>n</sup>. Antonio de la Bodega

DS, SpVAS, Estado, legajo 7000. Enclosure to Joseph de Fresne to Joseph de Galvez, 15 Oct. In the portion not printed here, Bodega defends his actions, indicating that postal regulations do not cover the contingency of hostile action by a friendly power.

### October 13

TRISTRAM DALTON TO JOHN CUSHING AND SAMUEL WHITE

Mess<sup>rs</sup> Cushing & White

Sirs

Newburyport Octo. 13<sup>th</sup>. 1777

Please to dispose in the following Manner, of my Quarter Part of the Sloops *Satisfaction's* Interest in the Cargoe of the Ship *Hero*, sent by her into Bedford—Deliver to William Erskine or Order, from the Ship—the Sugars as they rise in Lotts—the Rum—and the Cotton excepting ten Bales which your SW<sup>l</sup> took a Memorandum to send to Boston for me—

The Fustick—Cam Wood—Elephants Teeth & Turtle Shell—sell for the most you can obtain—

The Madeira Wine & Turtle please to send me here by first careful Coaster with particular Directions to him—

As to my Interest in the Ship and her Equipments I am not ready to give any Directions, untill ascertained whither or no She will answer for a Privateer—as in that Case it must make an essential Difference to all concerned, not to have her stripped of any warlike Store—or indeed of any Thing. Intending to be at Boston this Day or tomorrow fortnight, hope then to to be determined in this Point—till when I remain—[&c.]

Tristram Dalton

L, NjP, André de Coppet Autograph Collection, box 9, folder 11. Published with permission of the Manuscripts Division, Department of Rare Books and Special Collections, Princeton University Libraries. Docketed: "Octo: 13: 1777./M<sup>c</sup> Daltons/Letter Relating/to the *Hero*."

1. Samuel White.

CAPTAIN JOSEPH CUNNINGHAM TO THOMAS WILLING AND ROBERT MORRIS

Gent<sup>n</sup>.

Boston 13<sup>th</sup>. Octo<sup>r</sup> 1777.—

I would acquaint You that I arriv'd safe in this Port the 9<sup>th</sup>. Inst<sup>c</sup> from my late Cruize, which was much shorter than I intended, by Reason of being obliged to go out half mann'd—I have sent in nothing but a Portugueze Snow,<sup>1</sup> bound from Brazil to Fayal, which you are doubtless Inform'd of before this. This Capture has caused some Altercation being the first Vessell of the kind ever sent into this Port by an American Cruizer;—a Doubt therefore seems to arise in y<sup>e</sup> Breasts of our Courts with respect to the Justice of Condemning her—Perhaps Your Informant, not being acquainted with the Reasons of my Conduct in this Particular case, may have given you an Erroneous Idea of the matter—Permit me therefore to relate several Circumstances, which will at least Exculpate me from Blame, be the ultimate Consequences what they may—

When I was last in Virginia, M<sup>c</sup> Braxton<sup>2</sup> gave me written Orders, in which was this Clause, viz<sup>t</sup> "Should you hear that the Portugueze are actually taking our Vessells, in that Case, you may sieze any of thiers".—When we first took the Commander of this Snow on Board,<sup>3</sup> he acknowledged to us that the King of Portugal had siezed Four American Vessells in the Port whh he said he belonged, whh was Fayal.—Previous to this, we had been frequently inform'd that they had siezed all American Property, throughout their Dominions.—and also that American Cruizers had taken several of thier Vessells, and disposed of them in France, and Elsewhere.—Since our arrival we are inform'd that they have actually sent out arm'd Vessells from Brazil to Cruize against the Americans—a Kinsman of mine, a Person of undoubted Veracity, who lately arriv'd from London, affirms that the Portugueze had declared Warr against America in Form, before he left that Place. But let the Case turn as it Will, I shall be ready to sail again in a Fortnight from this Date, Provided M<sup>c</sup> Rowe<sup>4</sup> Exerts himself to Assist me as he ought:—but I am sorry to say he is rather dilatory, and appears to me to be as much, if not more, "A Friend to Government", than to the Freedom and Welfare of the Americans—

I beg you would write me as soon as possible to direct my fa[r]ther Proceedings—I am [&c.]

Joseph Cunningham

L, NHpR, Naval History Collection, no. 55. Addressed at foot of letter: "Mess<sup>rs</sup> Willing & Morris."

1. *Nostra Senhora de Carmo e Santo Antonio.*
2. Carter Braxton.
3. João Garcia Duarte.
4. John Rowe.

"VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT"

[Providence] Oct<sup>r</sup> 13: 1777

Voted That Application be made to the Hon<sup>ble</sup>. the Council of the State of Rhode Island<sup>1</sup> that they would Supply this board with the sum of three thousand pounds on loan to Enable them to dispatch the business assigned by Congress  
Voted That a Letter be wrote to Maj<sup>r</sup> Huntington<sup>2</sup> in answer to his of the 10<sup>th</sup>. of Octo<sup>r</sup> instant and to let him know that this board can't agree to allow more than 10<sup>s</sup>/a day to the Carpenters.—

Voted That Instructions be sent to Cap<sup>t</sup> Whipple<sup>3</sup> Commander of the Ship *Providence* to proceed with his Ship and assist General Spencer & his Army in their landing on Rhode Island and to prevent the Enemy from molesting them

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. Continental Navy Board of the Eastern Department to the Rhode Island Council of War, 13 Oct., below.
2. Continental Navy Board of the Eastern Department to Joshua Huntington, 13 Oct., below.
3. Continental Navy Board of the Eastern Department to Captain Abraham Whipple, 13 Oct., below.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO  
THE RHODE ISLAND COUNCIL OF WAR

Marine board Eastern department

Gentle<sup>n</sup>.

Providence 13<sup>th</sup>. Oct<sup>r</sup> 1777

We find the Marine service suffers greatly, for the want of Money, more especially that part of it, lying in the State of Rh<sup>d</sup>. Island

We are therefore under the necessity of making application to the Hon<sup>ble</sup>. Council for the Loan of Three Thousand pounds £ Money, for Use and on Account of the United States of America, which Sum shall oblige our selves to replace in a short space of Time. We are [&c.]

W<sup>m</sup> Vernon

John Deshon

L, R-Ar, Letters to the Governor, 1777–78, vol. 2. Addressed: "The Honob<sup>l</sup>./The Council of the State/of Rhode Island." Docketed: "Marine Committee to Council of War/Providence Oct<sup>r</sup> 13<sup>th</sup>. 1777."

## CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOSHUA HUNTINGTON

Navy Board Eastern Department  
Providence Oct'r 13th 1777.

Sir

yours by Colo. Talman we Rec'd this morning in answer to which, we think it not Prudent to Give higher Wages to the Carpenters than 10/ per Day, and in Case they will not labour for Such Wages with there usual Allowance, Discharge them and look out for Others. we are [&c.]

Wm. Vernon  
John Deshon.

Connecticut Historical Society *Collections* 20: 72.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO  
CAPTAIN ABRAHAM WHIPPLE

Navy-Board East<sup>n</sup>. Department }  
Providence Oct<sup>r</sup> [13]<sup>th</sup>. 1777— }

Sir

General Spencer having made requisition to us for one or more of the Continental Ships, now in this River, in order to secure & cover the Landing of his Men on Rhode-Island in the Expedition now carr[ying] on against the Enemies of the United States of America. The Ship *Providence* under your Command being the only one that is Ready for Service, and we judging it Absolutely Necessary for the good of the Service that some arm'd Vessells should be employed, to Prevent as much as Possible any of the Enemies Arm'd Vessells from obstructing & anoying our Troops in Landing. Therefore you are to Re[n]der all the Assistance in your power to Gen<sup>l</sup> Spencer & the Army under his command. We are sensible that Several of the Enemies Ships of War are now in the River; one Frigate Lays off Hogg-Island directly in your way,<sup>1</sup> therefore we judge it necessary and expedient that one of the Fire Ships under your direction may be sent without delay to grapple with & set her on Fire;<sup>2</sup> It's expected that tryal be made for that purpose, and doubt not of Success if properly conducted by resolute & intrepid Men: This we think will make way for your safe Passage to the North-End of Rhode-Island.—You will therefore take such prudent Measures for the good of the Service & preservation of your Ship as shall be consistent with Honor Bravery & Reputation to your Self and Country.—

You will be careful to procure such Pilots as may be necessary, either to carry your Ship up Taunton River, into Bedford, to Boston, or New-London; if you should have Opp<sup>s</sup> to Run out on either Side Rhode-Island, you must be sensible if by any Accident or misconduct you Should get your Ship Aground, it will be fatal, as the Enemy will Collect their whole force to act upon a Ship in that Situation: And must repeat the injunction once more of getting the most expert Pilots for every part of Ground you may be Obligated to Sail Over.—

You will be careful to keep up strict Discipline on board your Ship, and at the same time preserve Harmony & good agreement among your Officers and Men.—

We wish you Success [&c.]

W<sup>m</sup> Vernon  
John Deshon

Copy

Copy, MiU-C, Abraham Whipple Papers. Another copy is in RHi, Abraham Whipple Papers. Addressed at foot of letter: "To Abraham Whipple Esq<sup>r</sup>/Commander of the/Continental Ship/*Providence*."

1. H.M. frigate *Junó*.

2. See NDAR9: 776-77 and the Votes and Resolutions of the Navy Board of the Eastern Department, 3 Oct., above.

REAR ADMIRAL SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE

Sir

Chatham Rhode Island the 13<sup>h</sup> Oct<sup>or</sup> 1777

The Flag of Truce which was sent to Providence the beginning of last Week,<sup>1</sup> being not yet returned, we apprehend that some accident has happened to the Vessel;<sup>2</sup> therefore, I am to request if she cannot be put into a condition to enable her to proceed to Newport, you will please to permit Lieutenant Nugent<sup>3</sup> and the People of the Sloop to return in any Vessel you may think proper to appoint for that purpose. I am [&c.]

P: Parker

L, R-Ar, Letters to the Governor (1777-1778), vol. 11, 46. Addressed at foot: "Nich<sup>s</sup> Cooke Esq<sup>r</sup> &c &c &c."

1. Sloop *Friendship* with several women and children who wanted to leave Newport, Rhode Island.

2. The flag of truce was detained at Providence because the Americans were in the midst of preparations for the expedition to retake Newport and Lt. Nugent had been caught making sketches and taking some soundings in Providence River.

3. Lt. Charles E. Nugent of H.M.S. *Chatham*.

GOVERNOR JONATHAN TRUMBULL TO THOMAS SHAW

Sir

Hartford Octo<sup>r</sup> 13<sup>th</sup>. 1777

I have your favour of the 10<sup>th</sup>. Instant<sup>1</sup> and Approve of your proceedings, Cap<sup>t</sup> Hardens<sup>2</sup> prisoners are at Norwich, Cap<sup>t</sup> Stilman<sup>3</sup> is here and unable to proceed to New York, I Return you your Papers and desire you to Send the Sloop<sup>4</sup> forward with the prisoners named in your List, and a number of Hardens Prisoners equal to Such as we have at New York, Cap<sup>t</sup> Judd<sup>5</sup> & Cap<sup>t</sup> Flynn<sup>6</sup> will be detained in this State at present, in the mean time wou'd have you write Commissary Loring<sup>7</sup> and propose to exchange Cap<sup>t</sup> Judd for Cap<sup>t</sup> Manly;<sup>8</sup> it is Requested by the State of New Hampshire that Cap<sup>t</sup> Flynn may be exchanged for Cap<sup>t</sup> Tho<sup>s</sup>. Pickering of that State, now a prisoner in new York, Late Commander of a privateer of 16 Guns belonging to the State of South Carolina<sup>9</sup>—in Case you Can Effect the Exchange of Cap<sup>t</sup> Palmer<sup>10</sup> without giving Cap<sup>t</sup> Flynn for him, you will propose to exchange him for Cap<sup>t</sup> Pickering, but wou'd attend in the first place to the Redemption of Subjects of this State & Cap<sup>t</sup> Palmer & his Officers, in particular you will provide some Suitable person to proceed to New York in the Room of Cap<sup>t</sup> Stilman, & furnish him with proper Credentials I am [&c.]

Jon<sup>th</sup>: Trumbull

P S the prisoners from Lebanon are ordered down the number unknown to me—you'll take their names & arrange them for exchange—from Norwich will Come to you Andrew Hunter Surgeon, John Jenkins Master W<sup>m</sup>. Phillips & Paul Glen Masters mates

L, Ct, Jonathan Trumbull Papers, vol. 7, 116a-b. Addressed at foot: "M<sup>c</sup> Tho<sup>s</sup> Shaw—." Docketed: "Letter to M<sup>c</sup> Tho: Shaw Concerning/the Prisoners octobr 13<sup>th</sup> 1777."

1. Above.
2. Capt. Seth Harding, Connecticut Navy.
3. Probably Capt. Allen Stillman.
4. Sloop *Delight*.
5. Capt. William Judd, R.N.
6. Capt. Paul Flyn.
7. Joshua Loring, British Commissary of Prisoners at New York.
8. Capt. John Manley, Continental Navy.
9. South Carolina Navy brigantine *Defence*. See *NDAR* 8: 256, 257, 330–31.
10. Capt. Robert Palmer of the Connecticut privateer sloop *Nancy*.

STATE AND CONDITION OF ARMED VESSELS ON LAKE CHAMPLAIN AND RETURN OF MEN ON  
LAKES CHAMPLAIN AND GEORGE AND HUDSON RIVER

Copy State and Condition of His Majesty's Armed Vessels and Victu[allers] employed upon the Lake Service under the Direction of His Excellency General Sir Guy Carleton Governor and Commander in Chief October 1777.

Vessel's Names	Commanders Names	Complem <sup>t</sup> established by Gen <sup>l</sup> Phillips	Mustered		Sick on board and at pres <sup>t</sup> unfit for Service	State of the Vessels	Where Stationed, Remarks &c.
			Officers	Men			
<i>Royal George</i>	Capt <sup>t</sup> Frost	.....	1	2	.....	Armed	At S <sup>t</sup> [Johns] as a Guard Ship
<i>Maria</i>	Capt. Starke	40	3	22	10	d <sup>o</sup> . d <sup>o</sup> . }	On the [north] Side of Mount Independence as a Guard to the Mount till the two Block Houses now building are Completed.
<i>Carleton</i>	Capt <sup>t</sup> Longcroft	35	2	19	9		
4 Tenders	.....	7 Men each	..	12	..	.....	Two are with the <i>Maria</i> and <i>Carleton</i> , One at Crown Point and the other laid up at S <sup>t</sup> Johns
2 Gun Boats	Lieu <sup>t</sup> Wickham	D <sup>o</sup> .	1	5	..	Armed	In the [creek] on the East Side of Mount Independence
2 Express Boats	.....	D <sup>o</sup> .	..	14	..	..	Between S <sup>t</sup> Johns and Ticonderoga
<i>Inflexible</i>	M <sup>r</sup> Mouat	16	..	25	10	}	Trans[porti]ng Provisions from S <sup>t</sup> Johns to Ticonderoga.
<i>Washington</i>	L <sup>t</sup> & Com <sup>r</sup> P. Harison	10	1	7	1		
<i>Thunderer</i>	L <sup>t</sup> & Comm <sup>r</sup> Falconer	16	1	14	5		
<i>Trumble</i>	.....	8	..	6	2		
<i>Jersey</i> & 4 Victuallers	.....	5 Men each	..	18	4	}	
<i>Liberty</i>	.....	3	..	3	.....		



<i>Loyal Convert</i>	L <sup>t</sup> & Comm <sup>r</sup> Cox	.....	1	17	4	Armed	Laying [moored] at Crown Point
<i>Lee</i> (Cutter)	L <sup>t</sup> & Comm <sup>r</sup> Stove	.....	1	13	3	D <sup>o</sup> .	Cruising the Lake
<i>Camel</i>	.....	4	.....	4	1	Unrigged	At Ticonderoga as a Magazine and Store Vessel
2 Gun Boats	L <sup>t</sup> Russell	.....	1	12	.....	Armed	Laying [moored] at Diamond Island on Lake George
	Employed in S <sup>t</sup> John's Yard &c			11			
	Sent from the <i>Garland</i> , not yet arranged			15			
	Ten Long Boats laid up at S <sup>t</sup> Johns	no men Officers		12	219	49	
				<u>12</u>			
				231			
	Sick at Ticonderoga Hospital			24			
	D <sup>o</sup> . at S <sup>t</sup> John's	D <sup>o</sup> .		11			
	Detached to Hudson's River &c <sup>a</sup> .			191			
	Sick at Montreal Hospital			<u>51</u>			
				508			

A Return of Men serving in the Naval Department on Lakes Champlagne and George and Hudson's River October 1777

From His Majesty's Ships	<div> <i>Garland</i>  <i>Viper</i>  <i>Canceaux</i> </div>	<div> 37  50  <u>42</u> </div>	129
Supernumeraries from the	<div> <i>Garland</i>, <del>3</del> <i>Blonde</i>, <i>Apollo</i> &amp; <i>Proteus</i>  <i>Viper</i>, <del>3</del> <i>Porpoise</i>  <i>Canceaux</i>, <del>3</del> <i>Isis</i> </div>	<div> 171  48  <u>41</u> </div>	260

Treasury Brigs	69	
Volunteers	36	
<i>Fell</i>	18	
<i>Charlotte</i>	<u>12</u>	<u>135</u>
		524.
[One] Man Killed & 15 taken Prisoners whose Names are not yet all known		<u>16</u>
		508
Sent up from the <i>Garland &amp; Triton</i> since this Report was made		<u>110</u>
		618
[In]clusive of the Eight Commissioned and petty officers		<u>8</u>
Total Number on Lake Service		<u>626.</u>

Ticonderoga, Oct<sup>r</sup> 13<sup>th</sup>. 1777.

(Signed)

Sam<sup>l</sup> Graves

(a Copy)

R<sup>d</sup>. Pearson

The Detachment of Seamen for Lake George and Hudsons River has never been ascertained but was fixed at 220

Copy, UklPR, Adm. 1/488, 149. Endorsed: "Copy/State and Condition of His/Majesty's Armed Ships & Vessels/upon the Lakes./Dated the 13<sup>th</sup>. Oct<sup>r</sup> 1777./In Lord Howe's Letter/N<sup>o</sup> 51."

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777  
Monday 13

Dounscomer point<sup>1</sup> N.E. 3 Miles

Fresh Breezes and fair Weath<sup>r</sup> these 24 Hours at 1 PM. Weigh'd in Comp<sup>y</sup> His Majest<sup>y</sup> Brig<sup>2</sup> *Spitfire* and *Crane* Gallies at ½ past 2 P.M. the Rebels open'd a Battery on the Heights of New Windsor fired 3 twenty four lb<sup>rs</sup>. and 18 four D<sup>o</sup>. with round shot which pass'd the Battery in pass<sup>g</sup> the Above Battery they Wounded our Main Yard and Cut away the Main TS<sup>t</sup> Halliards and Larboard F<sup>e</sup>.<sup>3</sup> sheet and several of the running Rigging and the after Leach of the Main sail at 5 P.M. Anch<sup>d</sup>. with the best Bower in 26 F<sup>m</sup>. Water Anthony's [Nose] SSE ¼ of a Mile Fort Montgomery W.N.W 1 Cables Length

D, UKLPR, Adm. 51/4159.

1. Danskammer Point.
2. H.M. brig *Diligent*.
3. Fore.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777  
Monday 13

off Dons Common<sup>1</sup>

6 AM weighd in C<sup>o</sup> as Above<sup>2</sup> at 8 Came too Small Bower off Fish Kill Flatts, Fired at by several Companys of Armed Rebels had 2 Men Slightly wounded. Fired Several three pounders Shotted at them as we passd

At Single Anchor off Fish Kill Flatts

Moderate & Fair at 1 PM Weighd in C<sup>o</sup> as before Stood Down the River Rec<sup>d</sup> several Cannon Shott from a 18 pounder which the Rebels had got on a height at Newburg, Fired several three P<sup>rs</sup>. Shotted at D<sup>o</sup>. at 2 Passd thro' the Chevaux de Freize at 4 Came too Small Bower in 16 F<sup>m</sup>. off Fort Montgomery Gallys in C<sup>o</sup>

D, UKLPR, Adm. 51/4163.

1. Danskammer Point.
2. H.M. galleys *Crane*, *Dependence* and *Spitfire*.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPLEBY

October 1777  
Monday 13

Peeks Kiln ENE Fort Independance NBE ½ E & Butter Hill NW

AM rec<sup>d</sup> Bread sent a party of Marines to Fort Independance and one Box of Money on board the *Gimcrack* Tender N<sup>o</sup> 38<sup>1</sup> Boats emp<sup>d</sup> as before

Peeks Kiln ENE Fort Independance NBE ½ E & Butter Hill NW

Mod<sup>t</sup> and fair Wea<sup>r</sup> PM several Transports saild up the River with the Galleys<sup>2</sup>

D, UKLPR, Adm. 51/720.

1. Numbered boxes of money were used to pay local pilots.
2. H.M. galleys *Crane*, *Dependence* and *Spitfire*.

## COLONEL TIMOTHY PICKERING, JR. TO REBECCA PICKERING

[Extract]

Camp at Towamensing 26 miles above Philadelphia  
Oct<sup>r</sup> 13. 1777. Monday Evening 10 o'clock.

My dear Becky,

... And with regard to Howe, I am under no concern, provided we can keep the pass of the river, and prevent the ships coming up to the city,<sup>1</sup> of doing which I think we have a reasonable prospect. As my friends may have but a faint idea of the pass & the obstructions of the river, I will give a rude sketch of them.<sup>2</sup>

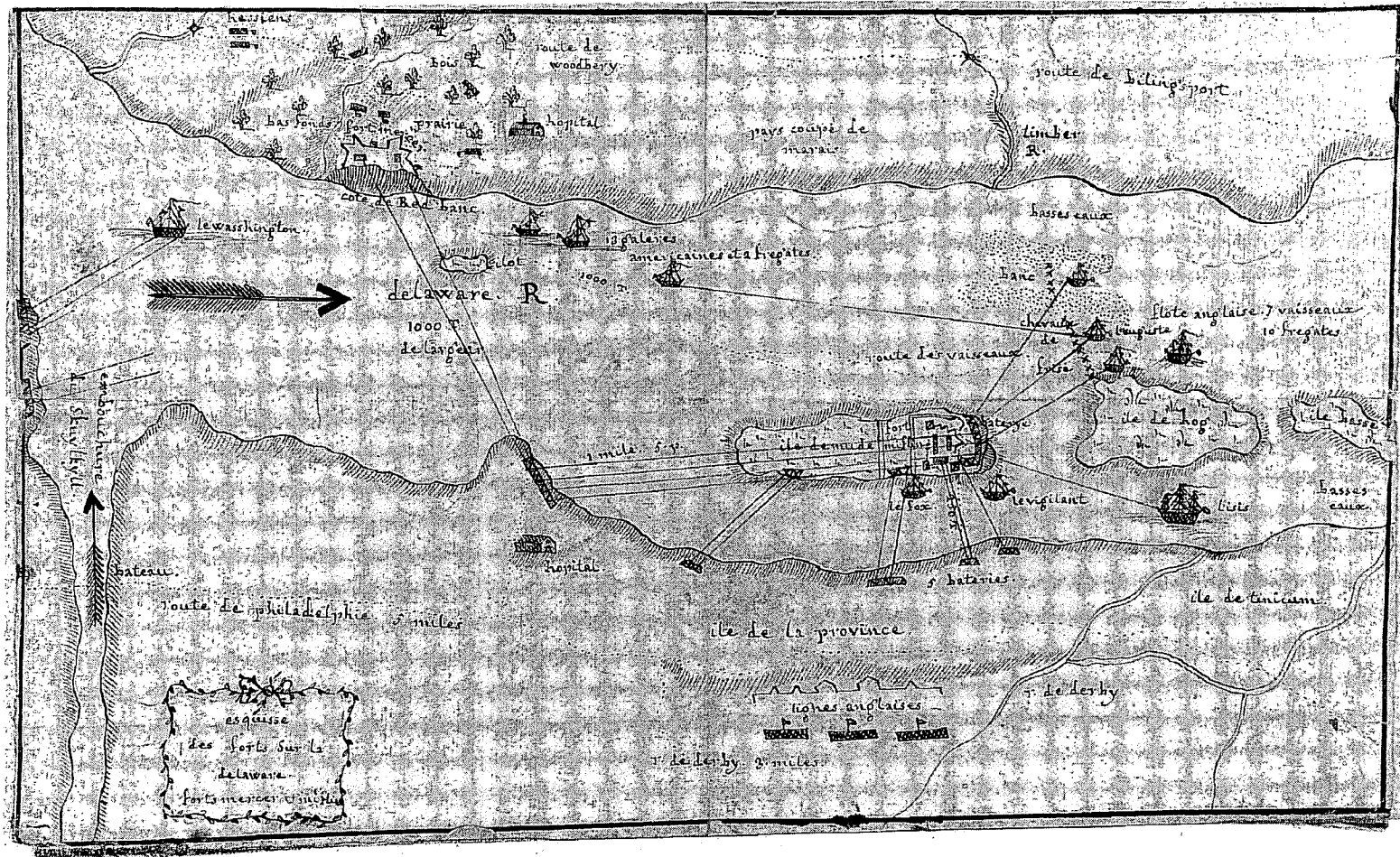
There are five ranges of Chevaux de Frizes, which the enemy must pass to get with their ships to the city. They have moved one single chevaux de frize a little way, (but not sufficiently to let them thro') at Billingsport; and Commodore Hazelwood has an old ship<sup>3</sup> ballasted ready to sink in its place if they quite remove that Chevaux de frize. This commodore commands our armed vessels in the river, & I fancy is a capable brave man.—Fort Mifflin is on a low island (called mud-island) where we have a garrison of 200 men Continental troops. The enemy a few days since threw up in the night the redoubt N<sup>o</sup>. 2.<sup>4</sup> within a small distance of the fort; but next morning the commodore sent in some of his galleys to the shallow water, which silenced the battery & made 56 of the enemy who were at it prisoners, one of them a lieut. & one an Ensign; and would have taken twice the number, but a party of the enemy advancing from the house<sup>5</sup> (N<sup>o</sup>. 3) back of them, & the fort beginning a fire at the enemy, half of the battery men ran off to their Friends who were advancing. Province Island is diked all round, and by cutting the dike I am informed it may be overflowed at every tide. Why the dike had not been cut I can't devise. I presume it is done now.—Red bank is a good eminence on the Jersey Shore, at which we have about 400 men lately sent down. A good piece of work had (Gen<sup>l</sup>. Knox tells me) been raised there before to defend it against any attack by land; and the garrison are going on to complete the fortification<sup>6</sup> While we possess Red Bank & Fort Mifflin, our gondolas, galleys & other armed vessels can lay between them, & effectually prevent (I am assured by judicious men, & well acquainted with their situation) the enemy's getting up a single chevaux de frize there, and without getting them up they cannot pass. And the Commodore says (in his letter rec<sup>d</sup>. yesterday)<sup>7</sup> that only keep him supplied with amunition, provisions & men, & he fears not what the enemy can do in the river. And these supplies I trust it will not be impracticable to furnish him with. He speaks of men because many have deserted him. Two captains & their whole crews left him, & I suppose have joined the enemy. But out of the Rhode Island regiments which are now arrived (two of them I think are gone to red bank for garrisoning the fort there)<sup>8</sup> I should suppose a supply of Sea men might be given him. & in case of absolute need the General would surely give orders for it. . . . y<sup>rs</sup>. most affectionately

Tim Pickering jun<sup>r</sup>

L, MHi, Timothy Pickering Papers, Vol. 1, 66–67A. Two and a half paragraphs of this letter are not printed here. They describe conditions in Washington's army, the maneuver's of Howe's and Clinton's forces, and the response of Pennsylvanians to the presence of the Continental Army. Addressed flush left below the signature line: "M<sup>rs</sup>. Rebecca Pickering."

1. Philadelphia.

2. A sketch of the Delaware River defenses between Billingsport and the mouth of the Schuylkill River appears in the text here. "N<sup>o</sup>. 2" and "N<sup>o</sup>. 3" later in the letter refer to that sketch.



3. Probably the Pennsylvania Navy fire ship *Strumbello*. See William Bradford to Thomas Wharton, Jr., 7 Oct. 1777, above.
4. The middle battery, Carpenters Island.
5. Adam Guyer's house. This building was used as a barracks for the workers who were building the artillery batteries on Carpenters and Province Islands.
6. Fort Mercer.
7. See close of final paragraph of Commodore John Hazelwood to George Washington, 10 Oct. 1777, above.
8. The 1st and 2d Rhode Island Regiments.

WILLIAM BRADFORD TO THOMAS WHARTON, JR.

Sr,

Fort Mifflin October 13<sup>th</sup> 1777

My last<sup>1</sup> informed you of our Success in taking 56 of of the Enemy Prisoners, and that by Col. Smiths Firing on a Body which we apprehended were coming down to surrender we lost many Prisoners, but we are since informed it was a large Party coming down to rescue those that had surrendered, who were just arrived—That Afternoon the Gallys and Floating Battery kept up a considerable Fire on the Redoubt<sup>2</sup> but to little Effect—Yesterday Morning a Party of about 150 Men were landed from this Fort on Province Island<sup>3</sup> with an Intent to take the Redoubt under the Fire of three Gallies and the Floating Battery; but the Number of the Enemy were much more than was expected all under Cover, and a Party full as many as we had on Shore coming down from Adam Guyers, we were obliged to retire with the Loss of two Men killed and five wounded—

The Enemy's Ships having taken up one of the Chevaux de Frize, the Commodore<sup>4</sup> went down last Night with two Chain of Fire Rafts to drive them from that Place, and a very heavy Cannonade ensued with the *Roebuck*, the Ship<sup>5</sup> that was cut down and carries 24 Pounders and two other Ships,<sup>6</sup> but the Commodore obliged them to quit their Station and fall down the River, and our Gally's being afraid to pass the Chevaux de Frize in the Night were obliged to return—This Morning with the Tide of Flood the Enemy's Ships returned to their Station, and we are informed they have taken up another Chevaux de Frize, tho' I can give but little Credit to it—These different Attacks has reduced our Ammunition very much, and unless we soon get some I fear the Consequences—M<sup>r</sup>. Manuel Eyres went off some time ago for some, have not yet heard of him—Yesterday M<sup>r</sup>. James Wharton & Jonathan Penrose was hear, they went off and have promised they will go to where the Ammunition is and send it down—If your Excellency will send off an Express and know if it is forwarded it will be of real Service—The Enemy are throwing up Works in many Places in the Meadows—I am &c.

W<sup>m</sup>. Bradford

L. PHI, William Bradford Papers. Addressed: "To/His Excellency Tho<sup>s</sup> Wharton Esq<sup>r</sup>/President of the State of/Pensylvania/Lancaster." Docketed: "From Col<sup>l</sup> William Bradford/October 13. 1777/Rece<sup>d</sup> [blank] Octob<sup>r</sup>." Notation at top of letter: "Col. Bradford to Pres Wharten 1777."

1. 11 Oct. 1777, above.
2. The middle battery, Carpenters Island.
3. Bradford means Carpenters Island.
4. John Hazelwood.
5. H.M. armed ship *Vigilant*.
6. H.M.S. *Liverpool* and H.M.S. *Pearl*.

JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEW

October 1777

Mondy 13<sup>th</sup>

In the River Delaware

at 7 AM Dropt up the River, at 8 D<sup>o</sup> Sent our boats with 2 Hawsers & Swept the Cheveaux de frize d<sup>o</sup> veer'd to 2 Cables on the B<sup>t</sup> B<sup>r</sup> Dropt the Small B<sup>r</sup> & veer'd to ½ a Cable at 9 D<sup>o</sup> 2 Boats with 20 Men came from every Ship to assist in weighing them at 11 D<sup>o</sup> bro<sup>t</sup> the Hawser to the Capston ½ past carr<sup>d</sup>: 1 of y<sup>e</sup> hawsers away, unbent the Stream Cable & Swept the Cheveaux, de frize with it lost our Stream Anchor amongst the Cheveaux De frize.

In the River Delaware

Mod<sup>t</sup> w<sup>r</sup> at 1 PM got the Stream Cable fast to the Chevaux de frize bent the Messenger to it, & hove on all, but did not move them, at 5 Slipt the Stream Cable & hove Short on y<sup>e</sup> Bower,

D, UKLPR, Adm. 51/548.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

October

Monday 13

D<sup>o</sup>. [at Anchor Billingsp<sup>t</sup> E ½ a Mile]

AM ½ p<sup>t</sup> the Guard Boats Burnt a false fire, and soon after a fire raft appeard—which was attended by Galleys Gun Boats &c<sup>a</sup>—Weigh'd and dropt down ½ a mile and anch<sup>d</sup>. again, the Enemy having got Guns in Billingsp<sup>t</sup> which with the Galleys &c<sup>a</sup> kept firing on us, about 3 another fire Raft appear'd sent the Guard boats to tow it on shore, and weighd and dropt down at ½ p<sup>t</sup> 2 Anchor'd again ½ p<sup>t</sup> 6 made the Sig<sup>l</sup> & weigh'd & saild up to Billingsport and Anchord Moderate and Cloudy—

D<sup>o</sup>.

Moderate & Rain Sent PM People to Assist the *Liverpool* in Shifting the Cheveaux du Freezes, sent a Boat and Anchor to assist the *Vigilant* which had got on the Cheveaux du Freese

D, UKLPR, Adm. 52/1964.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October

Mondy 13

D<sup>o</sup> [At Anchor Off Billingsport]

at ½ past 1 AM guard Boats gave the Alarm that the enemys fire rafts were coming down, and in 5 minutes after we saw them all in ablaze dropping down with the Tyde, directly athwart the Ships, and covered by their Galleys & Gun Boats, who kept a constant fire of Grape Shott on the Rafts to prevent our boats Towing them clear of the Ships, Our Ships also kept a fire on their Galleys, and Gun Boats, which prevented their advancing nearer, and then our Boats Towed the fire Rafts clear of the Ships, and grounded them on little Tinicum Island, weighed and dropped down with

the Tyde, at 5 the Galleys ceased fireing, at 6 AM dropped up again to our former Station with the flood and Anch<sup>d</sup>. again in 5 fms.—

D<sup>o</sup>

Mod<sup>t</sup> and cloudy with some rain, [PM] Sent 20 Men to Assist the *Liverpool* to weigh the Cheveaux de frize, to gain a passage for the Ships of War, at 6 PM weighed to drop Lower down, but the flood making Anch<sup>d</sup>. again, a fresh Breeze Springing up that Instant and not having room to veer [our] Anchor came home and we drove over the Cheveaux de frize, carried out a Small Anchor and Hawser and another Hawser to the *Liverpool* and hove on both, the Hawser on the Small Anchor broke at 7 carried out another Anchor, that Hawser broke also, but could not heave her [off], at 10 the flood being done carried out our Stream Anchor and Cable, and hove her clear of the Cheveaux de frize, weighed the Bower and dropped lower down,

D, UklPR, Adm. 51/1037.

#### JOURNAL OF THE CONTINENTAL CONGRESS

[York] Monday, October 13, 1777

Whereas, a number of the members appointed to hear and determine appeals are absent;

*Resolved*, That a new committee, to consist of five members, be appointed, and that they or any three of them be empowered to hear and finally determine upon appeals brought to Congress:

The members chosen, Mr. J Adams, Mr. Jones, Mr. Law, Mr. Marchant and Mr. Laurens,

JCC 9: 800.

#### JOURNAL OF H.M.S. CAMILLA, CAPTAIN CHARLES PHIPPS

Octo<sup>r</sup> 1777  
Monday 13

Chester Town WBS 2 Miles

at 2 AM the Rebel Gallies Came Down the River, with 2 Fire Rafts. the Gallies fired Several Shots at our Ships. but they was Oblidged soon to Run up the River, at 1 PM Received on Board from the *Pearl* 2 Twelve Pounders and Put them on the Forecastle. at 9 AM Anchord off Chester His Majestys Ships *Summerset Reasonable & Icis*. Chester W  $\frac{1}{2}$  S 3 or 4 Miles. Row<sup>d</sup>. Guard.

Chester W  $\frac{1}{2}$  S 3 or 4 Miles—

The first Part Fresh Breezes & Squally with Rain. Middle & Latter Part Light Breezes & Calm Weather.

D, UklPR, Adm. 51/157. A portion of this log entry was recorded out of chronological order.



## VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN ROBERT FANSHAWE, R.N.

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.

Whereas it is intended that His Majesty's ship under your command with those named in the margin <sup>1</sup> should be employed under your orders on the coasts of the Carolinas, southward to the port of Augustine; more especially to intercept all supplies of military stores attempted to be conveyed into the harbour of Charlestown, the channel of Ocracoke or any of the creeks and inlets adjacent thereto; and otherwise to prevent all trade and communication with the rebellious inhabitants of those Colonies, as well as to take or destroy any armed vessels they have provided, by every means in your power. You are therefore in the ship you command, together with such of those before named as are ready to proceed with you, to repair to the coast of the southern provinces as soon as the weather will permit, for the several purposes aforesaid. Being further to regulate your disposition of them to cruise jointly or separately on such parts of the said coasts, and to range the same eventually, as from circumstances or the intelligence you are able to procure, you have reason to think most advisable for the general object of your present appointment.

By Captain Ferguson, who preceded you in the command on the same station, I am advised that the south west and southerly winds are said to prevail from the northward of Cape Hatteras, along the coast of the Carolinas, to Cape Florida, more than eight months in the year; also, that off Capes Hatteras and Lookout, and the shoals of Cape Fear, the Gulf Stream borders so close as to render the navigation confined and difficult, whereby it has not unfrequently happened that the passage from Cape Hatteras to Charlestown could not be made under many weeks. You will therefore direct the conduct of the ships proceeding for, or stationed on such parts of the coast, as to be guided against those reputed inconveniences.

It will be expedient by one or other of the Frigates under your orders to communicate at seasonable times with the port of Augustine—that by personal intercourse, or other signification of Governor Tonym's sentiments you may be prepared to render such assistance as will be in your opinion most proper to defeat any attempts by the Rebels for invading the province of East Florida. The *Hinchinbrooke* armed brig being stationed, and more particularly intended to protect the coasting trade of that Province, you will give the conditional instructions to Lieutenant Ellis that you see requisite with the same intent. A copy of his Instructions is added herewith for your further information therein.

And whereas it is intended that an assortment of victualling stores of each species should be deposited at the port of Augustine for the ships on the southern stations, and a victualling transport is ordered for that purpose, you will be [careful] to provide in the arrangement of the services incident to your present appointment, for the timely supply of the stationed ships therein accordingly. And when the quantity of the said victualling stores shall be so much reduced, or it otherwise happens that the same can be conveniently lodged on shore under due inspection, with any saving to the Crown upon the hire of the transport (chartered at the rate of nine shillings the month per ton until her arrival at Deptford) you are at liberty to land the provisions and dis-

charge the transport for her immediate return to Europe. Receipts are to be given to the Master of the transport for the provisions issued to the different ships; and equally to the person charged with the care of the remains that may be landed.

In case, by the capture of any trading ships or ships armed for war, you should 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 in the said armed vessels, 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 the fleet, if you think fit.

You are to continue upon this service with the several ships before-mentioned, and such others as you may find, or which shall be hereafter sent to be employed under your direction, upon the coasts aforesaid, whilst their condition and the state of their men and stores will admit; or until further order—and when their return into port for either of those exigencies is likely to become necessary, it is to take effect in such succession, that two ships may remain at the same time at sea, if practicable, consistent with the nature of the relief they respectively require. But if the cause for leaving their stations shall in such time happen, that the particular ships cannot arrive in the port of New York, before the end of the first week in December (and afterwards until the beginning of the month of March, the further attempt is to be postponed) the Captain is to repair for the purpose to Rhode Island; where suitable provision will have been made for affording the necessary assistance in the meantime, 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 annexed, 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 on board His Majesty's Ship the *Eagle* off  
Chester the 13th day of October 1777.

Howe.

By command of the Vice Admiral.

Josh. Davies.

To Captain Robt. Fanshawe, Commander  
of His Majesty's Ship the *Carlyfort*.

*The Keith Papers: Selected from the Letters and Papers of Admiral Viscount Keith*, edited by W. G. Perrin and Christopher Lloyd, 3 vols. (London: Navy Records Society, 1927–55), 1: 68–72. This letter was enclosed in Capt. Fanshawe to Capt. George Keith Elphinstone, 24 Oct. 1777, below.

1. *Perseus* and *Lizard*.

#### COMTE D'ARBAUD TO THE COMMANDANTS IN GUADELOUPE

Sir,

[13 October 1777]<sup>1</sup>

I Repeat to you the orders which I gave you in my letter of the 6th of June last, relative to the American privateers, and must strongly recommend to you their exact execution:

If any American privateer comes into any Port, Road, or Bay in your district, with one or more prizes taken from their enemies, you are not to suffer them to stay longer than will be necessary to supply their wants, and you are not to suffer any goods whatsoever to be taken out of them. This Sir, is the order of the King, which I transmit to you, that you may conform thereto.

Signed

Le Comte d'Arbaud.

*New-York Gazette*, 29 Dec. 1777. The newspaper printed a translation of this letter under the following date-line: "St. George's, November 8."

1. For a reference to the date of this letter, see Gilbert du Lion to Comte d'Arbaud, 26 Oct. 1777, below.

#### WILLIAM BINGHAM TO CONTINENTAL FOREIGN AFFAIRS COMMITTEE

[Extract]

Gent<sup>n</sup>

S<sup>t</sup> Pierre M/que October 13 1777

I sincerely congratulate you as well as the hon<sup>ble</sup> Congress on the favorable & important News which the General<sup>1</sup> received a few Days ago, by a Packet Boat which sailed from Rochelle the 4th Sept<sup>r</sup>;—The Substance of which is—that a Courier had been dispatched from Versailles with Instructions for the Ambassador at the Court of London, to claim all French Vessels that have been captured (without the Limits) by the English & which have been regularly cleared out for any French Port—which Regulation, if not complied with, is to be the Signal for retiring from the Coast.—The General has received orders to put every thing in Readiness for War, & to lay an Embargo on all the Ships destined for Europe, to prevent their falling into the Hands of the Enemy;

The Minister announces 5000 additional Troops for this Island & Guadeloupe—The Transports are already engaged for them, at Havre, Nantz, & Bourdeaux,—At Brest, Rocheford, & Toulon, they work Night & Day, & the greatest Preparations are making for the immediate Commencement of Hostilities;—The French Seem wisely intent upon putting their Navy on a respectable Footing, having learnt from the disastrous Events of last War, how much depends upon a proper Arrangement in that Department—

Altho the General hourly expects the Declaration of War, I cannot imagine the Minister will think it prudent to declare it, untill he has dispatched the Troops destined for this Place—The West Indies will be a busy Scene of Action—The General's Plan is immediately to attack the English Islands, & as his Success depends on con-

ducting his Operations with Such Rapidity, as to hinder any Relief from being thrown in, I am almost confident that nothing will be done before the Arrival of the expected Reinforcement of Troops—

The Restitution of the Ship *Seine*<sup>2</sup> & her Cargo, is loudly demanded by the Court of Versailles;—The Circumstances that attend the Capture of this Vessel, are happily disposed to occasion a Subject of reciprocal Complaint & Altercation;—England cannot restore her without Showing in an excessive Degree her Weakness; & France cannot relinquish her Claim, & preserve her Dignity;—as, whatever might have been the real Destination of this Vessel, the General of this Island dispatched her, as by order & on Acc<sup>t</sup> of his Majesty, as a Store Ship to Serve the Garrisons at Miquelon & St Domingo—The Difficulties that will present, in reconciling their various & contending Claims on each Side, & the vague & wild Pretensions formed on the Part of France, to Serve as Pretexts for a War, will render the Negotiation of this Dispute very unsatisfactory, & will force them to refer it to the last appeal the ultima Ratio Requreum—. . .

I herewith have the honor of inclosing you Copy of a Letter which M<sup>r</sup> Carmichael intimates a Desire of having communicated to you;—I have by no means neglected what he so strongly recommends, in regard to the Advantages which my Situation affords me of precipitating a War betwixt France & England;—I have always been fully convinced of the Policy of irritating the two Nations, of affording them Matter for present Resentments, & of renewing in their Minds the Objects of their antient Animosity;—The Attempt has not been altogether unavailing;—for the General informs me, that in a Memorial which was lately presented to the Court of Versailles by Lord Stormont, the Scenes that have been transacted in these Seas, form the most lively Subjects of Complaint—

Should France declare War against G Britain We shall have a free & full Indulgence in her Ports; A Number of new Arrangements will be necessary, in order that our Affairs may be conducted with some Degree of Propriety & Regularity—As many Prizes will naturally be brought in here, I wish to be acquainted with the Manner by which they are to be adjudged the lawfull Property of the Captors, & what Formalities are to be observed, & what Process carried on, in their Condemnation;

By referring to a Letter which I had the honor of writing to you under Date of Sept<sup>r</sup> 24 1776 you will please to observe, that I had given Encouragement to an established House here to make an Importation of Muskets;—It was accordingly affected, & the Muskets have been laying here for a considerable time past—The Want of Sufficient Funds prevented me from treating for them;—At present, I would wish to decline the Purchase; but I am afraid, I Shall be under the Necessity of taking them—they are offered at a moderate Advance on the first Cost—I should be happy to have your opinion upon the Subject—& I have the honor to be [&c.]

W<sup>m</sup> Bingham

L, DNA, RG 59, Records of the Department of State, Territorial Papers, vol. 1, 13 Oct. 1777–Dec. 1811. Docketed: "Letter from M<sup>r</sup> Bingham/Martinique Oct<sup>r</sup> 13<sup>th</sup>. 1777./see the Files." Because each page was torn slightly, this document was collated with a copy marked "Triplicate" in DNA, PCC, item 90, pp. 5–12 (M247, roll 118). Three paragraphs of this letter are not printed. In that section Bingham wrote that English public opinion supported war with France, while other European countries welcomed American independence as a means of weakening Great Britain.

1. Marquis de Bouillé.

2. For the capture of the ship *La Seine*, which was condemned at Dominica and taken into the Royal Navy as H.M. sloop *Snake*, see NDAR 8 and 9.

October 14

## CAPTAIN HECTOR MCNEILL TO MARINE LIEUTENANT ROBERT MCNEILL

Dear Robert

Boston 14<sup>th</sup> Oct<sup>r</sup> 1777

This brings you a bill of twenty pounds Sterling on M<sup>r</sup> Brook Watson of London  
I have wrote to the Honb<sup>le</sup> John Butler of Halifax, to take up this Bill & pray him  
to give you the Cash on your endorseing it.

I send this to help you and your fellow prisoners (your Ship mates in the *Boston*)  
and I hope if any of them Stand in Need you will not See them Suffer, John Garrat,  
Tho<sup>s</sup> Lovering, among the common men and Gideon Woodwell <sup>1</sup> if he behaves well—

you may Acquaint M<sup>r</sup> Grooss <sup>2</sup> and M<sup>r</sup> Harris <sup>3</sup> That I have remitted Cash to both  
their familys

I would have sent you more credit but that I have hopes of you being soon  
releived Farewell

LB, MHi, Hector McNeill Letter Book. Addressed: "To Robert McNeill/prisoner at Halifax." The addressee was a first lieutenant, Continental Marines.

1. The three men were seamen on *Boston*.
2. Lt. Simon Gross, Continental Navy.
3. 2d Lt. John Harris, Continental Marines.

## CAPTAIN RICHARD DESHON TO NATHANIEL SHAW, JR.

Sir

Stonington October 14 1777

this to Acquaint You that after a Tedious Cruse of 7 Days through Weat and Dry  
have Consarted with Cap<sup>t</sup> Stanton <sup>1</sup> Comes a from bedford of Equal force have  
Spied a Sail of[f] Montaque [*Montauk Point*] About the Distance of one League and  
finding her to be a Rack [*wreck*] of About Forty Tons burthen <sup>2</sup> and have brought her  
In With Great Dificulty Into Safe Port and have Left her With the Care of our Good  
frind Col<sup>o</sup> Oliver Smith as Dont Doubt he Will Take the Greatest Care and would have  
you Do What You Think Proper About Libiling of her <sup>3</sup> from Yours

Richard Deshon <sup>4</sup>

We Shall Proceed on a Cruse Tomorow Morning wishing May have Sucksess Re-  
member the Crew to Wifes and Sweethart

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, No. 291. Docketed: "Richard Deshons/Letter/Octo 14 1777."

1. Capt. Thomas Scranton, commanding the armed boat *Retaliation*. *Connecticut Gazette*, 14 Nov. 1777.
2. Unnamed dismasted sloop.
3. The sloop was libelled on 11 Nov. in New London County Maritime Court. *Connecticut Gazette*, 14 Nov. 1777.
4. Deshon commanded the Connecticut privateer armed boat *General Mifflin*, from Stonington. *Ibid*.

PAY ROLL OF CONNECTICUT NAVY SHIP *OLIVER CROMWELL*Pay Roll of Officers & Men belonging to the Ship *Oliver Cromwell*

N <sup>o</sup> :	Names	Qualities	Time of		Wages P <sup>r</sup> Month	Whole Wages
			Entry	Discharge		
1	Timothy Parker	Lieutenant	April 14	October 14	£9: 0: 0	£54: 0: 0
2	John Chapman	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	9: 0: 0	54: 0: 0
3	John Smith	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	9: 0: 0	54: 0: 0
4	Caleb Frisbie	Master	April 24	D <sup>o</sup> :	9: 0: 0	51: 6: 0
5	Thomas Rice	Mate	May 3	D <sup>o</sup> :	4:10: 0	24: 3: 0
6	Stephen Lee	D <sup>o</sup> :	May 31	D <sup>o</sup> :	4:10: 0	20: 5: 0
7	Thomas Whelden	D <sup>o</sup> :	June 1	Sept: 22	4:10: 0	16:16: 0
8	David Pool	Boatswain	May 8	Oct <sup>r</sup> : 14	4:10: 0	23: 8: 0
9	David Mackentosh	Gunner	April 14	D <sup>o</sup> :	4:10: 0	27: 0: 0
10	William Marbell	Carpenter	D <sup>o</sup> :	D <sup>o</sup> :	4:10: 0	27: 0: 0
11	Jonathan Woodworth	Midshipman	D <sup>o</sup> :	D <sup>o</sup> :	3:12: 0	21:12: 0
12	Shirman Lewis	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	3:12: 0	21:12: 0
13	Curtis Reed	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	3:12: 0	21:12: 0
14	Ralph Hoadley	D <sup>o</sup> :	April 27	D <sup>o</sup> :	3:12: 0	20: 3: 2½
15	Andrew Morris	D <sup>o</sup> :	May 28	D <sup>o</sup> :	3:12: 0	16: 6: 5
16	Robert Alsop James	D <sup>o</sup> :	June 9	D <sup>o</sup> :	3:12: 0	15: 0: 0
17	Judah P. Spooner	Clerk	April 14	D <sup>o</sup> :	4:10: 0	27: 0: 0
18	Benjamin Ellis	Surgeon	D <sup>o</sup> :	D <sup>o</sup> :	7:10: 0	45: 0: 0
19	Timothy Rogers	Surgeon's Mate	April 28	D <sup>o</sup> :	4:10: 0	25: 0: 0
20	John Craige	Boatswain's Mate	May 8	D <sup>o</sup> :	2:17: 0	14:16: 4½
21	William Higgins	D <sup>o</sup> :	May 3	D <sup>o</sup> :	2:17: 0	15: 6:10½
22	James Elderkin	Gunner's Mate	April 14	D <sup>o</sup> :	2:17: 0	17: 2: 0
23	Phinehas Chapman	Carpenter's D <sup>o</sup> :	May 17	Oct <sup>r</sup> : 8	2:17: 0	13: 6: 3¾
24	Jonathan Setchell	Quartermaster	April 14	Oct <sup>r</sup> : 14	2:14: 0	16: 4: 0
25	Prosper Brown	D <sup>o</sup> :	May 16	Sep <sup>t</sup> : 22	2:14: 0	11: 6: 9

26	Samuel Adams	D <sup>o</sup> :	May 26	Oct <sup>r</sup> : 14	2:14: 0	12: 8: 3
27	Benjamin Smith	D <sup>o</sup> :	D <sup>o</sup> :	Sep <sup>t</sup> : 22	2:14: 0	10:10: 5
28	John Boyle	D <sup>o</sup> :	May 27	Oct <sup>r</sup> : 14	2:14: 0	12: 6: 5½
29	William Baldwin	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2:14: 0	12: 6: 5½
30	Peleg Hillman	D <sup>o</sup> :	June 1	D <sup>o</sup> :	2:14: 0	12: 3: 0
31	David Norton	D <sup>o</sup> :	D <sup>o</sup> :	Sep <sup>t</sup> : 22	2:14: 0	19:19: 6
32	Henry Parry	Cooper	May 26	Oct <sup>r</sup> : 14	2:14: 0	12: 8: 3
33	Epaphras Smith	Steward	April 14	Sep <sup>t</sup> : 22	3: 0: 0	15:15: 0
34	Henry Taylor	Cook	May 10	Oct <sup>r</sup> : 14	2:14: 0	13:17: 7
35	Henry Kennedy	Coxswain	April 14	D <sup>o</sup> :	2:14: 0	16: 4: 0
36	Frederick Curtis	Master at Arms	D <sup>o</sup> :	Sep <sup>t</sup> : 22	3: 0: 0	15:15: 0
37	Barzaleel Beebe	Armourer	D <sup>o</sup> :	Oct <sup>r</sup> : 14	2:14: 0	16: 4: 0
38	William Kimbalin	Sailmaker	June 1	D <sup>o</sup> :	3: 0: 0	13:10: 0
39	John Negus	Armo <sup>rs</sup> : Mate	May 2	Sep <sup>t</sup> : 22	2: 8: 0	11: 4: 0
40	Ephraim Herrick	Steward's Mate	April 14	Oct <sup>r</sup> : 14	2: 0: 0	12: 0: 0
41	Joab Alden	Gunner's Yeoman	April 24	Sep <sup>t</sup> : 22	2:17: 0	14: 1: 5
42	Henry Hunt	Yeoman	May 27	Sep <sup>t</sup> : 22	2: 8: 0	9: 4: 1¼
43	Josiah Walker	D <sup>o</sup> :	April 18	D <sup>o</sup> :	2: 8: 0	12: 6: 5
44	Nathan Daggett	Pilot	May 19	Oct <sup>r</sup> : 14	6: 0: 0	29: 0: 0
45	John Chatfield	D <sup>o</sup> :	April 14	Sep <sup>t</sup> : 26	6: 0: 0	32: 9: 0
46	George Hillman	D <sup>o</sup> :	June 1	Sep <sup>t</sup> : 22	6: 0: 0	22: 8: 0
47	John Rees	Seaman	April 14	Died Sep <sup>t</sup> : 1	2: 8: 0	969: 5: 9½
48	Edward Culver	D <sup>o</sup> :	D <sup>o</sup> :	Oct <sup>r</sup> : 14	2: 8: 0	£10:16: 0
49	Benjamin Hussey	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	14: 8: 0
50	George Worthylake	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	14: 8: 0
51	James N. Griffin	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	14: 8: 0
52	Samuel Silliman	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	14: 8: 0
53	Abel Woodworth	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	14: 8: 0
54	Timothy Teal	D <sup>o</sup> :	D <sup>o</sup> :	Sep <sup>t</sup> : 22	2: 8: 0	12:12:10
55	Zephaniah Hatch	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	12:12:10

PAY ROLL OF CONNECTICUT NAVY SHIP *OLIVER CROMWELL*—Continued

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AMERICAN THEATER

N <sup>o</sup> :	Names	Qualities	Time of		Wages P <sup>r</sup> Month	Whole Wages
			Entry	Discharge		
56	Abel Lewis	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	12:12:10
57	Samuel Curtis	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	12:12:10
58	Arnold Kenyon	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	12:12:10
59	Philip Driscoll	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	12:12:10
60	James Hilliard	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	12:12:10
61	William Holmes	D <sup>o</sup> :	April 20	D <sup>o</sup> :	2: 8: 0	12: 3: 2½
62	Archelaus Barker	D <sup>o</sup> :	April 28	Oct <sup>r</sup> : 14	2: 8: 0	13: 5: 7¼
63	Stephen Smith	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	13: 5: 7¼
64	Isaac Sharpe	D <sup>o</sup> :	May 2	D <sup>o</sup> :	2: 8: 0	12:19: 3
65	Theophilus Whaley	D <sup>o</sup> :	May 3	D <sup>o</sup> :	2: 8: 0	12:17: 8
66	Azariah Hilliard	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	12:17: 8
67	Isaac Frisbie	D <sup>o</sup> :	May 5	Sep <sup>t</sup> : 22	2: 8: 0	10:19: 3¼
68	Teleman Cuyler	D <sup>o</sup> :	May 7	Oct <sup>r</sup> : 14	2: 8: 0	12:12: 0
69	Turtle Hunter	D <sup>o</sup> :	May 8	D <sup>o</sup> :	2: 8: 0	12: 9: 7½
70	Justus Harrison	D <sup>o</sup> :	D <sup>o</sup> :	Sep <sup>t</sup> : 22	2: 8: 0	10:13: 3½
71	Butler Harrison	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	10:13: 3½
72	John Jacobs	D <sup>o</sup> :	May 10	Oct <sup>r</sup> : 14	2: 8: 0	12: 6: 5
73	Henry Bowman	D <sup>o</sup> :	May 18	Sep <sup>t</sup> : 22	2: 8: 0	10: 6: 5
74	James Brown	D <sup>o</sup> :	May 26	Oct <sup>r</sup> : 14	2: 8: 0	11: 0:10½
75	John Manuel	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	11: 0:10½
76	Charles Kenney	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	11: 0:10½
77	Felix Quin	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	11: 0:10½
78	Peter Grant	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	11: 0:10½
79	James Everett	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	11: 0:10½
80	William Odell	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	11: 0:10½
81	William Ingraham	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	11: 0:10½



82	William Hall	D <sup>o</sup> :	D <sup>o</sup> :	Sep <sup>r</sup> : 22	2: 8: 0	9: 7: 2½
83	James Morris	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
84	Timothy Murphy	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
85	Robert Gordon	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
86	James McVey	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
87	James Ford	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
88	James Anderson	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
89	James Wall	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
90	William Harris	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
91	Joab Scranton	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
92	John Willard	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
						934:10: 1¼
93	Thomas Groundwater	Seaman	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
94	Benjamin Rockwell	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	9: 7: 2½
95	Rosamus Laurence Extra	D <sup>o</sup> :	May 31	Oct <sup>r</sup> : 14	2: 8: 0	9: 7: 2½
96	Anthony Swasey	D <sup>o</sup> :	June 6	Sep <sup>r</sup> : 22	2: 8: 0	8: 9: 8
97	William Teceder	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	8: 9: 8
98	Michael Moore	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	8: 9: 8
99	Richard Lillie	D <sup>o</sup> :	D <sup>o</sup> :	Oct <sup>r</sup> : 14	2: 8: 0	10: 4:10
100	Patrick Conner	D <sup>o</sup> :	June 10	Sep <sup>r</sup> : 22	2: 8: 0	8: 3: 3
101	John Taylor	D <sup>o</sup> :	July 8	Oct <sup>r</sup> : 14	2: 8: 0	7:16: 0
102	Boston Swain	D <sup>o</sup> :	June 13	D <sup>o</sup> :	2: 8: 0	9:13: 7½
103	William Ellis	D <sup>o</sup> :	June 6	Oct <sup>r</sup> : 14	2: 8: 0	10: 4:10
104	William Lamb	D <sup>o</sup> :	July 26	D <sup>o</sup> :	2: 8: 0	6: 4:10½
105	James Wimberley	D <sup>o</sup> :	July 22	D <sup>o</sup> :	2: 8: 0	6:12: 0
106	David Rogerson	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	6:12: 0
107	John Mortimer	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	6:12: 0
108	Thomas Burke	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	6:12: 0
109	Robert Marks	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	6:12: 0
	Boys					
110	Nathaniel Swan	Boy	April 14	Oct <sup>r</sup> : 14	2: 8: 0	14: 8: 0

PAY ROLL OF CONNECTICUT NAVY SHIP *OLIVER CROMWELL*—Continued

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AMERICAN THEATER

N <sup>o</sup> :	Names	Qualities	Time of		Wages P <sup>r</sup> : Month	Whole Wages
			Entry	Discharge		
111	John: Parsons	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	1: 4: 0	7: 4: 0
112	Douglas Chapman	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	1: 4: 0	7: 4: 0
113	Theophilus Fitch	D <sup>o</sup> :	April 20	D <sup>o</sup> :	2: 0: 6	11:12: 0
114	John Setchell	D <sup>o</sup> :	April 14	D <sup>o</sup> :	1: 4: 0	7: 4: 0
115	Darius Brewster	D <sup>o</sup> :	May 11	Sep <sup>r</sup> : 22	1: 4: 0	5: 5: 7½
116	Philo Lewis	D <sup>o</sup> :	May 1	Oct <sup>r</sup> : 14	1: 4: 0	6:12: 0
117	George Edwards	D <sup>o</sup> :	May 27	D <sup>o</sup> :	1: 4: 0	5: 9: 7
118	Ivory Snow	D <sup>o</sup> :	May 26	Sep <sup>r</sup> : 22	1: 4: 0	4:13: 7½
119	Sylvanus Daggett	D <sup>o</sup> :	June 6	D <sup>o</sup> :	1: 4: 0	4: 4: 9½
120	West Daggett	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	1: 4: 0	4: 4: 9½
121	Thomas Jones	D <sup>o</sup> :	July 22	Oct <sup>r</sup> : 14	1: 4: 0	3: 6: 2
122	John Cleverly	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	1: 4: 0	3: 6: 2
	—Run—				Advanc'd	
123	Thomas Wilson	Seaman	April 14		2: 8: 0	
124	Thomas Graystock	D <sup>o</sup> :	D <sup>o</sup> :		3:12: 0	
125	James Murray	D <sup>o</sup> :	May 27		1:16: 0	
126	Peleg M <sup>c</sup> Guire	D <sup>o</sup> :	May 26		2: 8: 0	
127	Thomas Aaron	D <sup>o</sup> :	May 3		2: 2: 0	
128	James Goging	D <sup>o</sup> :	May 27		2: 8: 0	
129	Alpheus Johnson	D <sup>o</sup> :	April 27		2: 8: 0	
130	Henry Pierce	D <sup>o</sup> :	May 30		15: 0: 0	
131	Obadiah Sears	D <sup>o</sup> :	May 8		2: 8: 0	
132	Thomas Keney	D <sup>o</sup> :	April 20		2: 6: 6	
133	Ebenezer Smith	D <sup>o</sup> :	May 5		2: 0: 0	
134	John Rosson	D <sup>o</sup> :	May 26		6: 0: 0	
135	Samuel Webster	D <sup>o</sup> :	April 20		2: 6: 6	

136	Francis Jackson	D <sup>o</sup> :	D <sup>o</sup> :		1:10: 0	
137	Nicholas Taaffe	D <sup>o</sup> :	April 22		2: 2: 0	
138	Thomas Knowlton	D <sup>o</sup> :	April 24	Disc <sup>d</sup> : June 7	2:14: 0	
139	William Russell	D <sup>o</sup> :	May 3		2: 8: 0	<u>55:17:—</u>
						272: 8:10¼
140	James Day	Lieu <sup>t</sup> : Marines	April 14	Oct <sup>r</sup> : 14	£6: 0: 0	£36: 0: 0
141	William Marsh	Serjeant	D <sup>o</sup> :	Sep <sup>r</sup> : 27	2: 8: 0	13: 0:10
142	Samuel Holt	D <sup>o</sup> :	May 13	Sep <sup>r</sup> : 22	2: 8: 0	10: 6: 5
143	Henry Walton	Drummer	April 14	D <sup>o</sup> :	2: 4: 0	11:10:10
144	John Walton	Fifer	May 13	D <sup>o</sup> :	2: 4: 0	9: 8: 6½
145	Nathaniel Jennings	Marine	April 14	Oct <sup>r</sup> : 14	2: 0: 0	12: 0: 0
146	Nathan Jennings	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 0: 0	12: 0: 0
147	John Easton Olcott	D <sup>o</sup> :	April 26	D <sup>o</sup> :	2: 0: 0	11: 4: 0
148	Josiah Beers	D <sup>o</sup> :	D <sup>o</sup> :	Sep <sup>r</sup> : 22	2: 0: 0	9:14: 8
149	Richard Kimball	D <sup>o</sup> :	April 27	D <sup>o</sup> :	2: 0: 0	9:13: 4
150	Elijah Spencer	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 0: 0	9:13: 4
151	Hendrick Pickle	D <sup>o</sup> :	April 14	Oct <sup>r</sup> : 14	2: 0: 0	12: 0: 0
152	James Beers	D <sup>o</sup> :	May 1	D <sup>o</sup> :	2: 0: 0	11: 0: 0
153	George Stilken	D <sup>o</sup> :	May 13	Sep <sup>r</sup> : 22	2: 0: 0	8:12: 0
154	Elihu Cook	D <sup>o</sup> :	May 2	D <sup>o</sup> :	2: 0: 0	9: 6: 8
155	John Linslie	D <sup>o</sup> :	D <sup>o</sup> :	Oct <sup>r</sup> : 14	2: 0: 0	10:16: 0
156	Timothy Huffman	D <sup>o</sup> :	D <sup>o</sup> :	Sep <sup>r</sup> : 22	2: 0: 0	9: 6: 8
157	Oliver Gates	D <sup>o</sup> :	May 13	D <sup>o</sup> :	2: 0: 0	8:12: 0
158	Robert Geer	D <sup>o</sup> :	May 9	D <sup>o</sup> :	2: 0: 0	8:17: 4
159	Noah Stevens	D <sup>o</sup> :	May 2	D <sup>o</sup> :	2: 0: 0	9: 6: 8
160	Heli Foot	D <sup>o</sup> :	May 6	D <sup>o</sup> :	2: 0: 0	9: 1: 4
161	John Moutirdier	D <sup>o</sup> :	May 26	D <sup>o</sup> :	2: 0: 0	7:14: 0
162	Timothy Hebbard	D <sup>o</sup> :	April 27	D <sup>o</sup> :	2: 0: 0	9:13: 4
163	Josiah Wolcott	D <sup>o</sup> :	May 27	D <sup>o</sup> :	2: 0: 0	7:13: 4
164	John Pullman	D <sup>o</sup> :	May 8	D <sup>o</sup> :	2: 0: 0	9: 5: 4
165	Elnathan Dexter	D <sup>o</sup> :	May 2	D <sup>o</sup> :	2: 0: 0	9: 6: 8

PAY ROLL OF CONNECTICUT NAVY SHIP *OLIVER CROMWELL*—Continued

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AMERICAN THEATER

N <sup>o</sup> :	Names	Qualities	Time of		Wages P <sup>r</sup> Month	Whole Wages
			Entry	Discharge		
166	Jepthah Curtis	D <sup>o</sup> :	May 17	D <sup>o</sup> :	2: 0: 0	8: 6: 8
167	Charles Dana	D <sup>o</sup> :	June 2	D <sup>o</sup> :	2: 0: 0	7: 6: 8
168	Edmund Morris	D <sup>o</sup> :	May 7	D <sup>o</sup> :	2: 0: 0	9: 0: 0
169	Samuel Bartholomew	D <sup>o</sup> :	May 13	D <sup>o</sup> :	2: 0: 0	8:12: 0
170	Asaph Pease	Yeoman	June 1	D <sup>o</sup> :	2: 8: 0	8:19: 3½
171	James Calkins	Marine	May 5	D <sup>o</sup> :	2: 0: 0	9: 2: 8
172	Henry Hunt	Seaman	May 27	D <sup>o</sup> :	2: 8: 0	9: 5: 7¼
173	Samuel Foy	D <sup>o</sup> :	Aug <sup>st</sup> : 22	D <sup>o</sup> :	2: 8: 0	2: 8: 0
174	Daniel Green	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 8: 0	2: 8: 0
175	Alexander Wood	Marine	April 14	Oct <sup>r</sup> : 14	2: 0: 0	12: 0: 0
176	Thomas Rogers	D <sup>o</sup> :	May 5	Sep <sup>t</sup> : 22	2: 0: 0	9: 2: 8
177	Josiah Frisbie	D <sup>o</sup> :	D <sup>o</sup> :	D <sup>o</sup> :	2: 0: 0	9: 2: 8
178	Thomas Holbrook	Seaman	May 13	D <sup>o</sup> :	2: 8: 0	10: 6: 5
						408:13: 7¼
To Commission on £2184:18: 4¼ @ 1½ P <sup>r</sup> C <sup>t</sup>						32:15: 8
						441: 9: 3¼

Hartford [14 October 1777]

Seth Harding

969: 5: 9½  
 534:10: 1¼  
 272: 8:10¼  
408:13: 7¼  
 Total 2184:18: 4¼  
32:15: 8 Commissions  
 2217:14: 0¼

INHABITANTS OF NORWALK TO THE  
CONNECTICUT GENERAL ASSEMBLY

To the Hon<sup>ble</sup> the General Assembly of the State of Connecticut now Sitting at Hartford—  
The Memorial of us the Subscribers Inhabitants of the Town of Norwalk in said State humbly sheweth—

That the principal place of Rendezvouzè for the Enemies Shipping that cruise in the Sound is in Huntington Bay on Long Island Shore where they have ever since the Enemy took possession of New York and Long Island been almost constantly Stationed for the purpose of Cruising in the Sound and annoying Distressing and plundering the Inhabitants that live near the Shores in the Western Towns in this State—

That the Shores Easterly and Westerly in s<sup>d</sup>. Norwalk are so extensive and so many points and Necks of Land that put out into the Sound that it is impossible for this Town to furnish a Sufficient Number of Men to guard every part thereof from the ravages of the Enemy—

That Huntington Bay is not more than Eight or Nine Miles Southerly from the Islands Points and Shores in s<sup>d</sup>. Norwalk and that the Enemy frequently Just at Night cross the Sound and come upon us and take away our Stock and plunder us notwithstanding the utmost Care to prevent it and that the Enemy have in some Instances taken off part of our Guards and they very often of late come hovering about our Shores and Anchor about our Islands and with small armed Sloops and Boats come within our Harbours and in two Instances have lately come in the Night up our Harbours and fired upon the Houses which causes frequent alarms and creates great uneasiness among the Women and Children who Expecting to be taken prisoners or robbed plundered and Deprived of their whole Subsistence and Comforts of Life and that as we have no Armed force on the Water we have it not in our power to prevent the Enemies Small Sloops and Boats coming into our Harbours and Distressing us but if your Hon<sup>rs</sup> Memorialists humbly conceives it would be otherwise in case there could be Stationed here an Armed Sloop of about Six or Eight Guns to Cruise in the Sound along the Western Shores in this State from the Experience that the Inhabitants had of Cap<sup>t</sup> Hawleys<sup>1</sup> crusing in the Sound last Summer—As a Vessel of such force would be Sufficient to Encounter and repel the Enemies small Craft and prevent them from coming within our Harbours and Landing on our Points Necks of Land and Shores and thereby relieve us in a great measure from alarms Distresses and Danger—

Whereupon your Hon<sup>rs</sup>. Memorialists humbly prays your Hon<sup>rs</sup> to take these matters into your Wise Consideration and order that a Well fixed Vessel of about Six or Eight Guns be purchased to Cruse in the Sound at the public Expence for the Protection of the Western Shores in this State and the relief of the Inhabitants thereof from the Distress and Dangers they are in from the Enemy or in such other way grant relief in the Premises as your Hon<sup>rs</sup>. in your great wisdom shall Judge best and your Hon<sup>rs</sup> Memorialists as in Duty Bound shall Ever pray

Dated at Norwalk the 14<sup>th</sup> Day of October AD: 1777

Tho<sup>s</sup> Fitch

DS, Ct, Connecticut Archives, 1st Series, vol. 8, 82. Docketed: "Norwalk Inhabitants Memorial—/Oct<sup>r</sup> 1777—." The signatures of 72 others followed that of Thomas Fitch.

1. Capt. David Hawley commanded the Connecticut Navy sloop *Schuyler*.

CAPTAIN SAMUEL GRAVES, R.N., TO CAPTAIN RICHARD PEARSON, R.N.

Copy

Sir,

Ticonderoga, October 14<sup>th</sup>. 1777.

Inclosed I send you the best Account of the State and Condition of the Vessels upon the Lakes that I have yet been able to make out,<sup>1</sup> a Copy of which I also transmit to His Excellency General Sir Guy Carleton, and represent to him the real necessity of having a farther Number of Officers and Men sent upon this Service to replace the Sick.

The armed Vessels are really in their present Situation defenceless, and must so remain unless more Officers and Men are sent upon the Service. I am [&c.]

(Signed) Sam<sup>l</sup>. Graves.

Copy, UkLPR, Adm. 1/488, 146-48. Addressed: "Richard Pearson Esq<sup>re</sup> &c<sup>l</sup>." Endorsed: "In Lord Howe's Letter/N<sup>o</sup> 51." Docketed: "Copy/Cap<sup>t</sup>. Graves's Letter to Cap<sup>t</sup>./Pearson, Dated, Ticonderoga,/October 14<sup>th</sup>. 1777."

1. See above at 13 Oct.

GEORGE WASHINGTON TO COLONEL CHRISTOPHER GREENE

Sir,

Head Quarters [*Towamencin, Pa.*] October 14<sup>th</sup>. 1777

Commodore Hazelwood informs me that the desertions from the fleet have left him exceedingly deficient in men, which must greatly enfeeble his operations.—As I imagine there is likely to be a number of men accustomed to the water in your garrison, I must desire you will immediately draft all such and deliver them for the Commodore, for the use of the fleet.—It is essential he should have a sufficiency of hands and the men cannot possibly be more usefully employed than with him.—

It is my wish that you should, and I dare say you will be ready to, assist Colonel Smith in any entreprize he may form for the security of his post, and to prevent the success of the enemys attempts for its reduction. I have directed him to apply to you for whatever assistance he may want, and you can afford.—I am [&c.]

G W

Df, DLC, George Washington Papers, Series 4. Docketed: "Col: Greene/October 14<sup>th</sup>. 1777."

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

[*Towamencin, Pa.*] Octo<sup>r</sup>. 14<sup>th</sup> 1777

I yesterday rec'd your favor of the 12<sup>th</sup>.<sup>1</sup>—In consequence of your request, I have order'd a return to be made of all the Seamen in the Army, & if they can be found, shall furnish you with the number you desire, or if the whole number cannot be had, I will collect & send you as many as I can.—I have also directed, Col<sup>o</sup> Green who it is probable will have some men in his party accustomed to the water, to select them for the use of your fleet:—you will apply to him accordingly—

Your spirited exertions in defence of the river have my warmest acknowledgements,—and I have the fullest confidence that they will be continued to the utmost of your ability; and that you will persevere in a conduct, suitable to the importance of your trust. Be assur'd I will cooperate with you by ev'ry effort in my Power I am [&c.]

G W—.

Let me know how you stand with respect to ammunition & if deficient, whether any steps are taking to procure a supply  
Copy.

Copy, DLC, George Washington Papers, Series 4. Addressed at foot of page: "To/Comodore Hazelwood." Docketed: "[Octo 14.] 1777./to/Comodore Hazelwood."

1. Above.

LIEUTENANT COLONEL TENCH TILGHMAN TO MAJOR BENJAMIN EYRE

Sir

It is his Excellency's desire that you repair immediately towards Trenton take the necessary steps for providing Waggon's for the removal of the Sails Rigging & Military Stores which may be on board any of the ships or Vessells either public or private property laying in the River Delaware above the City of Philad<sup>a</sup>. These should be sent to Allen town Easton Bethlehem or some other place of Security untill they may be again useful the General is also inform'd that there is a quantity of Sail Duck within a Small distance of Bordentown this he is of opinion should be instantly remov'd to a place of Security & requests you may not loose a moments time in the execution of it. should there be any Ammunition on board any of the Continental Vessells<sup>1</sup> which is suitable for any of the Vessells now in actual duty it will be prudent to have it immediately sent down to the Commodore or as much of it as can be spared it is also his Excellency's desire that if any Seamen can possibly be spared from Continental Vessells or hir'd from any other Vessells, they may be dispatched without loss of time to the Commodore who is in great want of them— You will make it your Business to see Commodore Hazlewood as soon as convenient and know from him if there is any probability of his wanting ammunition of any kind in a reasonable time if he is of opinion that he may, you will take his Instructions & do every thing in your power to have him immediately furnish'd with whatever he thinks he may stand in need of the General will expect to be frequently advis'd of the Progress you make & of all the Particulars respecting the Instructions herein Contain'd

Given at Head Quarters [*Towamencin, Pa.*] Octob<sup>r</sup> 14 1777 by order of his Excell<sup>y</sup> the Com<sup>r</sup> in Chief

Tench Tilghman

DfS, DLC, George Washington Papers, Series 4. Addressed at foot of last page: "Major Benj. Ayres." Docketed: "October 14<sup>th</sup>: 1777/to/~~Major~~ Capt<sup>n</sup> Benj<sup>n</sup> Ayres."

1. Continental Navy frigates *Effingham* and *Washington*.

JOURNAL OF CAPTAIN JOHN MONTRESOR

[Extract]

[*Carpenters Island, Pa.*]

[*October*] 14th. . . Enemies sent boats cruising, but we continued undiscovered. Some deserters came in. The *Vigilant* armed ship advanced early this morning and fired

at the Rebel Fort.<sup>1</sup> This night the rebels employed their Boats in loading their stores, &c., at Red Bank, where they have a Fort<sup>2</sup> which they are now employed in strengthening.

Montresor, *Journals*, 465–66. Five sentences of this entry are not printed here. They relate to the weather and the construction of batteries on Province and Carpenters Islands.

1. Fort Mifflin.
2. Fort Mercer.

#### PENNSYLVANIA NAVY BOARD TO GEORGE WASHINGTON

Sir,

Fort Mifflin

State Navy Board October 14<sup>th</sup>. 1777

your Excellency has been inform'd that a Redoubt was erected on Province Island<sup>1</sup> opposite Fort Mifflin, also another at the Mouth of Schuylkill.<sup>2</sup> They are throwing up other Works in different parts of the Meadows<sup>3</sup>—We believe they have not more than five hundred Men in the Meadows—We are inform'd that a number of our Troops are now near the Ferries on Schuylkill; If a body of them were order'd to March by the Road that leads from the blue Bell<sup>4</sup> we think they would destroy the whole body of them—Colonel Green informs us that Colonel Angels Regiment<sup>5</sup> has many Seamen in it If your Excellency would order that Regiment to join Colonel Green, he assures us that out of his and that he could spare us Seamen enough to Man the Fleet on any Attack returning them after the Attack was over—If this could be granted it would be of infinite importance to the service.—By Order of the Board Am [&c.]

Joseph Blewer Chairman

L, DLC, George Washington Papers, Series 4. Docketed: "Cap<sup>n</sup> Blewer/14 Oct<sup>r</sup> 1777."

1. The middle battery, Carpenters Island. The medium 12-pounder cannon that had been mounted in this battery was replaced on this date by an 8-inch howitzer and an 8-inch mortar.

2. Webb's Ferry.

3. A second gun emplacement, the right battery, was completed on Carpenters Island on 14 Oct. Like the middle battery, it mounted an 8-inch howitzer and an 8-inch mortar. A battery mounting two iron 18-pounders was also completed on this date near the Pest House on Province Island.

4. The Blue Bell Tavern, Darby, Pa.

5. The 2d Rhode Island Regiment.

#### LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

[Extract]

Sir

Fort Mifflin 14<sup>th</sup>. Oct<sup>r</sup> 1777—

... Their [*the enemy's*] Shiping are every day at work on the Chevaux de frize and I fear will effect their purpose unless we had Men sufficient to Annoy them from Billingsport, for as soon as the Commodore<sup>1</sup> drives them down they return and begin their work. It takes much Ammunition to make them drop down, & we have not too much. As Soon as they raise the Chevaux de frize, then I expect they will open all their Batteries<sup>2</sup> & try if possible to drive us out of our Works; perhaps after they have knock'd down our Pallisades and Destroy'd our Block houses, they will attempt a Storm as we shall then have no fleet to protect our Rear, if they do I fear they will



carry it as we have no men to act against a Storm, nor any thing near sufficient to work the Guns in Garrison; Had the Reg<sup>t</sup> of Col<sup>o</sup> Angel<sup>3</sup> come forward we might have been able to have made a good defence, for out of the two Regiments<sup>4</sup> they cou'd have Spared a 100 Seamen to the Commodore & to me near as many Men, & without more Men in this Garrison I shall be able to do but little. . . . The Ships are makeing another Tryal at the Chevaux de frize this Morning. Maj<sup>r</sup> Fleury is Arriv'd I have the Honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Thirty-nine lines of this letter are not printed here. They describe the construction of blinds to protect Fort Mifflin's gun crews, the movement of enemy supplies from Tinicum Island to Philadelphia, and shortages of men, ammunition, and clothing at Fort Mifflin. Addressed: "His Excellency/Gen<sup>l</sup> Washington." Docketed: "14<sup>th</sup> Octob<sup>r</sup> 1777/from/Col<sup>o</sup> Smith—."

1. John Hazelwood.
2. By 14 Oct. the British had constructed four batteries: two on Carpenters Island, one on Province Island, and one at the mouth of the Schuylkill River.
3. 2d Rhode Island Regiment.
4. 1st and 2d Rhode Island Regiments. Both of these regiments had seamen in their ranks. In response to a request by Hazelwood, Washington directed the commandants of both these units to draft "men accustomed to the water" to serve in the American fleet in the Delaware. See Commo. John Hazelwood to Washington, 12 Oct. 1777, and, George Washington to Colonel Christopher Greene, 14 Oct. 1777, above; and, Washington to Col. Israel Angell, 16 Oct. 1777, in Washington, *Writings* 9: 381.

#### JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEW

October 1777

Tuesd<sup>y</sup> 14<sup>th</sup>

In the River Delaware

at 2 AM the Rebels Sent 5 fire Stages, chain'd together under cover of their Gallys ½ past D<sup>o</sup>. Dropt lower down, & kept up a constant fire on the Rebels, at 3 d<sup>o</sup> the Rebels Sent 4 more Stages d<sup>o</sup> Sent our boats, & tow'd them onshore at 4 Anchor'd & at 6 weigh'd & Run up to Billingsport & Anchor'd, got the Stream Cable to the Capston.—

In the River Delaware

Fine w<sup>e</sup> Empl<sup>d</sup> in moving the Chevaux de frize at 4 PM found we had a Passage 17 f<sup>m</sup>. wide<sup>1</sup> Slipt the Stream Cable & hove Short on the Bower

D, UKLPR, Adm. 51/548.

1. On 19 Oct. *Liverpool* marked the channel between the chevaux-de-frise with buoys. Ibid.

#### MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

October

Tuesday 14

D<sup>o</sup>. [at Anchor Billingsp<sup>t</sup> E ½ a Mile]

AM made the *Camillas* Sig<sup>l</sup> for an inferiour Officer, Boats Employ'd in Sounding and sweeping the Channel—

D<sup>o</sup>.

Fine Weather PM Boats Employ'd in moving Cheveux du Freezes Lighted the Anchor

D, UKLPR, Adm. 52/1964.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October

D<sup>o</sup> [At Anchor Off Billingsport]Tuesd<sup>y</sup> 14

at 5 AM the Rebel Galleys advancing near we fired Several Shot at them and they retreated, the Best Bower Cable being much rubbed we cut off 11½ fms from the Clench and bent it to the Spare Anchor, One palm of the Best Bower, Anchor being Shott away by the Galleys, in weighing the Catch the Buoy rope broke we then swept for the Hawser but could not find it, at 11 weighed and got near the Cheveaux de frize again to cover the *Liverpool*.—

At Anchor off Billingsport close to the Cheveaux de frize.—  
Mod<sup>t</sup> and fair Weather, employed Assisting the *Liverpool* to weigh the Cheveaux de frize and destroying the platforms of the Rebel Fort at Billingsport, Boats rowing Guard.—

D, UKLPR, Adm. 51/1037.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Tuesday, October 14, 1777

*Resolved*, That Mr. Folsom, Mr. Penn, and Mr. Laurens be added to the Marine Committee, in the room of the members from their respective states, heretofore appointed on the said committee.

Whereas, the British nation have received into their ports, and condemned in their courts of admiralty, as lawful prize, several vessels and their cargoes belonging to these states, which the masters and mariners, in breach of the trust and confidence reposed in them, have betrayed and delivered to the officers of the British crown:

*Resolved*, therefore, That any vessel or cargo, the property of any British subject, not an inhabitant of Bermuda or any of the Bahama islands, brought into any of the ports or harbours of any of these United States by the master or mariners, shall be adjudged lawful prize, and divided among the captors in the same proportion as if taken by any continental vessel of war.

JCC 9: 802.

ACCOUNTS OF CAPTAIN JOHN ROGERS AGAINST THE  
MARYLAND NAVY SHIP *DEFENCE*

[Extract]

D<sup>r</sup>: Ship *Defence* to John Rogers to Sundrys

1777	3	To oiones [onions]	0.. 2.. 6
Octob <sup>r</sup>	8	To 1 bushel Turnopes	0.. 7.. 6
		To Greens	0.. 1.. —
	9	To oysters	0.. 8.. —
		To 1 Goss [goose] for Shipes youes [use]	0.. 7.. 6
		To ¼ Bushels of Corn flour	0.. 7.. 6

11	To milk	0 .. 0 .. 10
14	To greens	0 .. 1 .. —
14	To Sab <sup>th</sup> . Sallors Acc <sup>t</sup> for Sunderys	5 .. 16 .. 3
	To 1 Bushel oysters	— .. 3 .. 9
	To oions for Shipes youes	— .. 3 .. 9
		<hr/> £10 .. 3 .. —

Errors Excepted 14<sup>th</sup>. October 1777.—

John Rogers

DS, MdAA, Series D, Revolutionary War Papers, 19970-02-1b-13. Docketed: "Acco<sup>t</sup>/Cap<sup>t</sup>. Rogers ag<sup>st</sup>./the Ship *Defence*/Ent<sup>d</sup>. £10 .. 3—."

THE GAZETTE OF THE STATE OF SOUTH-CAROLINA, TUESDAY, OCTOBER 14, 1777

Charles-Town, Oct. 14.

Such of the inhabitants of this state as have property on any part of the sea coast, or unguarded rivers, will do well to take good care of it; for it has been hinted to us, that the noted plunderer Osborne,<sup>1</sup> of St. Augustine, has been let out of jail there, purposely to command the small Bermuda sloop, lately taken from Capt. Minor, which was to be armed for a plundering voyage, and cruize, in company with the *Hinchinbrook* (late our state Brig. *Defence*)<sup>2</sup> Capt. Mowbray's sloop (a large Northward built vessel)<sup>3</sup> and the ship *George*, (lately from England) none of the four drawing more than 9 feet water. The hull of the *George* is described to us, appearing like a Frigate, with a figure standing off, having badges instead of galleries, with a remarkably taught mizen top mast, and narrow sails.

1. George Osborne.

2. Captured on 2 Apr. 1777 by H.M.S. *Roebuck* and H.M.S. *Perseus*, the South Carolina Navy brigantine *Defence* was escorted to New York, where she was taken into the Royal Navy as H.M. brig *Hinchinbrook*. See NDAR 8: 256-57, 974; 9: 26.

3. East Florida armed sloop *Rebecca*.

PROTEST OF CAPTAIN JOHN COLLINS, R.N.

Bermuda als  
Somer Islands

By His Excellency George James Bruere Esq<sup>r</sup>  
Governor, Commander in Chief and Vice  
Admiral of these Islands—

To all to whom this Present Writing or Instrument  
of Protest shall come or may Concern Greeting—

Know ye that this fourteenth day of October in the Year of Our Lord one Thousand seven hundred and seventy Seven before me personally appeared John Collins Esq<sup>r</sup> Commander of His Majesty's Sloop of War the *Nautilus*, who Solemnly made Oath on the Holy Evangelists of Almighty God, that on the fourth Instant October, at Night two Prisoners, whose Names are Henry Hutchings, of this Island, late Lieu<sup>t</sup> of the *Experiment* Brig<sup>t</sup> a Pirate from South Carolina, and William Dishrom Gunner of the *Buckskin* Schooner a Pirate from Virginia, escaped from on board His Majesty's aforesaid Sloop the *Nautilus*, He this Deponant in Conformity to his Duty made immediate Application to his Excellency the Governor aforesaid, who Sent his request by an Officer of the *Nautilus*, whose name is William Cosway to the Honble Jon<sup>a</sup>. Burch Esq<sup>r</sup>

Chief Justice of these Islands, for a Warrant which might Authorize a General Search for thesaid Prisoners in any, & all such places as might afford them Protection or Entertainment, causing the Chief Justice afores<sup>d</sup>: to be Acquainted at the same time, that the aforesaid Prisoners were taken in Arms against His Majesty, and had consequently incurred the Penalty of High Treason, And this Deponant further saith that he was prompted to make the abovenamed Application, from the Recollection of the Blame which had been cast on Lieu<sup>t</sup>: Merrick of His Majesty's Ship the *Galatea*, who altho', he was in pursuit on the twenty Second day of February last past, of a Vessel on Illicit Trade from North Carolina and was fired at in His Majesty's Boat by the People on board the said Vessel, & afterwards on his landing, set upon and beaten & insulted by a Mob, was Nevertheless universally blamed by the Inhabitants of these Islands for forcing Open the Door of a Store house, the Next Morning, which was supposed to contain a part of the Cargo of the aforesaid Vessel, because he thesaid Merrick had presumed to do so without the Sanction of the Civil Majistrate Authority.<sup>1</sup> And this Deponant further saith that in order to avoid the most distant imputation of Shewing any Slight or disrespect either to the Laws or the Civil Power, he this deponant caused above Application to be made as before recited to His Excellency the Governor as well as to the Chief Justice aforementioned, but to this Deponants inexpressible Astonishment, he was informed by the Officer who made the Personal Application to the said Chief Justice, that altho' he thesaid Officer had declared to thes<sup>d</sup>: Chief Justice, that he, as well as several Others, were ready to ascertain on Oath, the Fact of taking the aforesaid Prisoners in Arms against their Sovereign, And notwithstanding the Censure which had been Cast on Lieu<sup>t</sup>: Merrick for omitting to make a Similar Application (which omission was not only exclaimed against by the Inhabitants of these Islands amongst themselves, but was absolutely made a Charge and Complaint Against thesaid Merrick to the Lord Viscount Howe) And notwithstanding the above request & Interposition of the Governor, he thesaid Chief Justice then absolutely refused, and still does refuse to Grant this Deponant the Warrant required of him as before recited, by which refusal this Deponant is prevented from recovering two Prisoners who have engaged in Actual Rebellion & his Majesty's Service of Course very materially impeded and detrimented, Therefore thesaid John Collins in order to examp<sup>t</sup> himself, his Officers & Crew from all and every species of Accusation by any Person whatever at any time hereafter, doth hereby Publicly and Solemnly Protest against the Conduct of the said Jonathan Burch, which this Deponant conceives to be no less injurious to Our Sovereign than incompatible with the Duty of an upright Majistrate and a good Subject, And Persevering in thesaid Protest, thesaid Appearer hath hereunto at his Hand the day and year first within written—

Jn<sup>o</sup>: Collins

This Done and Protested before me the Governor and Vice Admiral aforesaid, In Testimony whereof, I have hereunto set my hand and Caused the Great Seal of these Islands to be affixed the day and year aforesaid— George James Bruere

By His Excellency's

Command—

Jn<sup>o</sup>: Randle

DS, Bermuda Archives, Book of Deeds, Bills, Bonds, and Protests, no. 14, pp. 439–40.

1. For Gov. Bruere's comments on Lt. William A. Merrick's encounter with the Bermudians, see NDAR 8: 386–87.

## HENRY TUCKER TO ST. GEORGE TUCKER

[Extract]

My Dear S<sup>t</sup> Geo.

This is intended if it shou'd get to your hands to tell you that we are all alive, but how long we shall be so God knows, for we are at the verge of famine, our ports have been stop'd up for more than 6 Months & not the least supplies arrived till a day past a small vessel with ab<sup>t</sup> 1000 bus<sup>ls</sup>. corn got into a little inlet on the Southside and landed it the tender being come to Town the day before this is a temporary relief only for unless much greater quantities soon arrives the people will be in the utmost want as there never was so little expected from the Ground owing to a great drough the last Summer.—had there not been great Supplies bro<sup>t</sup> in last Winter we must have perished. The Gov<sup>r</sup> has been apply'd to by the people, Council & Assembly to agree to some method to procure provisions but to no purpose<sup>1</sup> I us'd to think his obstinancy was owing to his Ignorance, but I now begin to think the badness of his heart has a share in the weakness of his head.—The Country sent an Address to the King by M<sup>r</sup> Taylor but that Gent. after several applications was not permitted to a sight of Lord G. Germain nor cou'd obtain an Ans<sup>r</sup> to the Address, he was told that an Official Letter that went in his Vessel was read by the Secry Robinson who exclaim'd "What are those Wretches in Rebellion too.["] from which we conjecture that some false representations occasion'd M<sup>r</sup> Taylors not having an Audience of the Minister. he wrote L<sup>d</sup> G. a very spirited Letter on the Occasion which was never answer'd.—It is said Collins is to leave the Island in a few days for want of Bread, as his Men grow uneasey; I believe the true Motive is he finds his harvest over however I wish we were well rid of him, for I'm sure a worse cant come. . . . I remain My D<sup>r</sup> S<sup>t</sup> Geo. Your ever Aff<sup>d</sup> Father

Henry Tucker

Bermuda 14<sup>th</sup> Oct. 1777.

L, ViW, Tucker-Coleman Papers. Three pages of this letter concerning family matters are not printed.

1. On 10 Oct. the Council and Assembly of Bermuda petitioned Governor Bruere to grant licenses that would permit vessels to search for supplies at any port. The legislature also requested that Royal Navy ships be prohibited from obstructing trade and that naval officers refrain from interfering with the sale of provisions. In response Bruere prorogued the assembly until 10 Nov. *Ancient Journals of the House of Assembly of Bermuda, 1691–1785* (Bermuda: G. V. Lee, 1890–1906), 2: 1731–35.

## JOURNAL OF H.M.S. GLASGOW, CAPTAIN THOMAS PASLEY

1777 Oct<sup>r</sup>Donna Maria S<sup>o</sup>. 6. Leagues

Tuesday 14

At 6 (AM) the Island Gaunauves ESE. 3 Leagues. At 9 three Sail in Sight

[at Noon] Cape Nichola Mole NBE ½ E 4. Leagues

Calm for the first part, Fresh Breezes for the Remainder At 7 (PM) saw a Sail to the N<sup>o</sup>. w<sup>d</sup>., Gave chase At 9 Bro<sup>t</sup> too the Chase proved a Brigg from Charles Town to Cape Nichola Loaded with Rice & Indico.<sup>1</sup> took possession of the Prize, sent a Petty Officer with People to take her to Jamaica.

D, UKLPR, Adm. 51/398.

1. *Friendship*, of Rhode Island. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 505.

October 15

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War Boston 15 Oct<sup>r</sup> 1777

Order'd That M<sup>r</sup> Crossley<sup>1</sup> deliver M<sup>r</sup> White thirty seven pounds Twine for Brig  
*Tyrannicide*<sup>2</sup>

Col<sup>o</sup> Glover reported he had engaged the Hands for the Brig *Penet*<sup>3</sup> at thirty Dollars  
ꝯ Month & to allow them two Months pay in France thereon

Voted That he forward the Men to Boston to get the Vessel ready for the Sea—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 55–56.

1. John Crossley.
2. Massachusetts Navy brigantine *Tyrannicide*, Captain Jonathan Haraden.
3. Massachusetts State trading brigantine.

MAJOR GENERAL JOSEPH SPENCER TO  
CAPTAIN ABRAHAM WHIPPLE

Sir

Head Quarters Tiverton 15<sup>th</sup>. Oct<sup>r</sup> 1777.

Your favor of the 12 instant has come to hand and in Answer inform You that  
the time Set to attack Rhode Island is Thursday night about 12 or 1 °Clock if the wind  
and weather is Favorable.<sup>1</sup>

I am [&amp;c.]

Jo<sup>s</sup> Spencer

L, MiU-C, Abraham Whipple Papers. Addressed: "To/Abraham Whipple Esq<sup>r</sup>/Commander of the  
Ship/*Providence*." A copy is in RHi, Abraham Whipple Papers.

1. The night of 16 Oct.

MASTER'S JOURNAL OF H.M.S. *CHATHAM*,  
CAPTAIN TOBY CAULFIELD

October 1777  
Wednesday 15<sup>th</sup>.

Brentons point SSW, the [*Rhode Island*] Light house SWbW  
and Rose Island NW. Dis<sup>t</sup> near a quarter of a Mile.  
AM came in Here the *Lady Parker & Pigot* Tenders with a Prize  
Schooner called the *Leopard* Loaded with Flower from Vergenia  
bound to Boston.<sup>1</sup> D<sup>o</sup> came out from Newport and Anchord Here  
all the Transports. in the Night sent a boat to row guard,  
Fresh Breezes and clear. at 8 PM sent a boat to row guard.

D, UklPR, Adm. 52/1656.

1. Schooner *Leopard*, Thomas Hunt, master, owned by Isaac Smith of Boston, from Virginia to Boston, with flour, taken on 14 Oct. off Martha's Vineyard, sent to Newport as a prize of *Chatham*. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, 489. According to her prize papers, *Leopard* was a schooner of 50 tons burthen, manned by 5 seamen, and had cleared the Upper District of the James River on 13 Sept. bound for Boston with 140 barrels of flour. UklPR, H.C.A. 32/388/6.

## DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 15<sup>th</sup> Oct<sup>r</sup>—Fine weather. Wind S.W.

... Great numbers of people seen all day about Howland's ferry, and many Sloops and small craft are continually coming there from the adjacent rivers. A Schooner which lay for some days a little above the ferry, is now in Quaket gut,<sup>1</sup> and they appear to be loading her with something in Casks. Many Carts covered with Red painted Cloth, like the Hessian Ammunition Carts, have been seen about Howland's ferry lately.<sup>2</sup>

The Rebels have four or five pieces of Cannon mounted in their Fort above the ferry.

It appears by the answers to the letters sent to Bristol, that the flag of truce Sloop<sup>3</sup> which was lately sent up to Providence is detained there and the officer and men made prisoners, in consequence of the Officer's having been detected in taking a sketch of the River, with the Soundings, &c. &c.<sup>4</sup> The Rebels are in posession of the Sketch. It is probable this affair will make some noise, and occasion a good deal of trouble. The imprudent conduct of a young Officer is frequently productive of great difficulties to those who Command.

The uncommon movements among the Rebels, and the numbers of people who have been seen of late about Howland's ferry, strongly indicate some enterprize, and make it prudent for us to be on our guard.

Mackenzie, *Diary* 1: 191.

1. Rhode Island Navy schooner galley *Spitfire* in the gut to Nannaquaket Pond.
2. Preparations for the expedition to retake Rhode Island.
3. Cartel sloop *Friendship*.
4. Lt. Charles E. Nugent, R.N. See *Providence Gazette*, 11 Oct., above.

## JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

At a meeting of the Council of Safety at Hartford the 15<sup>th</sup> of October, 1777.

*Voted*, That Capt. Robert Niles be and he is hereby directed to borrow of Maj<sup>r</sup> Joshua Huntington a suitable stick for a mast for the sloop *Dolphin*, and that another such stick be provided and delivered to said Huntington for the same.

*Order delivered to Capt. Niles.*

*Resolved*, That his Excellency the Governor be desired to give a letter of credit to the amount of five thousand pounds sterling to purchase articles for the use of this State, agreeable to such instructions as shall be given said Niles for that purpose.

*Voted*, That the Committee of Pay-Table draw on the Treasurer of this State, in favour of Roger Sherman, Esq<sup>r</sup>, for the sum of seven hundred and fifty dollars he let Capt. Robert Niles have at Philadelphia to purchase flour for this State, for which said Niles drew his order on the Governor, dated April 5<sup>th</sup>, 1777.

*Said order on the Com<sup>tee</sup> drawn and delivered to Esq. Sherman.* . . .

*Voted*, That Benjamin Huntington, Esq<sup>r</sup>, be and he is directed to fit the Schooner *Spy*, belonging to this State, for the sea.

*Voted*, That Zebediah Smith of Norwich be and he is hereby appointed Lieutenant and Commander of the Schooner *Spy*, belonging to this State, and that he in-

list a suitable number of seamen and marines for cruising in the Sound, and take the command of said schooner and proceed on a cruise untill some person shall be appointed captain of the same.

Hoadly, ed., *Public Records of the State of Connecticut* 1: 450, 451.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777                      Poloppers Isl<sup>d</sup>.<sup>1</sup> N.W.    Butter hill south 1 Mile  
Wednesday 15              at 9 A.M. Weigh'd ⚓ Signal in Comp<sup>y</sup> as before<sup>2</sup>    at ½ past Pass'd  
the Chivoux de frize    brought too to Wait for the Transports    at  
11 Made sail    [Noon] at Pokeepsey Land<sup>s</sup> NNE 3 or 4 Miles    in  
Comp<sup>y</sup> the Fleet  
Pokeepsey Land<sup>s</sup>    NNE    3 or 4 Miles  
Mod<sup>e</sup>. Breezes and fair Weath<sup>r</sup> these 24 Hours  
[PM] in Comp<sup>y</sup> the Fleet    at 4 P.M. burnt 3 Reble sloops    at  
8 P.M. Anchor'd ⚓ Signal in 16 F<sup>m</sup>. Water    Esopas Meadow  
North 2 Miles

D, UklPR, Adm. 51/4159.

1. Pollepel Island.
2. H.M. brig *Diligent*, H.M. galleys *Crane* and *Spitfire* and 13 transports.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777                      off Pulaples Island<sup>1</sup>  
Wednesday 15              at 5 AM Weigh<sup>d</sup>. & Dropt Down with the Ebb    ½ Past 6 D<sup>o</sup>. Joind  
the Transports Flatt Boats &c & Came too with small Bower in 15  
f<sup>m</sup>. off Fort Constitution. [at] 8 D<sup>o</sup> Weighd & made sail in C<sup>o</sup> Gallys  
Transports Flatt Boats<sup>2</sup> &c    at 10 all passd safe thro' the Chevaux  
de Freize    at Noon Passd Pekepsie.  
Working Up the River  
Moderate & Fair    [PM] was Fired at by a number of armed Rebels  
from the Bushes as we passd.    Fired several 3 P<sup>rs</sup>. Shotted at them  
at 7 PM Came too Small Bower in 8 f<sup>m</sup>. off Little Eusopus Creek

D, UklPR, Adm. 51/4163.

1. Pollepel Island.
2. H.M. galleys *Crane*, *Dependence* and *Spitfire* with 13 transports.

GOVERNOR GEORGE CLINTON TO THE NEW YORK COUNCIL OF SAFETY

Head quarters near New Windsor  
15<sup>th</sup> Oct 1777    9 °clock A.M.

D<sup>r</sup> Sir

I am this Moment informed by a light Horseman from my Guard at New Windsor that twenty Sail of the Enemys Shipping, (two of them large Vessels)<sup>1</sup> are in the



River below Butter Hill—There was a heavy fogg on the River in the morning when they were discovered, so that the Officer of the Guard cou'd not be particular as to the size of the Vessels, he thinks highly probable that more may be near at hand and might be seen were it not for the fogg.—Had it not been for this Movement of the Enemy, I intended this day or tomorrow to have drawn my few Troops from this Place towards the Rear of Fort Montgomerie but I must now desist and watch theire motions; and should they land and march against me with any considerable force I shall be constrained with my present numbers to retreat before them, annoying them only if favourable Opportunities shall offer I was in Hopes ere now to have received the Reinforcements from the Northward which you mentioned; not a man of which are yet arrived. I wish Col<sup>l</sup> Pawling<sup>2</sup> with his Regiment was with me. Since writing the above the Enemies Fleet consisting of 30 Sail<sup>3</sup> have passed New Burg with crouded Sail and fair wind are moving quick up the River; the front of them are already at the Dance Caamer.<sup>4</sup>—There are eight large square rigged Vessels<sup>5</sup> among them and all appear to have Troops on Board My Troops are parading to march for Kingston our Rout will be through Shawangunk to prevent Delay in Crossing the Paltz River.—I leave Col<sup>l</sup> Woodhulls McLaughry's<sup>6</sup> and part of Haasbrouck's<sup>7</sup> Regiments as a guard along the River.—Halthorn<sup>8</sup> is gone to the southward to guard a quantity of Arms towards head quarters when he returns he is to join this Guard—I have neither time to copy or read this scroll: The substance must be communicated to Gen<sup>l</sup> Gates. Let the Militia be drawn out ready to oppose the Enemy. I will be with you, if nothing happens, before Day; tho' my Troops cannot I am [&c.]

Geo. Clinton

(Copy)

Transcript, DLC, Peter Force Collection, Horatio Gates Papers, vol. 2, 213–10–71. This copy is not addressed. A similar version to the New York Council of Safety is printed in *Correspondence and Journals of Samuel Blachley Webb*, Worthington C. Ford, ed., 3 vols. (New York, 1893), 1: 357–58.

1. Frigate *Mercury* below Pollepel Island at the chevaux de frise and the frigate *Tartar* off Fort Clinton (Vaughan).

2. Col. Levi Pawling, New York Militia.

3. The advanced squadron under Capt. Sir James Wallace, including H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*, with 13 transports and a number of flat boats.

4. Danskammer Point.

5. The transports.

6. Lt. Col. James McLaughry (McClarey), New York Militia.

7. Col. Abraham Hasbrouck, New York Militia.

8. Col. John Hathorn, New York Militia.

PIERRE VAN CORTLANDT, PRESIDENT OF THE NEW YORK COUNCIL OF SAFETY, TO  
GOVERNOR GEORGE CLINTON

Sir,

Kingston Oct'r 15th 5 O'Clock P.M.

The enclosed is just come to hand by Express—we tho't it necessary to open it as it might contain matters which at this critical Juncture we conceived we ought to know without Delay.

We just this moment have received Information from the Landing that about thirty Sail of the Enemy's Vessels<sup>1</sup> appear'd opposite to Esopus Island & standing up the River. Some Works have been thrown up below<sup>2</sup> according to your Excellency requisition. the alarm Guns were just now fired. We have not any particulars on this

Occasion more than already mentioned. We shall forward any further Information to you as it may from time to time occur without the Loss of a moment. In the mean time give us leave Sir to assure you that we will contribute all in our Power to enable the militia Officers who command here to make the best possible Defence at this Post during your Excellency's absence. I have the Honor to be [&c.]

Pierre Van Cortlandt Pres'dt.

*Public Papers of George Clinton* 2: 438–39, no. 856. Addressed in the original: "To/His Excellency Governor Clinton/Head-quarters/near New Windsor/P<sup>c</sup> Express." Docketed in original: "Letter from Council of/Safety 15<sup>th</sup> October 1777—." N-Ar, George Clinton Papers, box 9, doc. 856.

1. The advanced squadron including H.M. brig *Diligent*, H.M. galleys *Crane*, *Dependence*, and *Spitfire*, 13 transports and a number of flat boats.

2. The works, erected near Kingston Landing at the mouth of Rondout Creek, were commanded by Commodore Jacobus Wynkoop. They were supported by the Continental Army galley *Lady Washington*, Abraham Lewis, commander.

#### COMMODORE WILLIAM HOTHAM TO VICE ADMIRAL VISCOUNT HOWE

(Copy)

*Preston* off Peek's Kiln Creek.

15<sup>th</sup> October 1777.

My Lord,

Since I had the Honour to write to you by the *Apollo* not any thing material has happened here; but Sir Henry Clinton having occasion to write to the Commander in Chief, I take the same Opportunity to acquaint Your Lordship, that the Number of Men which would be necessary for the Defence of the more extensive Garrison of Fort Montgomery has induced Sir Henry to destroy it, and to add some Works to that of Fort Clinton which commanding the first, effectually removes all Apprehension from thence, and reduces the Force necessary to maintain it to about 800 Men: This has enabled Him to send a Detachment of about 1600 Men up the North River under General Vaughan; Sir James Wallace who has already explored the River as high as Pakepsy, directs the Naval Part consisting of the Gallies and small Vessels<sup>1</sup> as before; and Captain Stanhope<sup>2</sup> under Him, commands the Detachment of flat Boats appointed for the occasion. They sailed Yesterday and are now above the Chevaux de frize off Pollepus Island,<sup>3</sup> where I have placed the *Mercury* to secure that Passage against their Return, and the *Cerberus* being reported to me as only fit for River Service, takes Her Station off Stoney Point, to scour that Neck, and to give her Assistance at the same time the Camp at Verplanks; The *Tartar* flanks the Approaches to Fort Clinton, and the *Preston* lies between the two, within Signals of either.

The principal Object of the Move up the River is to facilitate the Motions (whatever they may be) of the Northern Army, and by the Alarm which it will occasion to cause a Diversion in their Favour.

The *Unicorn* was to sail to-day with a Convoy of Victuallers for Rhode Island—The *Galatea's* Rudder was dropping off and has been obliged to be unhinged and the *Brune's* Standing as well as Running-Rigging mostly condemned by Survey. I have the Honour to be [&c.]

W. Hotham.

Copy, UKLPR, Adm. 1/488, 55. Addressed at foot of first page: "The Viscount Howe." Docketed: "Copy./Letter from the Commodore/Hotham to the Viscount Howe/Dated 15<sup>th</sup> Oct<sup>r</sup> 1777." Docketed

in another hand: "In Lord Howes' Letter/of the 24: October 1777./N<sup>o</sup> 7." Enclosure No. 7 in Vice Adm. Viscount Howe's letter to Philip Stephens, 24 Oct.

1. The advanced squadron consisting of H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.
2. Comdr. John Stanhope, R.N.
3. Pollepel Island.

LIEUTENANT COLONEL ALEXANDER HAMILTON TO  
COLONEL CHRISTOPHER GREENE

Sir

Head Quarters [*Towamencin, Pa.*] Octo<sup>r</sup> 15<sup>th</sup> 1777.

11 OClock PM.

His Excellency<sup>1</sup> is persuaded by intelligence from different Quarters that the Enemy are determin'd to endeavour, by a speedy & vigorous effort to carry Fort Mifflin, and for this purpose are preparing a considerable force.—their attempt will probably be sudden & violent as they are hardly in a situation to delay a matter so essential to them as that of removing the river obstructions.—It is of infinite importance to disappoint their intentions in this instance, as their keeping or evacuating Philadelphia materially depends upon their having the communication with their shipping immediately opened, & it is not unlikely they may despair of effecting it, if they should fail in the push which is imagin'd they are now about to make.—Col<sup>o</sup> Smiths present force is not as great as could be wish'd, & requires to be augmented to put him in a condition to make an effectual opposition.—The Gen<sup>l</sup> would therefore have you to detach immediately as large a part of your force as you possibly can in aid of his garrison, He cannot well determine what proportion, this must be regulated by circumstances & appearances, but his present idea is that the principal part should go to his assistance: To inable you the better to spare a respectable reinforcement, He has directed Gen<sup>l</sup> Newcomb to send his Brigade of Militia to Red Bank or as many of them as he can prevail upon to go. Col<sup>o</sup> Angell will also March to morrow morning to join you with his reg<sup>t</sup><sup>2</sup>—The Garrisons & Fleet may be inform'd of these succours by way of keeping up their spirits. It will not be adviseable to trust to the houses in the Neighbourhood of your Post, as these in case of an investiture will fail you, which makes it prudent to have a sufficient Number of huts before hand prepar'd within the Fort. He hopes & doubts not you will keep fully in mind the prodigious importance of not suffering the Enemy to get entire possession of the Delaware & will spare no pains nor activity to frustrate their efforts for that purpose. He begs you to be watchfull on ev'ry Quarter & industrious in stopping ev'ry avenue by which you are assailable. cautious not to pay too much attention to any one part of your works, & neglect the others, but take ev'ry precaution to strengthen the whole, for otherwise the greatest danger may be where you least expect it—I am &c

A H ADC

Df, DLC, George Washington Papers, Series 4. Addressed at foot of page: "To/Col<sup>o</sup> Greene." Docketed: "Octo<sup>r</sup> 15<sup>th</sup> 1777/to/Col<sup>o</sup> Green at/Red Bank."

1. Gen. George Washington.
2. The 2d Rhode Island Regiment.



*Colonel Christopher Greene*

## WILLIAM BRADFORD TO GEORGE WASHINGTON

Ship *Montgomery*  
before Fort Mifflin October 15<sup>th</sup> 1777

Last night I received the inclosed Letter.<sup>1</sup>—The Commodore<sup>2</sup> plac'd the Gallies in proper places to prevent a Storm, and the night being very Foggy no attempt was made. The night before last they throw'd up a Battery before the Hospital<sup>3</sup> on Province Island. This morning at nine OClock the Fog clear'd away, and they began firing from the Battery at the mouth of Schuylkill,<sup>4</sup> the one before the Hospital and from the one opposite Fort Mifflin.<sup>5</sup> They have as yet fir'd but few shot, but we suppose they will continue and increase their fire. Every thing will be done to defend the Fort that is possible. Colonel Smith was on board just now, and he not having time desir'd me to send off this information to your Excellency. I am [&c.]

W<sup>m</sup>: Bradford

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/George Washington Esq<sup>r</sup>/at/Head Quarters." Docketed: "15<sup>th</sup>: October 1777/from/Col<sup>o</sup>: Bradford."

1. Joseph Ellis and Robert Harris to William Bradford, 14 Oct. 1777, *ibid*. This letter relayed intelligence that five hundred British soldiers were on their way from Germantown, Pa., to reinforce enemy troops on Province Island. According to Ellis and Harris it was the enemy's intention to take Fort Mifflin by storm.

2. John Hazelwood.

3. This hospital was also called the Pest House.

4. Webb's Ferry.

5. The middle battery, Carpenters Island.

## JOURNAL OF MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY

[Extract]

[*Fort Mifflin, October*] 15

... Night pretty quiet except a slight Alarm caused by some Boats of the Enemys Fleet, which had reachd the point of Log [*Hog*] Island, and retired after firing upon the boats of our Gallies—a great Noise of Oars heard behind the Island, the cause of it unknown

Copy, DLC, George Washington Papers, Series 4. Eight lines of this entry are not printed here. They describe the bombardment of Fort Mifflin by the British batteries on Carpenters and Province Islands. This entry is part of a multi-date entry from Fleury's journal covering the period 15–18 Oct. 1777. Docketed: "Substance of Cap<sup>t</sup>/Fleury's Letter & Journal/from Fort Mifflin/17<sup>th</sup>: Oct<sup>r</sup>: 77."

## COMMODORE JOHN HAZELWOOD TO MAJOR BENJAMIN EYRE

D Sir

off Fort Island Octobr<sup>r</sup>: 15<sup>th</sup>: 1777

I rece<sup>d</sup>: yours<sup>1</sup> & note the Contents, we are In want of nothing but Bread & Amition & we are Not yet out have now only 100 Rounds Expect som from you & I hope you will Continue to Bring it on, as we shall want a greate Quantety for we are Dayly in Action Either with the Batterys on Shore or their Ships, their Shipping Is at Billingsport but Can not geet Through Nor do I think they Ever will, we last Sundays night with the Gallies Drove them From that post, & Can drive them before Us any time we please but it takes a greate deel of amition, we ware 4 Houres in the Last Action with them & for God Sake give us amition & all is Safe, they opened their Batters<sup>2</sup> from the Shore

on us this Day & are Still playing on us but have not don any Damage as yet nor do I think they Can.—we are all thats left of us in High Spirits & you may Depend Nothing Shall be wanting In my Power to Defend this pass, having not to add am [&c.]

John Hazelwood

Excuse Haste

L, DLC, George Washington Papers, Series 4. This letter was enclosed in Eyre to Washington, 16 Oct. 1777, below. Addressed: "To/Benj<sup>m</sup> Eyres Esq<sup>r</sup>/In/Trentown."

1. Letter not found.
2. Batteries at Webb's Ferry and on Carpenters and Province Islands.

#### COMMODORE JOHN HAZELWOOD TO GEORGE WASHINGTON

Sir,

Of Fort Island October 15. 1777

I received your Excellencys just now.<sup>1</sup>—The Enimy have now opened three Batteries on us One from the Mouth of Schuylkill, One just before the Hospital<sup>2</sup> and another opposite Fort Mifflin.<sup>3</sup> That opposite the Fort has thrown several shells but has done no damage as yet. I have apply'd to Colonel Green who is willing to grant me some Men, but must return them as soon as any attack is done. The different attacks that has been made on the Enimies Shipping and their Batteries has reduc'd the Amunition very much. The Navy Board sent off M<sup>r</sup> Manuel Eyres sometime ago for some but have not yet received it. The Day before Yesterday M<sup>r</sup> James Wharton went off from Fort Mifflin to hurry down some more, and Yesterday M<sup>r</sup> Albertson was despatch'd after them to quicken their motions. The Enimies Ships still lay near Billingsport and I believe will not be able to get thro the Chevaux de Frize. We are now sending down two pieces of Artillery by Land to Billingsport to try to anoy their Ships from that place, I am [&c.]

John Hazelwood

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/George Washington Esq<sup>r</sup>/at/Head Quarters." Docketed: "15<sup>th</sup>. October 1777/from/Comodore Hazelwood."

1. 14 Oct. 1777, above.
2. This hospital was also called the Pest House.
3. The middle battery, Carpenters Island.

#### DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Carpenters Island, Pa.*]

October 15th.—The fog did not clear up so that we could distinguish anything plainly till about 8 or 9 o'clock in the morning, when I fired the first howitzer into the fort. The other battery began directly after me, and we kept up the ball for some time without their returning a shot. At length they began and fired very briskly at us, but did no damage. This morning another battery of ours, of two iron 18 pounders, opened upon the rebel shipping and fort; unfortunately one of these guns burst and badly wounded two or three men. This battery was begun and finished in the night; its situation is on the point of Province Island near the Schuylkill, and it is called the Pest-house battery. Immediately after our fire commenced, the whole rebel fleet moved out of reach in great hurry and confusion, receiving some damage from our shells. Their Commodore<sup>1</sup> and large ships went near Gloucester Point, and their

floating batteries, galleys, fire ships, and rafts went under the Jersey shore at Red Bank, where they are collecting forces and raising works.<sup>2</sup> I was relieved this evening by Captain Standish from one of the most horrid commands that ever man was upon, the whole place under water, and the battery itself knee deep. almost torn to pieces by the rebel shot, and made so badly at first that several shot have gone through, and we have no safety in it but by lying down on the platform.

Downman, "Services of Lieut.-Colonel Francis Downman," p. 165.

1. John Hazelwood.
2. Fort Mercer.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Wednesday, October 15, 1777

*Ordered*, That the Committee of Commerce take effectual measures to make as public as possible the resolution passed yesterday,<sup>1</sup> for making lawful prize British vessels or cargoes brought into any of the ports of the United States by the master or mariners.

JCC 9: 804.

1. Journal of the Continental Congress, 14 Oct., above.

## JOURNAL OF H.M.S. *CAMILLA*, CAPTAIN CHARLES PHIPPS

October 1777  
Wednesday 15

ditto [Chester W  $\frac{1}{2}$  S 3 or 4 Miles—]

at 9 AM Heard the Report of Several Guns from Our Battery on the Pennsylvania Shore.<sup>1</sup> and saw the Rebel Fleet get under way and Anchor off the Read Bank on the Jersy Shore, Exercised Great Guns.  
at Noon Chester Town W  $\frac{1}{2}$  S 3 or 4 Miles Rowd Guard &c—

Chester Town W  $\frac{1}{2}$  S 3 or 4 Miles

The first & Middle Part light Breezes and Thick Foggy Weather. Latter Part fresh Breezes and Hazy Weather, Receiv'd on Board from the *Roebuck* 93 lb.. fresh Beef from 6 to 12 a Canonading Supposed to be our Troops on y<sup>e</sup> Pennsylvania shore & the Rebels on Mud Island Fort

D, UklPR, Adm. 51/157.

1. Batteries on Carpenters and Province Islands.

## PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 31, 1777

ALEXANDRIA, *October 15, 1777.*

WE want SHIP SMITHS, NAILORS, SHIP CARPENTERS, ROPE MAKERS, and SAIL MAKERS. To such tradesmen very great encouragement will be given by

JENIFER & HOOE.<sup>1</sup>

1. Daniel Jenifer and Robert T. Hooe.

October 16

BRIGADIER GENERAL HENRY WATSON POWELL TO BRIGADIER GENERAL ALLAN MACLEAN

Copy of a letter from Brigadier General Powel dated Mount Independence October 16<sup>th</sup> 1777

Dear Sir

I have not heard from General Burgoyne since I wrote to you on the 10<sup>th</sup>. Instant but from the different accounts we have received, which seem to be well authenticated I am afraid there is too much reason to fear and believe he has been obliged to capitulate at Saratoga last monday Major Grey<sup>1</sup> has given you the particulars, therefore I shall not repeat such disagreeable tidings.

This place, tho every step has been taken to make it as strong as circumstances would permit, must I fear submit to cannon and numbers, if I do not receive the Generals orders very soon do [to] destroy and abandon it, but this I need not mention to you, who know the situation of it so well.

I think all the Batteaux you can spare out to be sent up as soon as possible, that we may be prepared for the worst event, and those upon Lake George should likewise be destroyed, If this place is to be defended very strong reinforcements will be necessary as well as provisions. Yours in haste

(Signed) H Watson Powell  
G C

Copy, UKLPR, C.O. 42/37, 248. Addressed at foot: "Brigadier General MacLean." Enclosure no. 16 in Sir Guy Carleton's letter to Lord George Germain, 24 Oct. 1777, UKLPR, C.O. 42/37, 215.

1. Major James Gray.

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War Boston 16 Octo<sup>r</sup> 77

Order'd That Col<sup>o</sup> Crafts<sup>1</sup> deliver twenty rounds six pound Cartridges for 14 Guns, & twenty rounds for Four, three pounders also order fifty small Arms clean'd for Brig *Hazard*—<sup>2</sup>. . . .

Order'd That Dea Foster<sup>3</sup> receive all the Powder landed out of Brig *Massachusetts*—<sup>4</sup>

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 57.

1. Col. Thomas Crafts.
2. Massachusetts Navy brig *Hazard*.
3. Deacon Thomas Foster.
4. Massachusetts Navy brigantine *Massachusetts*.

## MASSACHUSETTS COUNCIL TO GOVERNOR JONATHAN TRUMBULL

Sir

[*Boston*] Council Chamber October: 16—1777.

As John Manly Esq<sup>r</sup> late Commander of the Ship *Hancock* is now a Prisoner of War at New York and we have been Informed that Cap<sup>t</sup> Judd<sup>1</sup> Late Commander of the Ship *Antelope* now at Jamaica was taken in the Jamaica Packett<sup>2</sup> by Cap<sup>t</sup> Harding<sup>3</sup> Commander of A Vessell of War belonging to your State, & has been since conveyed



as a Prisoner of War into your Government. we Have therefore to request that your Excellency would Consent that Cap<sup>t</sup> Judd should be given in Exchange for Cap<sup>t</sup> Manly. we doubt not as Cap<sup>t</sup> Manly has discovered great Zeal Activity Courage & Conduct in the Cause of America and his speedy releasement may be of public Benefit that you will Comply with this Request, and we further desire, that your Excellency would be so kind as to appoint some Suitable Person to Negoatiate this Exchange,<sup>4</sup> we should be glad to hear from you upon this Subject as soon as conveniently may be—

Df, M-Ar, Mass. Archives Collection, vol. 198 (Council Letters), 229. Docketed: "Recd Page 130/Letter to Gov<sup>r</sup> Trumbull/respecting Cap<sup>t</sup> John/ Manly/Oct<sup>r</sup> 17<sup>th</sup>. 1777."

1. Cap<sup>t</sup>. William Judd, R.N.
2. Packet *Weymouth*, Paul Flynn, commander.
3. Cap<sup>t</sup>. Seth Harding, commanding the Connecticut Navy ship *Oliver Cromwell*.
4. Trumbull had ordered Thomas Shaw on 13 Oct. to arrange the exchange of Cap<sup>t</sup>. William Judd for Cap<sup>t</sup>. John Manly. See above.

THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, OCTOBER 20, 1777

Boston, October 16.

Last week arrived in a safe port a prize ship laden with provisions, bound from Ireland to New-York, taken by the ship *Mars*.<sup>1</sup>

Also a retaken brigantine, bound to Halifax, by the *Hawk* privateer, Cap<sup>t</sup>. Parker.<sup>2</sup>

... Same Day [*last Friday*] arrived safe in Port, a Prize Schooner, laden with Fish and Oyl, taken by the *Bunker-Hill*.<sup>3</sup>

We have Intelligence, That a Schooner mounting 12 Carriage Guns, with 40 Men, lately sail'd from Halifax, to cruize on this Coast. She is about 70 Tons Burthen, Marblehead built, white Bottom, with a Lug Foresail, and two standing Topsails. Ten of her Crew belonged to Commodore Manly, and about as many more are young Lads.

1. Ship *Ferryboat*, William Channel, master, taken by the Massachusetts privateer ship *Mars*, Thomas Truxtun, commander.

2. Brigantine *Friendship*, Henry Appleton, master, taken by the Massachusetts privateer brigantine *Hawke*, Thomas Parker, commander.

3. Schooner *Hope*, James Godfrey, master, captured by the Massachusetts privateer schooner *Bunker Hill*, Moses Lewis, commander.

REAR ADMIRAL SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE

Sir

Chatham Rhode Island the 16<sup>th</sup> Octo<sup>r</sup>: 1777

I am favour'd with your Letter of the 14<sup>th</sup> ins<sup>t</sup> and must acknowledge that you have reason for a temporary detention of the Flag of Truce<sup>1</sup> The indiscretion of the Officer cannot be justified, but I dare say from the Candour you have shewn on all occasions of intercourse between us, that you will attribute the impropriety of his behaviour to the curiosity and inattention natural to youth.—You are very sensible that I have every information that I can wish relative to the Navigation &c. of Providence River, and were not that the case, I flatter myself you would not think me capable of gaining knowledge by unjustifiable and unfair means.—

Major Barry<sup>2</sup> who has the charge of the Flag of Truce will explain my Sentiments fully, and therefore I shall only add, that I now ask the immediate return of Lieu-

tenant Nugent and the People with him, as a favor, which I shall be glad to return when any opportunity offers—I am [&c.]

P: Parker

L, R-Ar, Letters to the Governor (1777–1778), vol. 11, 56. Addressed at foot: “Nich<sup>s</sup> Cooke Esq<sup>r</sup>.” Docketed: “Letter from S<sup>r</sup> Peter Parker/Dated Oct<sup>r</sup> 16. 1777—.”

1. The cartel sloop was detained, ostensibly because a Royal Navy officer on board, Lt. Charles E. Nugent, had been caught making drafts of the river. See Rear Admiral Sir Peter Parker to Governor Nicholas Cooke, 13 Oct., above.

2. Maj. Henry Barry.

### THOMAS SHAW TO JOSHUA LORING

Sir

New London Octo 16 1777

By the directions I have received from His Excellency Governor Trumbull for the Exchange of Prisoners, I now Inclose you a List of Forty Five British Prisoners lately Captured & brought into this State. In return for them you'l please to send to this Port an equal number of American Seamen Prisoners with you of the Same Rank, near as may be in Exchange. Should take it as a favour and shall expect that you give me in return Connecticut men. The bearer hereof Nicholas Fosdick who is impower'd and Instructed to negotiate an Exchange of these Prisoners, will present you with a List of Names which he is desirous to get in return. As there is but Fourteen of the above Prisoners that was taken in the Merchant Service and as I have requested that I might have Men that belonged to the State of Connecticut, (taking it for granted that we have not so many men taken in arms) that you will make up the difference in Merchant Men, and acknowledge it, that we may hereafter exchange British Merchant-Men for Americans that are taken in Commission Vessells.

For fear this Flag should be stopped by some of His Brittanac Majestys Crusers on the Sound from proceeding to New York (as has been the case)<sup>1</sup> I have inclosed a Copy of the List of Men which we would have in return & the remainder in any Connecticut Men as mentioned above. I shall rely upon your endeavours to get these Men, as some of them have been Prisoners a long Time.

One Alex<sup>d</sup> Clark Serg<sup>t</sup> in Cap<sup>t</sup> Miles C<sup>o</sup>. third Battalion was last July sent to N York, to be exchanged for Tho<sup>s</sup> Updike Fosdick Ensign in Cap<sup>t</sup> Hales C<sup>o</sup>. now prisoner at New Lotts on Long Island, which if not effected, should be glad might be accomplished & he sent up in this Flag.

By the permission of His Excellency Jonathan Trumbull Esq<sup>r</sup> Governor of the State of Connecticut, I would propose an Exchange of Cap<sup>t</sup> Judd<sup>2</sup> of y<sup>c</sup> *Antelope* & Cap<sup>t</sup> Flynn<sup>3</sup> of the *Weymouth*-Packet, lately Captured and brought into this State, for Cap<sup>t</sup> Manly<sup>4</sup> of y<sup>c</sup> *Hancock* & Cap<sup>t</sup> Thomas Pickering of the brig *Defiance*<sup>5</sup> Prisoners, with you, which if you agree to on your part, will be comply'd with on ours. You'l please to let me know. I am [&c.]

Thos Shaw Commiss<sup>y</sup> for the  
Exchange of Prisoners.

Copy, Ct, Jonathan Trumbull Papers, vol. 7, 124a–b. Addressed below close: “To Joshua Loring Esq<sup>r</sup> Commiss<sup>y</sup> for the Exchange of Prisoners/att/New York.”

1. The cartel sloop *Delight* was forced on shore at Crane Neck, Long Island, on 16 Oct. and was seized by the prisoners. See Captain's Journal of H.M. sloop *Falcon*, 16 Oct., above, and *Connecticut Gazette*, 24 Oct., below.

2. Capt. William Judd, R.N.

3. Capt. Paul Flynn.
4. Capt. John Manley, Continental Navy.
5. South Carolina Navy brigantine *Defence*.

JOURNAL OF H.M. SLOOP *FALCON*, COMMANDER HARRY HARMOOD

October 1777                      The sandy Pt<sup>e</sup> off Gardners Island E<sup>t</sup> & Oyster pond Pt<sup>e</sup>  
 Thursday 16<sup>th</sup>                      NbW, about 1 Mile &  $\frac{1}{4}$  from the shore.  
    at 6 AM weighed and came to sail to the Westward.  
    Horton's Pt<sup>e</sup> SWbS 5 Miles.  
    Fresh breezes and Cloudy W<sup>t</sup> at 2 PM discovered a Schooner  
    & Sloop to the W<sup>t</sup>ward, gave chase at  $\frac{1}{2}$  past 3 left off chase, as  
    I found they must inevitable get into New Haven, at Midnight  
    came too with B<sup>t</sup> B<sup>t</sup> in 13 fath<sup>m</sup>: veered to  $\frac{1}{2}$  a Cable, found rid-  
    ding here His Maj<sup>ty</sup> Sloop *Scorpion*—

D, UkLPR, Adm. 51/336.

## GOVERNOR GEORGE CLINTON TO MAJOR GENERAL HORATIO GATES

Kingston 16th Oct'r 1777 one o'Clock.

Sir,

I am to inform you that the Enemy's Fleet consisting of upwards of thirty Sail<sup>1</sup> anchored last night about six miles below the Landing Place of this Town, which they now lie directly opposite to and appear to be making dispositions for Landing. I have so few men with me that I cannot say I have the best Prospect of [making] so good a Defence as might be wished. A Reinforcement is on the way to me which I left last night and which I believe will not come up in Season and at any Rate must be exceedingly fatigued. I am just informed that the Enemy are coming to the Land. I think it necessary to give you this Information that you may take such Steps as may to you appear necessary to render their Acquisition of this town of as little Importance as possible. I have the Honor to be [&c.]

P.S. I most sincerely congratulate you on your Success to the northward.

*Public Papers of George Clinton* 2: 444–45, no. 859. Addressed in the original: "To Major Gen<sup>l</sup> Gates." Docketed in the original: "D<sup>r</sup> Letters of the 16<sup>th</sup>. Oct<sup>r</sup> 1777/to Gen<sup>l</sup> Gates & the Commandig/Officer at Albany." The word in brackets is from the charred original, N-Ar, George Clinton Papers, box 9, doc. 859. The cover letter to the commanding officer at Albany ordered him to forward this letter and to take precautions with his sick, wounded and prisoners, as the British might push on to Albany.

1. The advanced squadron, H.M. brig *Diligent*, H.M. galleys *Crane*, *Dependence*, and *Spitfire*, with 13 transports and a number of flat boats.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777                      Esopas Meadow North 2 Miles  
 Thursday 16                      at 9 A.M. Weigh'd  $\nabla$  signal in Company the Fleet at  $\frac{1}{2}$  past 10  
    A.M. the Rebels begun to Cannonade us from their Battery at the  
    Mouth of Esopas Creek<sup>1</sup> fired 9 twenty four lb<sup>rs</sup>. round Shot at  
    the Battery and Reble Galley<sup>2</sup> that were playing on us at 11

Pass'd the Enemies Battery brought too for the Transports at Noon the Enemies Batteries at the Entrance of Esopas Creek WbS 1 Mile Fir'd 24: four pounders with Round and Grape to Scouer the Woods

Esopas Creek W.b S. 1 Mile

First Light Breezes and fair Middle and latter Calm at 1 P.M. stood close in shore at ½ past 1 P.M. Anchor'd with the small Bower in 5 F<sup>m</sup>. Water Contins Isl<sup>d</sup>. south off Shore 50 Yards in Comp<sup>s</sup> the *Diligent* Brig & *Spitfire* Galley at 2 the signal was made for Land<sup>s</sup>. D<sup>o</sup>. fired 13 twenty four lb<sup>rs</sup>. with Round and Canister and 28 four lb<sup>rs</sup>. with Round and Grape at 3 PM the Troops were all Landed and met with Very little Opposition at ½ past 3 Weigh'd and Row'd down to the Mouth of Esopas Creek Anch<sup>d</sup>. with the small Bower in 2 F<sup>m</sup>. Water Contins Isl<sup>d</sup>. N ½ a Mile at 4 the Commodore made the signal for all Boats man'd and Arm'd to go on shore to Destroy the Reble stores and Magazine at 6 the Boats Ret<sup>d</sup>. hav<sup>g</sup>. Compleated what they were sent for with the Lieut<sup>t</sup> and Master and 3 Men Very badly Wounded at 11 P.M. the Troops all Embark'd hav<sup>g</sup>. burnt the Town of Kingston and several Magazines of Provis<sup>s</sup>.

D, UkLPR, Adm. 51/4159.

1. Rondout Creek.
2. Continental Army galley *Lady Washington*.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777

Working Up the River

Thursday 16

at 8 AM weighd Gallys Transports, Flatt Boats &c in C<sup>o</sup>.<sup>1</sup> at Noon Turning Up the River

D<sup>o</sup> [Working Up the River]

D<sup>o</sup>. W<sup>r</sup>. [Moderate & Fair] 1 PM Came too off Eusopus Creek to Cover the Land<sup>s</sup> of the Troops was Fired at from a small Fort and a Rebell Gally<sup>2</sup> at 3 D<sup>o</sup> weighd & Stood on to the mouth of the Creek in 4 f<sup>m</sup>. anch<sup>d</sup>. and sent a Boat a head at 5 D<sup>o</sup> Sent several Boats Armed to Burn the Town in Doing which our Gunner and two Men were by Accident Blown Up and severely Burn'd<sup>3</sup> they Lost their Musquets at 10 Do the troops Embarqued

D, UkLPR, Adm. 51/4163.

1. H.M. galleys *Crane*, *Dependence*, and *Spitfire* with 13 transports and a number of flat boats.
2. Continental Army galley *Lady Washington* in Rondout Creek (Esopus Creek).
3. William Smith noted in his memoirs for 16 Oct.: "Much firing this Morning and then a Landing on both Sides at Kingston & the Flatts—The Firing ceased at 1 o'Clock—At 4 a Column of Smoke rises at Kingston—conjectured to be burnt." *Historical Memoirs of William Smith, 1776–1778*, William H. W. Sabine, ed. (New York, 1958), vol. 2, 237.

“EXTRACT OF A LETTER FROM ESOPUS, DATED OCTOBER 16.”

“On Monday evening<sup>1</sup> we sailed from Fort Montgomery, having first entirely demolished it, and blown up the Magazine; we got up that Night near Pollepel’s Island, where we came to an Anchor below the Chevaux de Frize; next Morning, Wind S. W. we weighed, and got through the Chevaux de Frize, and proceeded up the River. The Towns of New-Windsor and Newburgh appeared totally deserted by the Inhabitants; four Sloops set Sail from Fishkills, but were soon overhauled and taken by one of the Gun-boats, when opposite Poughkeepsie; the Rebels kept up a continual Fire from the Shore, without doing any Damage; which was answered by the Shipping. We anchored that Night five Miles from Esopus, and Yesterday Morning a severe Cannonade began between the Shipping in Front, and a Row Galley,<sup>2</sup> and two Batteries the Rebels had erected on Shore. In the Afternoon the Troops landed, and took and set fire to the Batteries and Town of Esopus,<sup>3</sup> with the Loss of only two Men wounded. Many Vessels were burnt in the River and Esopus Creek,<sup>4</sup> besides some Stores, a Mill, &c.”

*New-York Gazette*, 27 Oct. 1777.

1. 13 Oct.

2. Continental Army galley *Lady Washington*, Abraham Lewis, commander.

3. Kingston.

4. Rondout Creek.

MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON

Fish Kill Oct<sup>r</sup> 16<sup>th</sup> 1777

Dear Gen<sup>l</sup>

I have been hon<sup>d</sup>: with the receipt of your two favours of y<sup>e</sup> 8<sup>th</sup> and imagine before this you have rec<sup>d</sup>: mine of the Same date containing the disagreeable intelligence of the loss of fort mountgomery after a most Spirited defence & of our evacuating Peek’s Kill in Consequence thereof—I congratulate you on the bravery of your Troops in attacking & putting to flight the british army, & regret the unfavourable Circumstance that prevented its terminating in a Compleat Victory

last monday Gen<sup>l</sup> Parsons<sup>1</sup> with about Two thousand Troops marched down & took possession of Peek’s Kill & the passes in the high lands—he has taken a number of Cattle horses & Sheep which were Collected by the Enemy—The Enemy have burnt the buildings & barracks at the Village<sup>2</sup> & Several dwelling houses & other buildings at Peek’s Kill—they have demolished Fort mountgomery & Constitution—and are repairing Fort Clinton—yesterday about forty Sail passed up the river Crouded with Troops—and are now at anchor above Poughkeepsie the wind not favouring<sup>3</sup>—we were on our march after them when I met the agreeable intelligence of the Surrendry of Gen<sup>l</sup> Burgoine & his army as prisoners of war, a Copy of which is enclosed; & thereupon I do most Sincerely Congratulate your excellency—I have halted my Troops & am now Considering what ought to be my next movement—have Sent to Gov<sup>r</sup> Clinton for his Opinion on the Subject—and ordered Gen<sup>l</sup> Parsons to Spare no pains to find the Situation & Strength of y<sup>e</sup> garrison at Kings bridge in order to direct my future Operations most advantagiously—I have about Six thousand Troops who are Chiefly militia—I understand that Gen<sup>l</sup> Campbell<sup>4</sup> was Killed at Fort mountgomery & Several Field officers & others of inferior rank—The Enemy’s loss by the last ac-

counts I have been able to get is very Considerable not less than a thousand killed & wounded—The Two Continental Frigates & the row Galley<sup>5</sup> which lay above Fort mountgomery were burnt to prevent there falling into the hands of the Enemy for which I am very Sorrey as one I belv. might have been saved—

I have the unhappiness to Inform you that M<sup>rs</sup> Putnam after a long & tedious illness departed this life last Tuesday night—with the highest esteem & respect I am [&c.]

Israel Putnam

L, DLC, George Washington Papers, Series 4. Addressed below close: "His Excellency Gen<sup>l</sup> Washington." Docketed: "Gen<sup>l</sup> Putnam's Letter/Octob: 16<sup>th</sup>/Ans<sup>d</sup> 19: 1777."

1. Brig. Gen. Samuel H. Parsons, Continental Army.
2. The Continental Village, northeast of Peekskill Creek.
3. The advanced squadron under Capt. Sir James Wallace, including H.M. brig *Diligent*, H.M. galleys *Crane*, *Dependence* and *Spitfire* with 13 transports and a number of flat boats.
4. Lt. Col. Mungo Campbell.
5. Continental Navy frigates *Congress* and *Montgomery* and Continental Army galley *Shark*.

#### MAJOR BENJAMIN EYRE TO GEORGE WASHINGTON

Sir

Six in th Evening

Bordentown October th 16: 1777

Agreeable to your orders I have Collected the Shallops & flats in Bordentown Creeck; their was not wauter Sufficient for them in watsons Creeck. I have Sent twelve waggon Load of Duck this Evening forward. The two frigigates<sup>1</sup> Lies at White hill two mile from this town with Sixteen Carriage Guns Each. as for men to Reinforce the Galley they Can not be spar'd from the frigigates. their is but one hundred Seamen, that is in all the fleet that is here. I apply'd to the Continental navey bord for twenty, but they would not let me have them. Inclosd I send you a letter from the Comodore which I receivd this day.<sup>2</sup> the Shot has Gone on but the pouder has not past this plaise yet. Bisket shall be sent immediately. would it not be prudent for Colonel Flowers<sup>3</sup> to forward some more from Allenstown to the Comodore. as fast as the waggons Comes in they Shall be loaded & sent forward. your Excellencys orders Shall be Strictly obeyd by your Humble Servt

Benj<sup>n</sup>. Eyre

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/Gen<sup>l</sup> Washington/Commander In Chieff of the/American Armeey/ Express." Docketed: "Oct<sup>r</sup> 15. [16] 1777—/Maj: Eyres."

1. Continental Navy frigates *Effingham* and *Washington*.
2. Commodore John Hazelwood to Major Benjamin Eyre, 15 Oct. 1777, above.
3. Col. Benjamin Flower, Artillery Artificer Regiment and Commissary General of Military Stores.

#### JOURNAL OF CAPTAIN JAMES PARKER

[*Philadelphia, Pa.*]

[*October*] 16<sup>th</sup>. Yesterday the Rebel fleet move from mud island, to the Jersey shore near to red bank, many Salute guns are fired by them this day<sup>1</sup>

D, City of Liverpool Library, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Steuart.

1. At noon on 16 Oct. the guns of the American forts and fleet were fired in celebration of Maj. Gen. Horatio Gates's victory over Lt. Gen. John Burgoyne's army at Saratoga on 7 Oct. Col. Christopher Greene to Washington, 16 Oct. 1777, DLC, George Washington Papers, Series 4.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct<sup>r</sup> d<sup>o</sup>. [Billingsfort E½S ¾ of a Mile]  
 Thursday 16 At 1 AM our Guard gave the alarm, the advanc'd Ship at the same  
 fir'd several shot at a Rebel Boat. Weigh'd the Small B<sup>r</sup> and let go  
 the Best. Serv'd slops to the Ships company.  
 d<sup>o</sup>.  
 Var<sup>ble</sup>: Wea<sup>r</sup>: At 2 PM Weigh'd the B<sup>r</sup> B<sup>r</sup> & let go the Small D<sup>o</sup>.  
 At 4 heard a Cannonading up the River.

D, UklPR, Adm. 51/675.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October D<sup>o</sup> [At Anchor off Billingsport close to the Cheveaux de frize]  
 Thursd<sup>y</sup> 16 D<sup>o</sup>  
 D<sup>o</sup> Weather [Mod<sup>t</sup> and fair] got 2 Nine Pounders off the Fore-  
 castle on the Quarter Deck, & 2 Twenty four Pounders off the  
 Main Deck on the Forecastle to keep Off the Galleys, Boats row-  
 ing guard received fresh Beef.—

D, UklPR, Adm. 51/1037.

MASTER'S LOG OF H.M.S. *SOMERSET*, CAPTAIN GEORGE OURRY

Remarks on board His Majestys Ship *Somerset* in Delaware River

October 1777 Thurs<sup>y</sup> 16<sup>th</sup> AM Emp<sup>d</sup>. washing & Cleaning Betw<sup>n</sup> Deck at 10  
 the *Ranger* Schooner & Barge Return'd from Willminton with Cap<sup>t</sup> Ourry he had  
 been to See the Troops Em<sup>bk</sup> to Come up the river Fresh Breezes & fair Com-  
 pleted a Months Provisions at 10 PM the flat Boat man'd & Emp<sup>d</sup>. as before

D, UklPR, Adm. 52/2000.

## JOURNAL OF THE CONTINENTAL CONGRESS

[*York*] Thursday, October 16, 1777

*Ordered*, That 2,249 dollars be paid to Messrs. Livingston & Turnbull, or order,  
 in discharge of a bill, in their favour, drawn by J. Bradford, dated Boston, August  
 27, 1777, on the Marine Committee, expressed to be for value received for the  
 naval department in the service of the United States, the said J. Bradford to be  
 accountable.

JCC 9: 809.

PURSER'S ACCOUNT OF THE MARYLAND NAVY SHIP *DEFENCE*

[Extract]

An Acco<sup>t</sup> of Cash Recd and Expended by the purser of Ship *Defence* . . .

1777

Octobr 2 <sup>d</sup>	paid for 6½ bushells potatoes	1 .. 17 .. 6
	paid for Eggs and fish and Charged to the Cabbin	.. 18 .. 9
13	paid M <sup>rs</sup> Ross for making 48 pair Woolen trousers @ 3/9	9 .. 0 .. 0
	35 pair drawers @ 2/6	4 .. 7 .. 6
	30 pair osnabg. Trousers @ 3/9	5 .. 12 .. 6
	12 blanketts at 1/	.. 12 .. 0
	paid Nancy Johns Making 48 pair Woolen } Trousers @ 3/9	8 .. 1 .. 3
	paid John Bond for 28 days hire of a Brick House at Baltimore for Hospital Including Damages	6 .. 10 .. 0
	paid for Knives & pockett Books for Ships Crew and Sold to them	5 .. 13 .. 9
16 <sup>th</sup>	paid John Wells as pr Recd	7 .. 14 .. 0

Err Excep<sup>td</sup> Nathaniel Bond

DS, MdAA, Series D, Revolutionary War Papers, 19970-02-1b-17. Accounts for May and June were omitted in this extract.

ACCOUNTS OF THE MARYLAND NAVY SHIP *DEFENCE*

[Extract]

D<sup>r</sup> Ship *Defence*

Octo <sup>r</sup> 16	To. d <sup>o</sup> . [Cash] paid W <sup>m</sup> . Johnson for Boat hier &c <sup>a</sup> .	13 .. 17 .. 6
8	To d <sup>o</sup> . d <sup>o</sup> . M <sup>rs</sup> . Goddard for Printing &c <sup>a</sup> .	4 .. 15 .. —
	To d <sup>o</sup> . p <sup>d</sup> . Brittingham Dickenson as Ⓢ Bill	£1 .. 14 .. 0
	d <sup>o</sup> . d <sup>o</sup> . Capt. Cooks Exp <sup>s</sup> . at Baltimore	0 .. 9 .. 9
	d <sup>o</sup> . p <sup>d</sup> . M <sup>rs</sup> . Goodard for Quils	0 .. 7 .. 6
	d <sup>o</sup> . M <sup>rs</sup> . Craghead for Nursing Ⓢ rec <sup>t</sup>	3 .. 7 .. 6
13	To George Ross for 5 Galls Oyl	3 .. 15 .. 0
	ditto for 3 files for Armourer	0 .. 14 .. 0
	ditto for Pilotage from Annapolis to Balt <sup>o</sup> .	5 .. — .. —
"	To Cash paid Jacob Dawson Cooper as Ⓢ Bill	1 .. 2 .. 9
	To Isaac Griest for a Trumpet	2 .. 5 .. —
	To James Hawkins for Expenses as Ⓢ Bill	12 .. 14 .. 10
	To John Rogers for Sundreys as Ⓢ d <sup>o</sup> .	10 .. 3 .. —
	To Cash paid M <sup>rs</sup> . Reynolds for Cap <sup>t</sup> . Cooks board	3 .. 2 .. 3
	To Vachel Yates as Ⓢ Bill	3 .. 3 .. 7
	To Amount of Persers Acc <sup>t</sup> . as Ⓢ Bill	212 .. 10 .. 7
		293 .. 5 .. 9

Contra—C<sup>r</sup>

1777	By Ben. Wheelar for Cash paid R. Rowles	
Octe <sup>r</sup> 13 <sup>th</sup> .	for taken him up	1 .. 17 .. 6

D, MdAA, Series D, Revolutionary Papers, 19970-02-1b-12. Docketed: "Acco<sup>t</sup>/Ship *Defence*".



## PURDIE'S VIRGINIA GAZETTE, FRIDAY, OCTOBER 17, 1777

HAMPTON, Oct. 16, 1777

The Captains of the Navy of this Commonwealth are directed to allow no pay to the officers and seamen of their respective vessels, who are absent or furlough, for such days as exceed the time they have furloughs for. *By order of the Navy Board.*

WALTER BROOKE, C. V. N.

## THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE, THURSDAY, OCTOBER 16, 1777

All Persons having any Claim for Prize Money or Salvage of the Brig. *Judith, Alvara Lofthouse* late Master, taken by the Brigantine of War *Notre Dame*, commanded by *Stephen Seymour*, Esq; are desired to call on the Subscriber on the Bay for Payment.<sup>1</sup>

ELISHA SAWYER, *Agent for the Captors.*

1. For the capture, see NDAR 9: 303, 311, 714.

## JOURNAL OF H.M.S. PORTLAND, CAPTAIN THOMAS DUMARESQ

October	At the Pitch Kettle Moorings English Harbour Antigua
Thursday 16 <sup>th</sup>	AM <sup>d</sup> got our Anchors on B <sup>d</sup> Came in our Tenders & <i>BlackSnake</i> Schooner taken by y <sup>e</sup> <i>Resolution</i> which had been at Barbadoes. A Gale of wind came on, y <sup>e</sup> <i>Resolution</i> was drove on Shore having saved their Provisions & Crew—8 PM <sup>d</sup> came in y <sup>e</sup> <i>Endeavour</i> Brig.

D, UKLPR, Adm. 51/711.

## October 17

## MINUTES OF THE NEW HAMPSHIRE COMMITTEE OF SAFETY

[Exeter] Octob<sup>r</sup> 17 [1777]

Gave orders to Col Clapp<sup>1</sup> to permit 20 french Prisoners to Enlist on board the *Ranger* if they incline

LB, Nh-Ar, Minutes of the Committee of Safety (26 June–13 Dec. 1777), 169.

1. Col. Supply Clapp.

## SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL

Honor'd Sir

Boston 17<sup>th</sup> Oct 1777—

This will be handed you by Capt Harding,<sup>1</sup> and hope before this reaches Lebanon his health will in some measure be reestablish'd, soon after his arrival he took a bad cold, and at times has been so poorly as to occasion some fears of his being able

to go to Sea this fall—he is now much better, and I hope this journey will compleat his recovery—Capt Harding has been indefatigable in getting affairs in the greatest forwardness—he has discharg'd the greater part of his people, has taken the *Cromwell's*<sup>2</sup> Masts out, which upon survey will want repairing, and she is now ready to go on the ways.—The Brig *Defence* is near ready to Launch—Capt Harding has survey'd her and is of the mind that she must be turn'd into a Ship—it will be attended with a great addition of Expence—Cap<sup>t</sup> H: will inform your Excellency of the additional estimate and of every perticular relating to the two Vessells—it is necessary to have the Officers of the *Defence* in Town, and that measures should be taken for enlisting Men, which shall be done as soon as I have your directions respecting the establishment of your Navy—There are many articles which cannot be procurd in these parts—such Tallow, Cheese &c &c<sup>t</sup> which I shall write to your Son for—and by the return of the Teams shall send Salt.—The Doct of the *Cromwell* claims the Doctors Medecines and Stores found in the *Weymouth* Packet, as his perquisite, which I refus'd him, I suppose he waits upon your Excellency respecting them—I consulted the board of Warr before I gave a final answer to Captain H: about the Doctors having any perquisite whatever.—Hope Capt H: will not make a long tarry, as the Vessells will be fitted much sooner if he is in this Town, indeed Officers and Seamen are so prejudic'd in his favor, that I am fully convinc'd the *Cromwell* will be got to Sea, full two months Sooner with his presence than without—I remain [&c.]

Sam Eliot Jun<sup>r</sup>

L. Ct, Connecticut Archives, 1st Series, vol. 9, 205. Addressed: "Gov<sup>r</sup> Trumbull—."

1. Capt. Seth Harding commanded the Connecticut Navy ship *Oliver Cromwell*.

2. Connecticut Navy ship *Oliver Cromwell*.

#### DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 17<sup>th</sup> Oct<sup>r</sup>—Fair morning, but windy, & likely to rain. Wind N.E.

Everything perfectly quiet last night. This Morning a considerable number of men were observed about Howland's ferry. In the course of the day a great many small arms were fired on the opposite shore. The almost continual irregular firing of small arms for the last two days, where such numbers of people are assembled, are strong indications of their making some attack soon.

A Jew named Isaac Goodman came over last night from the Bristol side, and was brought to Gen<sup>l</sup> Pigot's<sup>1</sup> quarters about one oClock this morning, where he gave the following account—That he left Providence yesterday morning in the Packet for Warren, and came from thence in a Canoe with a man who was going to Bristol;—that after they got round Papasquash [*Papasquash*] point and got near Hog Island, he told the man he would give him his watch if he would put him ashore on Rhode Island; which he accordingly did near Arnold's point, and went off without being discovered by our Sentries, as it was dark. He says the Rebels have collected a very formidable force, and intend to attack us very soon. Nine or 10,000 men are now assembled in the vicinity of Howland's ferry for that purpose. That during the Summer a great number of flat boats have been built at & near Providence, and that within a short time, near 300 boats of different descriptions, but

most of them flat boats and Scows, have been brought from Providence to Warren, from whence they have been carried over Warren Neck into Kikemuit river, beyond Mount Hope. That most of them are now in Quaket pond (or Wanton's Cove)<sup>2</sup> near Howland's ferry. That they intend making three attacks—One at Howland's ferry, another at Fogland's ferry, and the third at Easton's beach. That two fire ships came down from Providence yesterday Morning, and are now anchored near their Frigate, which is The *Providence*, Cap<sup>t</sup> Whipple; and that they are to come down the first fair wind, supported by the Frigate, and endeavor to burn our Frigates, while theirs gets out, and the attack is made on the Island.<sup>3</sup> That they have near 40 pieces of Cannon at Howland's, which are to be brought over in Scows. That this Expedition has been concerted for some months, during which time they have been making preparations for it. That 3000 of the troops are Militia of Connecticut, who crossed lately from Warwick to Warren, and from thence by Kikemuit River to Howlands. That they keep a strong guard every night in the Redoubt at the point of Howland's neck. That our last deserters told them we had not above 2000 men on the Island, and that they might easily force us. That they have exact intelligence of everything doing on the Island, and that some Rebels were lately at the house of a person who conveys information to them. He added that the troops they have assembled are all Militia, except about 70 Continental troops and some Artillery, and that they are engaged until the end of October. That many of them were induced to come upon this expedition by the hopes of the plunder of Newport, which was promised them. General Spencer has the Chief Command. He mentions several other particulars with great accuracy and confidence; and declares they give out that we are to be attacked very soon.

In consequence of the abovementioned information, General Pigot thought proper to postpone the attempt against Bedford [*in Dartmouth*], and ordered the troops destined for that service to disembark, which they did at one o'Clock this day, and marched to their respective Encampments. The Wood cutting party was also disembarked and joined their Corps.

Bedford was the object of the Detachment under the Command of Lieu<sup>t</sup> Colonel Marsh.<sup>4</sup> The Rebels having several Privateers there, and also some West India ships which had been taken by them, our troops were to have taken or destroyed them, and spiked up the Cannon upon a Battery at the entrance of the Port. The force for this service was 400 of the 43<sup>rd</sup>, 100 of the Flank Companies of the 54<sup>th</sup>, 120 of the Wood party; 2 Frigates, and the *Kingsfisher*.

It certainly was a very fortunate circumstance that the Jew came in at the time he did, and that the wind was not quite favorable for the fleet to sail at the time appointed; otherwise it would have gone out with 600 troops; and the Rebels perceiving it, would probably have chosen that time for making the attack. And as the *Kingsfisher* was to have gone from her Station,<sup>5</sup> the part of the Island where one of the attacks was to be made, would have been left exposed. . . .

Mackenzie, *Diary* 1: 192–94.

1. Maj. Gen. Robert Pigot, commanding at Newport.

2. Nannaquaket Pond.

3. See Continental Navy Board of the Eastern Department to Captain Abraham Whipple, 13 Oct., above.

4. Lt. Col. James Marsh.

5. Near Fogland Ferry in the Sakonnet Passage.

CONNECTICUT GAZETTE, FRIDAY, OCTOBER 17, 1777

New-London, October 17.

Last Lord's-Day returned into Port the Privateer Sloop *Two Brothers*,<sup>1</sup> Capt. Thomas Chester: having in Lat. 34° suffered considerable Damage to her Rigging from a British Transport Ship, of much superior Force and full of Men: Capt. Chester and one Man killed and three wounded.

Wednesday last about 50 Seamen, taken in the *Weymouth* Packet, by Capt. Harding in the Ship *Oliver Cromwell*, arrived in Town from the Eastward, who, with 15 other Prisoners, were put on Board a Flag of Truce, which Yesterday sailed for New-York, to be exchanged for a like Number of our Men.

1. Connecticut privateer sloop *Two Brothers*, Thomas Chester, Jr., commander, of Groton, was commissioned on 18 July 1776. She mounted 8 guns and was manned with a crew of sixty. DNA, PCC, item 196, vol. 15, 57.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777

D<sup>o</sup> [off Eusopus Creek]<sup>1</sup>

Friday 17

at 9 AM weighd in C<sup>o</sup> as Above<sup>2</sup> & Stood Do Up the River

D<sup>o</sup> [Working Up the River]

Moderate & fair at 5 PM Came too Smal Bower in 7 f<sup>m</sup> off Red Hook the troops landed & sett fire to some Mills, Houses, Barns &c<sup>3</sup> Weighd & endeavourd to stand in Shore to Cover the landing Ran aground on the Edge of the Flatts<sup>4</sup> at 8 PM the troops reembarked

D, UkLPR, Adm. 51/4163.

1. Rondout Creek.

2. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

3. William Smith noted in his memoirs on 17 Oct.: "Bob G. Livingston's House burnt. Widow [Margaret] Livingston's Mill at Sawyer's Creek [Saw Kill Creek] Widow Ten Broeck's Buildings." *Historical Memoirs of William Smith, July 1776–July 1778*, William H. W. Sabine, ed. (New York, 1958), vol. 2, 238.

4. Esopus Flats.

MAJOR GENERAL JOHN VAUGHAN TO LIEUTENANT GENERAL SIR HENRY CLINTON

(Copy)

On board the *Friendship* off Esopus,

Friday the 17<sup>th</sup>. [October 1777]—

Sir

10 oClock Morning.

I have the Honor to inform you that on the Evening of the 15<sup>th</sup>. Instant, I arrived off Esopus,<sup>1</sup> finding that the Rebels had thrown up Works,<sup>2</sup> and had made every Disposition to annoy us, and cut off our Communication, I judged it necessary to attack them, the Wind being at that Time so much against us that we could make no way,—I accordingly landed the Troops, attacked their Batteries, drove them from their Works, spiked & destroyed their Guns.—Esopus being a Nursery for almost every Villain in the Country, I judged it necessary to proceed to that Town. on our approach they were drawn up, with Cannon, which we took & drove them out of the Place. On

our entering the Town they fired from their Houses, which induced me to reduce the Place to Ashes, which I accordingly did, not leaving a House. We found a considerable Quantity of Stores of all kinds, which shared the same Fate.

Sir James Wallace has destroyed all the Shipping except an Armed Galley,<sup>3</sup> which run up the Creek,<sup>4</sup> with every Thing belonging to the Vessels in Store.

I enclose you a News paper I found in the Town, but am to inform you that a Messenger arrived at Esopus the 14<sup>th</sup>. Instant at Night, giving an Account that General Burgoyne, had surrendered himself with his whole Army, and that they were marched Prisoners into Connecticut. How far we may depend on this Account, Time will shew.

Sir James & myself will push forward the next Tide. I have the Honor to be [&c.]

(Signed) John Vaughan

P.S. Our Loss is so inconsiderable that it is not at present worth while to mention.

Copy, UKLPR, C.O. 5/94, 368–69. Docketed: “Copy of General Vaughan’s/Report 17<sup>th</sup> October from/Esopus.—” Docketed in another hand: “In Sir W<sup>m</sup> Howe’s (N<sup>o</sup>. 71)/of 25 Oct<sup>r</sup> 1777.” Enclosed in Gen. Sir William Howe’s letter No. 71, 25 Oct. 1777, to Lord George Germain. Printed in *Correspondence and Journals of Samuel Blachley Webb*, Worthington C. Ford, ed., 3 vols. (New York, 1893), 1: 363–64.

1. Kingston.
2. Commo. Jacobus Wynkoop commanded the two batteries.
3. Continental Army galley *Lady Washington*, Abraham Lewis, commander.
4. Rondout Creek.

CAPTAIN SIR JAMES WALLACE, R.N., TO COMMODORE WILLIAM HOTHAM

(Copy)

Gallies & Armed Vessels off Ezopus  
Creek 17<sup>th</sup>. October 1777.

Sir,

We proceeded up the River destroying a Number of Vessels as we sailed along, without stopping till we arrived at Ezopus Creek,<sup>1</sup> where we found two Batteries.<sup>2</sup> One of two Guns the other of three Guns erected, and an Armed Galley<sup>3</sup> at the Mouth of the Creek, who endeavored to prevent our passing by their Cannonade. General Vaughan was of Opinion such a force should not be left behind—It was determined to land and destroy them, and immediately executed—without retarding our proceeding up the River—The General marched for the Town and fired it<sup>4</sup>—the Boats from the Armed Vessels went up the Creek—Burnt two Brigs, several large Sloops and other Craft with all their Apparatus that was in Stores upon the Shore—Lieut<sup>l</sup>. Clark of the *Dependence* with two or three others<sup>5</sup> in firing the Stores was blown up, but we flatter ourselves not Dangerously.

The Officers and Men upon this Occasion behaved with the greatest Spirit.

By all our Information I am afraid General Burgoyne is retreated—if not worse. I have the Honour to be [&c.]

(Signed) Jas<sup>s</sup>. Wallace.

Copy, UKLPR, Adm. 1/488, 58. Addressed at foot of first page: “Commodore Hotham.” Docketed: “Copy./Letter from Sir James Wallace/to the Commodore Hotham/Dated 17<sup>th</sup>. Oct<sup>r</sup> 1777.” Docketed in another hand: “In Lord Howes’ Letter of the 24 October 1777 /N<sup>o</sup>. 9.” Enclosure No. 9 in Vice Adm. Viscount Howe’s letter to Philip Stephens, 24 Oct. 1777.

1. Rondout Creek.
2. Commo. Jacobus Wynkoop commanded the batteries.
3. Continental Army galley *Lady Washington*, Abraham Lewis, commander.
4. Kingston.
5. Lt. James Clark, the master and three seamen of the *Dependence* were “Very badly Wounded.” Captain’s Journal of H.M. galley *Dependence*, UKLPR, Adm. 51/4159.

## PENNSYLVANIA COUNCIL OF SAFETY TO WILLIAM CRISPIN

In Council of Safety

Sir

Lancaster Oct 17th 1777

As Council has not heard from you latly they are under some unesiness lest the Fleet in the Deleware may Suffer for the want of Provisions &<sup>ca</sup> I therefore request that you will attend to that Matter and furnish every Article that may be Necessary. As the Commissary General of Purchases M<sup>r</sup> Buchanon,<sup>1</sup> has fixed the prices of Beef & Pork, the former at Ten Dollars C<sup>t</sup> sinking the fifth quarter, as he terms it, and six Dollars C<sup>t</sup> for Pork the same prices must govern your purchases, and in future you are not to give a greater price than they allow for the Necessarys wanted for the army. it is proper to Mention to you that the price he has fixed for pork we have hinted to him is in our Opinion too low and desired he would reconsider it—I hope and expect the different Salt works will furnish Salt Sufficiant for this and the Neighbouring States—A quantity of Beef and Pork should be Barrelled up for the use of our Navy, this you should Immediatly attend to, and If money is wanted for this & other purposes of the state you will be furnished on Application by Letter or Otherwise to Council—I am [&c.]

(Copy)

Tho<sup>s</sup> Wharton jun<sup>r</sup> Pres<sup>t</sup>

Copy, PHarH, RG 27, Executive Correspondence of the (Second) Council of Safety. Addressed at foot of page: "William Crispin Esq<sup>r</sup>." Docketed: "Copy of a Letter to/W<sup>m</sup> Crispin/October 17<sup>th</sup>. 1777—." Notation at head of letter: "Council of safety to W<sup>m</sup> Crispin 1777."

1. William Buchanan, Commissary General of Purchases for the Continental Army.

## PENNSYLVANIA COUNCIL OF SAFETY TO COMMODORE JOHN HAZELWOOD

In Council of Safety

Sir

Lancaster Oct<sup>r</sup> 17<sup>th</sup> 1777—

I did myself the pleasure of writing to you the 15th Ins<sup>t</sup> <sup>1</sup> to be forwarded from Head Quarters.—after the express left this I received your two Letters dated the 8th & 11th Ins<sup>t</sup> <sup>2</sup> and Congratulate you on your success against the Enemys Battery,<sup>3</sup> 'tis pittty any thing should have happend to prevent the whole of their Small Garrison falling into your hands after they had once surrendered.—

I make no doubt by this time you have the remainder with any reainforcement they may have sent; and that you have fully convinced the British officers that you can and will prevent their ships passing the Chevaux D<sup>e</sup> Frize, by doing this you render esential service to your Country and will be entiled to their best thanks.—

The late Glorious success of the Army under the Command of Gen<sup>l</sup> Gates over Gen<sup>l</sup> Burgoyne must give pleasure to every true Friend to Liberty and inspire our Fleet and Army in this quarter with such sentiments as I hope will lead them on Victory, so that we may soon enjoy the blessing of Peace.—The Inclosed Letter<sup>4</sup> for W<sup>m</sup> Crespin Esq Commissary of Provisions for the Fleet of this State I beg you to deliver or forward to him; as I dont know Where to direct it, it is left open for your perusal.—I am [&c.]

(Copy)

Tho<sup>s</sup> Wharton jun<sup>r</sup> Pres<sup>t</sup>

Copy, PHarH, RG27, Executive Correspondence of the (Second) Council of Safety. Addressed at foot of page: "Comodore Hazelwood." Docketed: "Copy of a Letter/to Commodore Hazelwood/Oct<sup>r</sup> 17. 1777." Notation at top of letter: "Pres Wharton to Col. Hazelwood/1777."

1. Not found.

2. No letter from Hazelwood to Wharton dated 8 Oct. has been found. This may be a reference to William Bradford's letter of that date to Wharton, see above. For the letter of 11 Oct., see above.

3. The middle battery, Carpenters Island.
4. Pennsylvania Council of Safety to William Crispin, 17 Oct. 1777, above.

MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY TO  
LIEUTENANT COLONEL ALEXANDER HAMILTON

[Extract]

[Fort Mifflin, October 17, 1777]

... Our greatest Uneasiness is occasioned by the dread of Surprise—the Channel<sup>1</sup> between pennsylvania and the Fort is altogether clear; the Galleys have removed to the Jersey Side out of all distance for annoying the Enemy and seconding us, the nights are darken'd by Fogs and all our Garrison must be on the watch to avoid being carried by Storm—I am ignorant of the Plans of His Excellency,<sup>2</sup> I scarcely allow myself to form conjectures—but if the thing required be, to hinder the Enemy from reaching Philadelphia, to cut off their Communication altogether, even in flat bottom'd Boats, which might pass the Chevaux de frize and in a Channel at 1400 yds dist. from Red-bank (which Place is a mile & a quarter and five perches from Fort Island) our Battery alone can answer the end—what can you expect from Shot thrown at the distance of 1400 yards against a moveable object? Red Bank tis said is to serve as a Retreat for our Garrison—but it wants no Retreat—its Refuge is in its pallisades and it's Courage—let it be reinforced—let it be put out of the reach of Storm—and the Enemy will not be so soon Masters of the River—but we must have men—works—and be enabled to make vigorous Sallies. . . .

Copy, DLC, George Washington Papers, Series 4. Fifty lines of this letter are not printed here. They describe the British batteries bearing on Fort Mifflin and the Delaware River and Fleury's ideas for improving the fort's defenses. Docketed: "Substance of Cap<sup>t</sup>/Fleury's Letter & Journal/from Fort Mifflin/17<sup>th</sup> Oct<sup>r</sup> 77." Notation at top of page: "Substance of Cap<sup>t</sup> Fleury's Letter to Col. Hamilton—."

1. The Tinicum or western channel of the Delaware River.
2. George Washington.

JOURNAL OF THE CONTINENTAL CONGRESS

[York] Friday, October 17, 1777

*Resolved*, That Congress highly approve of the brave and spirited conduct of Commodore Hazlewood, and the other officers and men concerned in the defence of the river Delaware, and of their undaunted perseverance and resolution to maintain that pass to the city of Philadelphia to the utmost extremity.

JCC 9: 813.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

October. 1777

Abreast of the Upper Wharf at Chester

Friday 17<sup>th</sup>

AM Anch<sup>d</sup>. here some Transports w<sup>th</sup> Troops.

Abreast of the Upper Wharf at Chester

Light Airs & Clear W<sup>e</sup>. At 11 PM The Troops began to Land on  
Chester Wharf w<sup>th</sup>. Artillery & Stores.<sup>1</sup>

D, UklPR, Adm. 51/4385.

1. The landing was completed the following morning.

MASTER'S LOG OF H.M.S. *SOMERSET*, CAPTAIN GEORGE OURRY

Remarks on board His Majestys Ship *Somerset* in Delaware River

October 1777 Friday 17<sup>th</sup> at 8 AM Receiv'd 8 Puncheons Rum from the *Tuscany* Transport D<sup>o</sup> Hove up the Best Bower & Let go the Small & Veer'd to ½ a Cable Came up & Anch<sup>d</sup> Here the Transports with the Troops<sup>1</sup> Mod<sup>t</sup> Breezes & Cloudy at 10 P.M. Sent the Row Galley<sup>2</sup> & 3 flat Boats with 11 men & Petty Officer Each on Duty

D, UKLPR, Adm. 52/2000.

1. On 18 October *Somerset's* log records: "at 6 AM Sent 3 flat Boats to Assist in Landing 2900 Troops at Chester at 10 they Returnd." Ibid.

2. H.M. galley *Cornwallis*.

"COPY OF A LETTER FROM CAPT. JAMES COLLINSON OF THE SHIP *WILL*,  
TO HIS OWNERS AT LIVERPOOL, DATED DOMINICA, OCT. 17, 1777"

"I congratulate you on our Arrival here on the 8th of October. On the 7th we fell in with a Rebel Privateer Sloop with 10 Guns and 16 Swivels, which we defended ourselves from for full five Hours. She boarded us on the Larboard Quarter with 12 Men, which we killed, and made them cry out for Quarter several Times, but still kept a brisk Fire upon them, and paid no Regard to their crying for Quarter, as they still had their Colours up. They were Half an Hour under our Quarter, where we made them fast to us. By their cutting their Ropes they cleared from our Quarter; then we stood to the northward, and cleared Ship ready for them again; when clear gave Chace, and came up with them, gave them three Broad sides and three Cheers, and left them, as we should run a Risk of losing the Ship if we had taken them all, though I imagine we killed 40 or 50 of their Men; and by Information I find she had on board 120.

"At Noon the same Day we fell in with a Schooner of 14 Carriage Guns, which we fought for six Hours, and gave them the same as above, but are not certain what Number of Men we killed, as she did not board us, but was prepared with Stinkpots on her Bowsprit End. We should have sailed for Jamaica in three Days after our Arrival, but for the Damage we got by the Sloop; she carried all the Iron Stantions away on the Larboard Quarter. We have not one Man killed or wounded, and all behaved like true Britons. We fired the small Arms three Times for their twice, and every Man obeyed his Orders. We boarded five Sail coming out, but could not condemn them."

"Immediately on the *Will's* Arrival at Dominica, the following Paper was subscribed by a Number of Gentlemen, and 72 l. 6 s. collected:

"For the Encouragement of the twenty-five brave Fellows belonging to the Ship *Will*, Capt. Collinson, who, on the 7th inst. gallantly defended the said Ship for five Hours against a Rebel Privateer of fourteen Carriage Guns and about 120 men, and obliged the Privateer to sheer off; likewise a Schooner Privateer of the same Force; we Subscribers hereto have given the Sum opposite to our respective Names.

"*Roseau, Dominica, 8th October, 1777.*"

*Daily Advertiser* (London), 27 Jan. 1778.



## GOVERNOR THOMAS SHIRLEY TO MARQUIS DE BOUILLÉ

Sir

Dominica 17<sup>th</sup> October 1777

It having been represented to me by John Cook Master of the Brigantine *Black Prince* and James Rimmer Master of the Ship *Darby* from the Coast of Africa bound to this Island with Slaves, the former taken by a Pirate Ship Call'd the *S<sup>t</sup>. Peter* fitted out from Fort Royal belonging to one Hutchinson, and carried into the Port of S<sup>t</sup>. Pierres the 2<sup>d</sup> Ins<sup>t</sup> the latter taken by the same Ship and the Sloop *Fly*, and carried into La Trinité the 9<sup>th</sup> Instant—<sup>1</sup>

It is my Duty Sir, to hear those complaints and to demand of your Excellency that the Vessels and their Cargoes may be restored to their proper owners or restitution made to them, tho' at the same time I have but little reason to think that this demand will be complied with so little attention having been paid to many demands of the like nature—

I am informed that the Ship *Darby* is now fitting out as a Privateer at La Trinité by Hutchinson and Bingham, I at least Sir, expect that this Ship will be delivered up to the Master who goes over to demand her.—

Lieutenant Jones of His Majestys 48<sup>th</sup> Reg<sup>t</sup>. will have the honor to deliver this Letter to your Excellency. I beg leave to recommend him to your Excellencys favour and protection while at Martinique and on his return to this Island. I have the honor to be [&c.]

Tho<sup>s</sup>: Shirley

Copy, UklPR, C.O. 71/7, 13–14. Addressed at foot of first page: "The Marquis De Bouillé." Addressed below close: "His Excellency/The Marquis De Bouillé/General and Commander/in Chief of the Island of/Martinique and It's/Dependencies/&c. &c. &c.—." Docketed: "In Gov<sup>r</sup> Shirley's of/26<sup>th</sup> Nov<sup>r</sup> 1777./ (3.)." See below, Shirley to Lord George Germain.

1. According to an extract of a letter dated 10 Oct., the American privateer ship *St. Peter*, Capt. Samuel Chase, sent to Fort Royal "a Guinea-man with 219 Negroes, four Days since." *Connecticut Gazette*, 14 Nov. 1777.

JOURNAL OF H.M.S. *ARIADNE*, CAPTAIN THOMAS PRINGLEOcto<sup>r</sup>Barbados W<sup>t</sup> 8 leag<sup>s</sup>

Friday 17.

First part moderate & hazy, middle & latter fresh Breezes, at 7 AM saw a sail in the s:w quarter, made the *Fly*'s signal & gave chase, at 10 AM fired 2 shot at & brought her too, proved to be the Sloop *Hope* Theophilus Elsworth M<sup>r</sup> belonging to Georgia & bound to Surinam laden with Rice took the Prize in Tow. The *Fly* in company.—

Barbados NW ½ N 13 leag<sup>s</sup>

D, UklPR, Adm. 51/60.

DEPOSITION OF JOHN HUTCHASON, PRIZE MASTER OF THE BRIG *VENUS*

(Copy)

Grenada

The Deposition of John Hutchason Mariner taken before the Worshipful Alexander Sympson Sole Judge of the Court of Vice Admiralty to certain standing Interrogatorys on behalf of our Sovereign Lord the King concerning the recapture of a

certain Brig called the *Venus*.—the fifteenth day of October One thousand seven hundred & seventy seven—

Interrog<sup>y</sup> 1<sup>st</sup> To the first Interrogatory this deponent saith that he was born in the Province of Pensilvania in America, & has resided in that province for these seven years last past & upwards that he is and has ever been a subject of His Majesty the King of Great Britain, that he never was admitted a burgher or free man of any City or Town.—

Interrog 2 To the second Interrogatory this Deponent saith that he was present at the time of taking and seizing the Vessel concerning which he is now examined, that she had no Commission

Interrog<sup>y</sup> 3 To the third Interrogatory this Deponent saith that it was in Latitude fourteen on the ninth day of this Instant that the said Vessel was retaken & seized, for being American property as was supposed, that the said Vessel was brought into the port of Saint George in this Island and sailed under Continental Colours, that there was resistance made at the time the Vessel was taken & seized, that there were two Muskets & [ ]<sup>1</sup> Cohorns fired, that this deponent fired the Cohorns & the Muskets were fired by some of the French men that were on board, that the said Vessel was taken by an Armed brig called the *Revenge* commanded by one Daniel Campbell, but does not know whether she had a Commission or not.—

Interrog<sup>y</sup> 4 To the fourth Interrogatory this Deponent saith that he was Master of the Vessel taken, that he was appointed to the Command by one Gustavus Cunningham Commander of an American Privateer Sloop<sup>2</sup> called the *Revenge*, that this deponent took possession of the said Vessel at Sea in Latitude 57.<sup>3</sup> & that the possession was Delivered to this Dep<sup>t</sup> by the said Gustavus Cunningham who lives in Philadelphia, which is his fixed place of abode, that this Dep<sup>t</sup> doth not know where the said Gustavus Cunningham was Born nor of whom he is a Subject,<sup>4</sup> that he is married & his Wife and family reside at Philadelphia

Interrog<sup>y</sup> 5 To the fifth Interrogatory this Deponent saith that the Vessel taken is about One hundred and fifty Tons burthen, that there were five Seamen on board the said Vessel, that two were English one Scotchman, one American, that there were also Nine Frenchmen on board who acted as Marines on board the American Privateer Sloop, that they all went on board in Latitude 57. & were sent on board by the said Charles Cunningham

Interrog<sup>y</sup> 6 To the Sixth Interrogatory this Deponent saith that he had not nor had any of the Mariners or people on board the said Vessel any part share or Interest in her, that this Deponent did belong to the said Vessel at the time she was taken in Capacity of Master, that this Deponent hath known her since the third of August last at which time she was taken by the said American Privateer Sloop

Interrog<sup>y</sup> 7 To the seventh Interrogatory this Deponent saith that she is a Brig called the *Venus* that she hath been so called ever since this Deponent knew her, but doth not know of her being called by any other name or names, that she had no passport or Sea brief on board, that the said Brig sailed from the Coast of Greenland bound for Liverpoole as this deponent hath been informed & believes.—

Interrog<sup>y</sup> 8 To the eighth Interrogatory this Deponent saith that at the time she was taken she had fourteen butts & some barrels of Oil on board but does not know when the same was put on board.—

Interrog<sup>y</sup> 9 To the Ninth Interrogatory this Deponent saith that he doth not know who were the Owners of the said Brig.—<sup>5</sup>

Interrog<sup>y</sup> 10 To the tenth Interrogatory this Deponent saith that he doth not know

Interrog<sup>y</sup> 11 To the Eleventh Interrogatory this Deponent knoweth not

Interrog<sup>y</sup> 12. 13. 14. & 15 To these Interrogatorys this Deponent knoweth not

Interrog<sup>y</sup> 16 To the sixteenth Interrogatory this Deponent saith that at the time the said Vessel was retaken she had no other paper or papers than a Register.—

Interrog<sup>y</sup> 17 To the Seventeenth Interrogatory this Deponent saith that on the third day of August last the said Vessel was taken & seized as a prize by the aforesaid Charles Cunningham, but was never condemn'd as such.—

Interrog<sup>y</sup> 18 To the Eighteenth Interrogatory this Deponent saith that he hath not

Interrog<sup>y</sup> 19 & 20<sup>th</sup>. To these Interrogatorys this Deponent knowth not.—

Interrog<sup>y</sup> 21 To the twenty first Interrogatory this Deponent saith that the aforesaid American Privateer was fitted out at Dunkirk by the said Gustavus Cunningham that this Deponent entered on board the said Privateer on the seventeenth of July last in the capacity of Chief Mate, that she sailed from Dunkirk the 17 of July & cruized in the North Seas, that while this Deponent continued on board the said Privateer she took five prizes the first a Sloop from Rotterdam bound to Scotland loaded with Gin<sup>6</sup> the second a Brig from England bound up the Baltic in ballast<sup>7</sup> the third also a Brig from England bound up the Baltic also in ballast<sup>8</sup> the fourth likewise a Brig from the Baltic bound for the North of England loaded with lumber,<sup>9</sup> that the first prize was sunk by the said Cunningham scuttling her, the second, was manned & sent to some port but where this Deponent doth not know, the third was ransomed by the Master for Six hundred guineas by Bills on Holland payable to some person in France & for the securing the payment of those Bills a Hostage was put on board the privateer but this Deponent doth not know either the name of the Drawer of the bills or whom they were drawn or to whom payable nor the name of the hostage,<sup>10</sup> that the fourth prize was burnt, & that the fifth prize was the Vessel concerning which this Deponent is now examined, that he did intend to have carried her to Martinico & was to have delivered her to the American Agent<sup>11</sup> residing at Martinico.—

(signed) John Hutchason

Taken & Sworn before me  
this fifteenth day of Oct 1775<sup>12</sup>  
Alexander Symson

And the deponent further saith that John Gelle and ReChristmast Leverick were frequently asked to enter on board the American Privateer but refused & wanted to go in the ransomed Vessel along with the greatest part of the crews of the first & second prizes but were not permitted to do so & that he hath seen the Depositions of the said John Gelle & ReChristmast Leverick & that he believes them to be true in every particular & being further Interrogated with respect to the number of Men that were on board the Privateer at the time of her leaving Dunkirk deposeth & saith that there were about Ninety five, but it is not certain with respect to the number, that the one half of the Crew were Frenchmen & foreigners as the Deponent believes.—

(signed) John Hutchason

Sworn before me the 17 October 1777

Al: Symson (Copy)

Copy, UKLPR, C.O. 101/21, 94–95. Docketed: "Deposition of John/Hutchason, Prizemaster/of the Retaken Brig, *Venus*/of Liverpoole—/Grenada 15 October 1777/In Lord Macartney's (N<sup>o</sup> 41)/of 25<sup>th</sup>: October 1777." See Lord Macartney to Lord George Germain, 25 Oct., below.

1. Gap in the text.
2. Continental Navy cutter.
3. See *NDAR* 9: 599–601.
4. Gustavus Conyngham was born in 1747 in the County of Donegal in Ireland. He emigrated to the American colonies with his father while still young. *Letters and Papers Relating to the Cruises of Gustavus Conyngham, A Captain of the Continental Navy, 1777–1779*, edited by Robert Wilden Nesser (New York: Naval Historical Society, 1915), xxix.
5. The owners were probably Milnes and Nongrave. See “Extract of a letter from Oban, dated Aug. 11, to Mess. Milnes and Nongrave, Merchants, at Liverpool.” *NDAR* 9: 562.
6. *Happy Return*. *NDAR* 9: 537.
7. *Maria*, John Warns, master. *NDAR* 9: 537.
8. *Patty*, John Green, master. *NDAR* 9: 600.
9. *Northampton*, William Gray, master. *NDAR* 9: 599–600.
10. The bills were drawn by John Green on Muillman and Sons of Amsterdam. William Grice was left on board *Revenge* as a hostage. *NDAR* 9: 537, 600.
11. William Bingham.
12. The year should read “1777.”

## October 18

BRIGADIER GENERAL ALLAN MACLEAN TO GOVERNOR SIR GUY CARLETON

Copy of a letter from Brigadier General Mac Lean dated Montreal 18<sup>th</sup> October 1777  
Sir

I omitted to mention to your Excellency that the express came here, is M<sup>e</sup> Jones, who left General Burgoyne on the 10<sup>th</sup> at Saratoga, but he tells me that there is not the smallest chance of his getting off or a man with him; he also says he met three Rebel Batteaux on Lake Champlaine on a discovery and escaped them with difficulty, they have got many of our Batteaux which they picked up along the lake, and have carried them into otter Creek, in possession of our Artillery they will attack Tyconderoga, at least this is said by some people run away out of the country. I have the honor to be [&c.]

(Signed) Allan Mac Lean  
G C

Copy, UKLPR, C.O. 42/37, 242. Addressed at foot: “His Excellency Sir Guy Carleton.” Enclosure no. 13 in Sir Guy Carleton’s letter No. 43 to Lord George Germain, 24 Oct. 1777, UKLPR, C.O. 42/37, 215.

## PETITION OF MUNGO MACKAY AND OTHERS TO THE MASSACHUSETTS GENERAL COURT

State of                                      To the Hon’ble Council & Hon’ble House of Representatives  
Massachusetts-Bay                      in General Court assembled at Boston, Septem<sup>r</sup> 1777.

We the Subscribers, agents for the respective Privateers set against our Names, beg leave to represent to your Honors,

That the said Privateers by Contract with the Committee of this Honorable Court, joined the Continental Fleet, which lately sailed from this Port, under the Command of Capt John Manly, under certain Conditions in said Contract mentioned One of which was, that in Case of an accidental seperation of any Vessell belonging to the Fleet from the rest, the Prize or Prizes, such Vessell should take, during the Continuance of the Contract, being Twenty five Days, should be equally divided among the whole Fleet, as tho they had all been in Company, that by reason of a violent Gale of wind soon after the Fleet sailed, there was a total seperation of them, and within the

term limited by Contract, several Prizes were taken by some of the Privateers, and the Owners of them now absolutely refuse, to comply with the Terms of their Contract with the aforementioned Committee,

Your Memorialists humbly apprehend that as most of the Owners of the aforesaid Privateers were induced to risque their Property and the Seamen & mariners onboard them their Lives, under the advantageous Promises of this Contract, The Honor, as well as Interest of the Government is concernd in enforcing a faithfull compliance with it.

Your Memorialists therefore prays your Honors, to give your aforesaid Committee Instructions to demand a fulfillment of the said agreement from all the Owners of the Privateers, or those who Contract in their behalf, and in Case of a refusal to persue the necessary Steps, to Compel them to it, And as in Duty bound shall ever pray &c &c &c.—

Mungo Mackay  
Nehemiah Somes  
Gustavus Fellows  
Jon<sup>a</sup>. Greely  
And<sup>w</sup>. Gardner

In the House of Representatives October 3 1777

Read & thereupon Orderd That Coll White & Capt Reed with such as the Hon Board shall join, be a Committee to consider the same & report

Sent up for Concurrence

J Warren Spk<sup>r</sup>

In Council Octobr 3<sup>d</sup>. 1777

Read & Concurred and Thomas Cushing Esq<sup>r</sup> is joined

Jn<sup>o</sup>. Avery D<sup>y</sup> Sec<sup>y</sup>

The Committee of Both Houses appointed to Consider the Within Petition have attended that Service & beg leave to report that the Prayer thereof be so far granted as that the Treasurer be Impowered & directed to put in suit All such Bonds as were given for security of the Performance of the Agreement mentioned in y<sup>e</sup> said Petition, the Conditions of which are supposed by the said Petitioners to be Violated & Broken. All which is submitted

Thomas Cushing  $\Phi$  order

In Council Oct. 18. 1777 Read and Accepted And thereupon Resolved that the Treasure be and hereby Impowered and directed to put in suit all such Bonds as were given to him by the owners of Certain Privateers which joined the Continental Fleet, which lately sailed from this Port under the Command of Cap<sup>t</sup> John Manly, for the Security of the Performance of the Agreement subsisting between a Committee of this Court & the owners of the Privateers aforesaid & refered to in said Petition, the Conditions of which are supposed by the Petitioners to be violated and Broken, and he is hereby ordered to lend all due Aid and assistance to the said Petitioners in bringing such suits to final Judgement and Execution, who are to Carry on the same at their own Proper Expence and without any charge to the State

Sent down for Concurrence

Jn<sup>o</sup>. Avery D<sup>y</sup> Sec<sup>y</sup>

In the House of Representatives October 18<sup>th</sup>. 1777

Read & Concurred

J Warren Spk<sup>r</sup>

Consented to—

DS, M-Ar, Mass. Archives Collection (Petitions to the General Court), vol. 215, pp. 439–41. Endorsed: "Rec<sup>d</sup>/Resolve on the/Petition of Mungo/Mackay & others Agents/for the respective/Privateers set against/their Names who engaged/with the Continental Frigates/October 18: 1777." The signatures of fifteen other members of the House appear below the signature of James Warren.

JAMES WARREN TO JOSHUA HUNTINGTON

Sir

Boston Octo'r 18, 1777

I have just dispatched the Teams you sent down with 326 bushells Salt Nine Coils Cordage Wt. 10<sup>ct</sup> 0<sup>qr</sup> 16<sup>li</sup> and the Model for the Cannon which is an Extreemly fine one and Compleatly executed I hope the workmen at the Furnace will form their Cannon upon this pattern and I think they must Answer every purpose.

I can't conceive it possible to get good Cannon for the Ship Mr. Cushing is building at Salisbury<sup>1</sup> neigher than the same works I must therefore beg you to Engage Twenty eight twelve pounders for that Ship in the same manner you do for your own<sup>2</sup> and to be ready as soon as possible I am Sorry it is not in our power to furnish you with a sum of money knowing you must want it We have not yet received any from the Marine Committee We presume the Situation of Public affairs at the Southward and the removal of Congress from Philadelphia has prevented. We flatter ourselves we shall soon have some sent us and when received shan't fail to Supply you. We can furnish you with a quantity of Barr Lead whenever you send Teams for it. I am [&c.]

Jas: Warren.

The Leads round the Pattern are fastned with pins to fall in pieces after the Mould is Compleated I hope your workmen will understand the design the Beauty of the Cannon depends on it.

Connecticut Historical Society *Collections* 20: 73.

1. Continental Navy frigate, subsequently named *Alliance*.
2. Continental Navy frigate *Confederacy*, building at Norwich, Ct.

PROVIDENCE GAZETTE, SATURDAY, OCTOBER 18, 1777

Providence, October 18.

The Brig *Fox*, Capt. Brock, from Bedford [*in Dartmouth*] for South-Carolina, in Ballast, was taken the 21st ult. by the *Galatea*, a British Cruizer, and ordered for Newport, in the Care of a Midshipman and four British Sailors. On the 9th Instant, at Night, they were in Sight of Martha's Vineyard, when the Mate and one of her former Hands being the only Persons on Deck, they ran the Brig ashore at the Vineyard, where the Midshipman and four Sailors were made Prisoners, and committed to Gaol.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 18<sup>th</sup> Oct<sup>r</sup>—Thick weather, and strong wind at N.E. with rain.

A Flat boat or Batteaux, marked No. 73, with Six muffled Oars in her, and capable of carrying about 20 Troops, was blown over last night to Fogland ferry, and taken up by some men of the Flank Companies.

Great numbers of Rebels appeared to day about Howland's ferry and towards Fogland. They are particularly busy at Quaket Gut,<sup>1</sup> and several Carts and vessels

laden with barrels, appear to be unloading there. No great number of boats can be seen in any part; but they certainly have a considerable number in the Neighbourhood, and have some enterprize of consequence in agitation. There was a good deal of firing yesterday and this day at Howland's. The firing appears to be at a Mark.

Mackenzie, *Diary* I: 195.

1. Nannaquaket Gut.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777

[*off the Mouth of Esopus Creek*]<sup>1</sup>

Saturday 18

at 9 A.M. Weigh'd and Came to sail in Comp<sup>y</sup> with the Fleet<sup>2</sup> at 11 Anchor'd with the small Bower in 4 F<sup>m</sup>. Water & Sleepskine Isl<sup>d</sup>. N.b.E. 1 Mile in Comp<sup>y</sup> as before at Noon a Detachm<sup>t</sup> of the Army Landed to Destroy some Stores Fired 3 twenty four lb<sup>rs</sup>. to Cover their Land<sup>g</sup>.

Sleepskine Isl<sup>d</sup>. N.b.E. 1 Mile

D<sup>o</sup>. Weather these 24 Hours [Light Breezes and Vble] at 1 P.M. the Troops Embark'd at ½ past Weigh'd & signal in Comp<sup>y</sup> as before at 3 PM Anchd. & Sign<sup>l</sup> in 9 F<sup>m</sup>. Water Sleepskine Isl<sup>d</sup>. S.S.E 2 Miles at 4 PM sent the Boats Mann'd and Arm'd to Destroy some Reble Store on Livingstons Manner<sup>3</sup>

D, UKLPR, Adm. 51/4159.

1. Rondout Creek.
2. The advanced squadron under Capt. Sir James Wallace, including H.M. brig *Diligent*, H.M. galleys *Crane* and *Spitfire*, 13 transports and a number of flat boats.
3. Col. Robert Livingston's Manor.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777

[*Aground on Esopus Flats*]

Saturday 18

at 1 AM Got off without any Damage save the loss of 14 Sweeps which were Broke in Shoreing the Vessell Up at 10 AM weighd & towed Up the river Gallys Transports &c in C<sup>o</sup><sup>1</sup>

Towing Up the River

Ditto W<sup>r</sup> [Moderate & fair] at 2 PM Came too Smal Bower in 7 f<sup>m</sup>. in C<sup>o</sup> as above off Levingstons Upper Manor<sup>2</sup> set fire to several houses Barns &c<sup>3</sup> at 6 weighd and Dropt down with the Ebb a little to the Southward of Levingstons Manor as did the Gallys

D, UKLPR, Adm. 51/4163.

1. The advanced squadron under Capt. Sir James Wallace, including H.M. galleys *Crane*, *Dependence*, and *Spitfire*.
2. Col. Robert Livingston's Manor.
3. William Smith noted in his memoirs for 18 Oct.: "Nicholas Hoffman's House &c Rob R. L[iv- ington] & his Mother's burnt. Phil John Livingstons & Anth Hoffman's untouched and one Minklers on the opposite Side the several Houses were burnt there. Genl. Putnam with 5 Field Pieces & 1100 said to be Yesterday at the Flats coming this Night to red Hook. Reported that 30 Men went on Board the Ships Yesterday...—The Fleet continued last Night between Anth: Hoffman's, & Wid: Livingston's." *Historical Memoirs of William Smith, July 1776–July 1778*, William H. W. Sabine, ed., 2 vols. (New York, 1958), 2: 238.

GOVERNOR GEORGE CLINTON TO  
MAJOR GENERAL ISRAEL PUTNAM

Hurley 18th October 1777 12 o'Clock A.M.

Dear Sir,

I am this Moment favoured with yours of this Morning. There is nothing New happened in this Quarter since I wrote you yesterday. The Enemy is 8 or 10 Miles above this burning away but as there are no Capital Settlements there on this Side the River & the Situation of the Country such as with my present Force I cant advance opposite to them with safety to my Artillery, I mean at present to continue where I now am in Front of the most valuable Settlements & where the Stores & Effects from Kingston are removed.

I imagine the Enemy will not proceed much higher up the River & that on their Return they will attempt to lay Waste the Places they have passed going up after our Troops are drawn from them. This induces me to think some more Troops ought to be left at Poughkeepsie & Fishkill but of this you can best Judge. Adieu you shall hear of me frequently. Your most Obed't Serv't

Geo. Clinton

*Public Papers of George Clinton* 2: 461, no. 866. The charred original is in N-Ar, George Clinton Papers, box 9, doc. 866.

BRIGADIER GENERAL JAMES CLINTON TO  
GOVERNOR GEORGE CLINTON

Little Britain Octob'r 18th 1777.

D'r Brother,

Yours of yesterday's Date I have Just Received. I am Sorry for the Loss of Kingston &c.

Five of the Enemy's Shipping Returned Down the River Last night without Doing any Damage Except firing Some Cannon and small arms at our men and wounding one of ours on Board of a Ferry Boat.<sup>1</sup>

Inclosed I send you two Letters one from Genl. Dickison<sup>2</sup> and the other from Genl. Winds<sup>3</sup> the Latter of which I have answered by ordering him here as by your former Letter.

I have wrote Genl Putnam for a Reinforcement this day and Expect Genl. Winds will be Ordered to Remain here.

I have ordered Capt. [Bellknap] to move your Slay and what Forage he Can from the River. I am Yours Affectionately

James Clinton B. Genl.

*Public Papers of George Clinton* 2: 457-59, no. 863. Addressed in original manuscript: "To Governor G [C.] P<sup>r</sup> Express." The word in brackets is from the charred original, N-Ar, George Clinton Papers, box 9, doc. 863.

1. The advanced squadron under Capt. Sir James Wallace, R.N.
2. Maj. Gen. Philemon Dickinson, New Jersey Militia.
3. Brig. Gen. William Winds, New Jersey Militia.



## DIARY OF ROBERT MORTON

[Philadelphia, Pa.]

Oct. 18th.—Went to the mouth of Hollanders Creek this morning, where I had a view of the American and 4 of the British Fleets. The upper and lower British Batteries<sup>1</sup> fired several times at the Mud Island Fort, but I believe without execution. The American Fort returned the fire. The lower English Battery fired 3 Bombs. The American Fleet lay nearly under Red Bank to be out of the way of the bombs. The American Flag was this day hoisted at Red Bank.<sup>2</sup> The British troops that left Wilmington and were supposed to have gone to take Red Bank y's ev'g came up as far as Geo. Gray's Ferry and bro. a number of their sick and wounded into Town. A smart platoon firing this ev'g above Germantown.

Robert Morton, "The Diary of Robert Morton," *Pennsylvania Magazine of History and Biography* 1 (1877): 19.

1. The Pest House battery on Province Island and the middle and right batteries on Carpenters Island.
2. Fort Mercer.

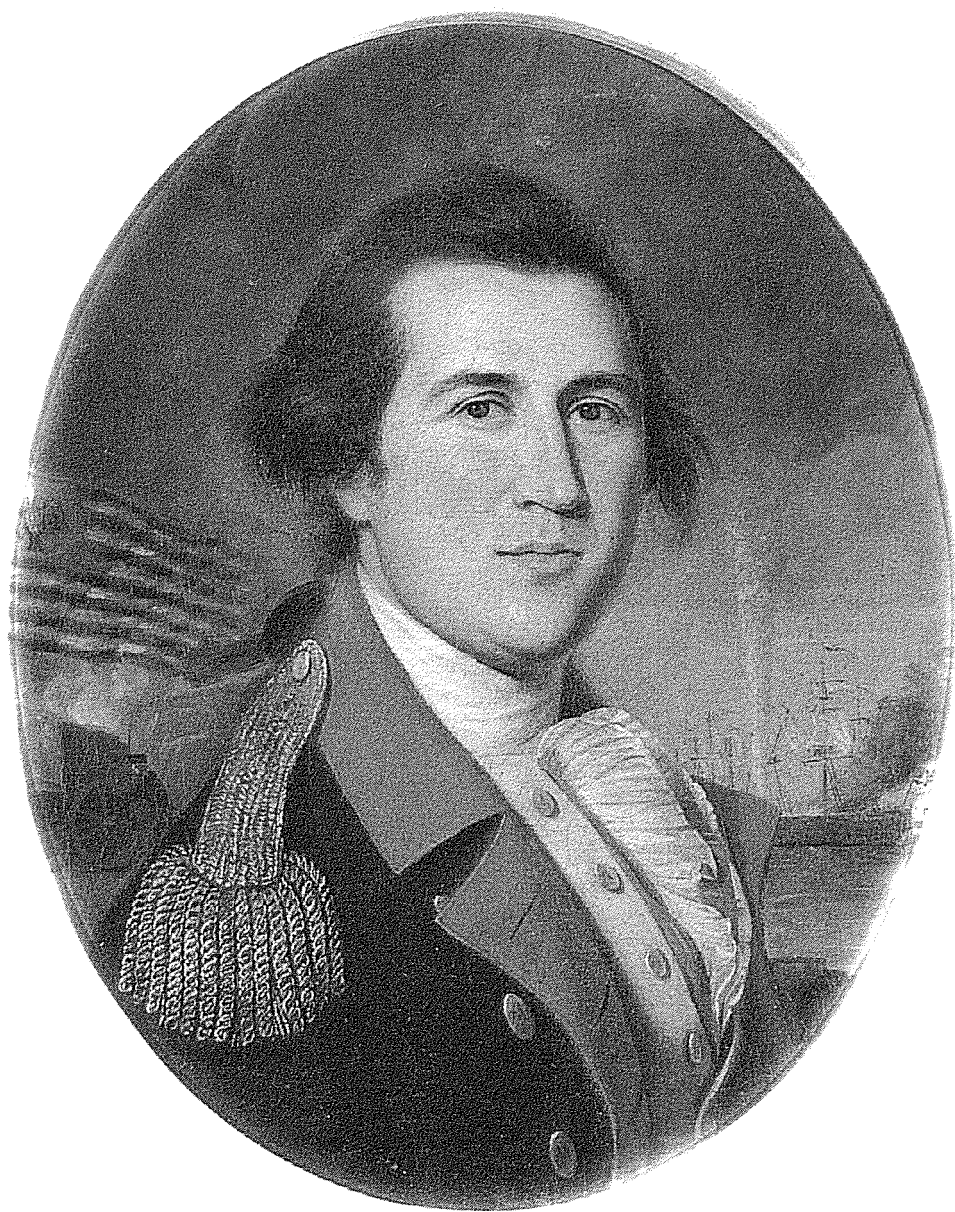
## LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

Sir

Fort. Mifflin 18<sup>th</sup> Oct<sup>r</sup> 1777

I wrote your Excell<sup>y</sup> the Second day the Enemy open'd their Batteries.<sup>1</sup> they have Since continued a fire from their two Bomb Batteries & Red Hot Balls from their work at the Pest Houses., as yet without much Damage. yesterday an unlucky Shell fell in a Barrack where the Soldiers had gone Contrary to Orders which kill'd One & wounded 3 others, two of them very Slightly, they have last Night thrown up another Bomb Battery between their two first.<sup>2</sup> it is not yet open'd. they have been kind in permitting Us to Sleep at Night. We are making every preparation against a Storm for which purpose we are entrenching within the fort. to annoy them even Should they get Possession of the out works.—

I wrote your Excell<sup>y</sup> that the Commodore<sup>3</sup> had remov'd his fleet under Red Bank, Since which he has Sent us no Guard but four pound Boats, which we think insufficient to guard the Defenceless part of the Island.<sup>4</sup> your Excell<sup>y</sup> knows that the Side of the fort<sup>5</sup> next Red Bank has nothing but a Wall & Narrow Ditch for its Defence & that it would be easily defended in Case of Storm by a few Gallies who would rake with Grape Shot all that Bank & Sink any Boats that might attempt to land on that Side. which if left defenceless will be the most probable place of their Landing, the Landing in front & Rear of our Mud or Grand Battery is also very good & the very probable place for Boats which may come up from their fleet & whose Landing will most likely be coverd by their Gondolas and Tenders, against which the four pound Boats cannot lay, this was the Opinion of all the Gentlemen in Garrison, which I wrote to the Commodore, his answer is—"I rec<sup>d</sup>. yours this morning & have provided Such a Guard as is thought consistent with the Opinion of a full Council of War held Oct<sup>r</sup> the 16<sup>th</sup> & carried by the whole of them that all the Gallies could do for you Should be done & that they Should not be Sent to be Sacrific'd when they would have no Chance of annoying the Enemy, but lay & look at your Garrison & be of no Use to you nor the Country, but fall a Sacrifice to your pleasure"—



*Lieutenant Colonel Samuel Smith*

The Commodore has promised that as soon as we are attackd he will come over with all his fleet to our Assistance. my Opinion that his Assistance will be too late & I can't help thinking that the fleet will run as great a Risk coming over to us as if a Guard from it was to lay in the Night out of the Rake of their Shot & Bombs & where they might be of the utmost Service to us. I have Stated our Situation to your Excell<sup>y</sup> who will I presume determine whether the Commodores Support is as much as he can give Consistent with the good of the fleet. I am Still of Opinion the Enemy have not more than 500 if So many on Province Island. I Have the Honor to be [&c.]. P.S. Two Gallies could lay quite Safe from both Bombs & Shot under the piers. I mean entirely Cover'd. Certain it is that the enemy have a Communication with their fleet from Phil<sup>a</sup> along the banks of Province Island as large numbers of Wagons are heard to Pass and Repass every night.

LB, MdHi, Samuel Smith Letter Book, 10–11.

1. On 16 Oct. Smith wrote: "The Enemy have open'd three Batteries on us. one in front of the pest House which with Recache [*Ricochet*] rakes the whole Garrison, from whence they throw Red Hot Balls, as yet without Success. Another in Rear of our N.W. Block House in which they have some Royalls an 8 In Howitz & 1 p<sup>c</sup> artillery 12 p<sup>c</sup> I believe the other in Rear of the Mud Battery in which as yet they have but one 8 In. Howitz but it is lengthen'd So as to mount a p<sup>c</sup> of Cannon. the Large Battery on the Heights to the Left of Guyers House is not yet open'd." Smith to Washington, 16 Oct. 1777, DLC, George Washington Papers, Series 4. The Pest House battery was on Province Island and mounted two iron 18-pounders. The two other batteries Smith describes were the middle and right batteries on Carpenters Island. Each mounted an 8-inch howitzer and an 8-inch mortar.

2. Although no such works are mentioned by John Montresor or Francis Downman, Smith may be referring to a battery that was constructed for a 13-inch mortar. This mortar did not arrive on Carpenters Island until 20 Oct.

3. John Hazelwood.

4. Smith's letter informing Washington of the removal of the American fleet has not been found.

5. Fort Mercer.

THE COMMITTEE FOR FOREIGN AFFAIRS TO  
THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

To the Honb<sup>le</sup>. B. Franklin, S. Deane & A. Lee esq<sup>rs</sup>.

Honble Gentlemen.

York. Town 18 October 1777

... It is with concern we find that British property has lately been covered by conveyance in french bottoms; which practise pursued, and American Search disliked by France, it is obvious that the most vulnerable part of Great Britain her commerce, will be secured against us, and that, by the intervention of our professed friends. We desire therefore, gentlemen, that you will confer with the ministers of France on this subject, & satisfy them of the propriety and even necessity which there is that either this commerce should be prohibited or that the United States be at liberty to seach into and make distinctions between the bottom and the enemies property conveyed in that bottom. . . .

Signed { B. Harrison  
R. H. Lee  
R. Morris  
J. Lovell

## JOHN MCLURE TO COLONEL MORDECAI GIST

[Extract]

Dear Mordecai

Baltimore 18<sup>th</sup> Oct<sup>r</sup> 1777—

... Two of the Boats you are interested with Hammond in is Arriv'd, one on the Sea Coast on the Eastern Shore, and the other at South Quay North Carolina am told you will profet Considerably by them adventures, the *Revenge* Brought in a prize some time ago, both of them is sold. the *General Lee* did nothing, she is sold. the *Harlequin* is Arrivd at South Quay has done nothing the *General Mercer* has Sent a prize Brig<sup>1</sup> into Cherristone<sup>2</sup> in this Bay loaded with Dry fish a Valuable prize, but not yet sold. the *Black Joke* was Spoke at Sea on her passage to Martineco, the Brig *Booker* was in East River Near the Capes about Eight days ago expect she is out, by this time no purchasers for what you order me to sell in her, she is not a bad Risk—there is the *Otter* and Three Frigats<sup>3</sup> in the Capes. . . .

John McLure

L, MdAA, Gist Collection, Box 1717–1802, Folder 17.

1. The brig *George*. See Purdie's *Virginia Gazette*, 10 Oct. 1777, above.
2. Cherrystone Inlet, Va.
3. McLure is probably refering to H.M.S. *Phoenix*, *Emerald*, and *Perseus*.

## CAPTAIN GEORGE KEITH ELPHINSTONE, R.N., TO GOVERNOR THOMAS JOHNSON

Sir

*Perseus* in Chesepeak-Bay the 18<sup>th</sup> Oct<sup>r</sup> 77

Permit me to inform you that there are two Men belonging to His Majesty's Ship under my command, who are at present prisoners in America and lately at Reading, their names are Murdo Byron and Daniel Fish; If Sir you can forward an exchange for these men, you will oblige me much, I ask this with the more confidence as the Poor men were not taken in an Armed Vessel, but Cast on Shore about a year ago near Shrewsbury in the Jerseys; and as a great many of your Countrymen, have been set ashore from my ship both such as were taken in Arms, and otherwise. I have the Honor to be [&c.]

Geo: Keith Elphinstone

L, MdHi, Miscellaneous Manuscripts. Addressed at the foot of the page: "Thomas Johnstone Esquire &c<sup>a</sup> &c<sup>a</sup>."

## SOUTH CAROLINA NAVY BOARD TO CAPTAIN JAMES PYNE

Sir/ His Excellency the President having Notified Cap<sup>t</sup> Blake (who is at present from Town) that a Brigg<sup>t</sup> now off the Barr, by her behaviour is suspected to be an Enemy's Cruizer, you are desired to do all you can this Night towards preparing the *Comet* under your Command for going out to Sea Tomorrow, in quest of her—and as a Board of the Commissioners will be called to meet early in the Morning you are desired to give your Attendance there by 7 OClock—to report them your forwardness

Yours &amp;c.

Saturday Night  
18<sup>th</sup> October 1777—

Josiah Smith Jun<sup>r</sup>—  
Chairman

Salley, ed., *South Carolina Commissioners*, 101.

GOVERNOR JOHN DALLING TO VICE ADMIRAL VISCOUNT HOWE AND  
GENERAL SIR WILLIAM HOWE

Copy

Spanish Town 18<sup>th</sup> October 1777

My Lord,

The Masters of the Vessels, in the enclosed List, had obtained their Letters of Marque, incurred the whole expence of their outfit, and were on the eve of Sailing before your Lordship's circular Letter of the 20<sup>th</sup>. of April 1777.<sup>1</sup> Address'd to Sir Basil Keith, had, from the hurry incidental to a change of Office, been laid before me.<sup>2</sup> I considered therefore the Act Authorizing the grant of Letters of Marque and Licences as my sole guide in these Instances. On reading your Lordship's Letter I would instantly have recalled them, but have been prevailed on to forbear, by the several Masters representing to me, the great losses they would thereby sustain, and, in full confidence, from the Measures I have taken, of the King's Service not suffering by my withdrawing the present Letters of Marque and Licences. Your Lordship may be assured, that being now apprized of your desire with regard to Licences for any articles Cleared out for the Colonies, I will pay the most implicit respect to it, until your directions shall be received to the contrary. I will trouble your Lordship to direct proper Certificates to be brought me by the several Masters, mentioned in the enclosed List, of their compliance or not with their engagements, that I may take such steps against the delinquents (if any) as shall become necessary. I have the Honor to be [&c.]

(signed) John Dalling

Copy, UKLPR, C.O. 137/73, 60–61. Addressed at foot of first page: "The Right Hon<sup>ble</sup>. Lord Visc<sup>t</sup>. Howe/and/one of the same tenor to His Excellency Sir Will<sup>m</sup>. Howe." Docketed: "Copy of a Letter from/Governor Dalling to Lord,/ and Sir William Howe/dated 18<sup>th</sup> Oct<sup>r</sup> 1777." Docketed in another hand: "In Gov<sup>r</sup> Dalling's (N<sup>o</sup> 13)/of 13<sup>th</sup>. Jan<sup>y</sup> 1778./(1.)." See Dalling to Lord George Germain, 13 Jan. 1778, *ibid.*, fols. 57–59.

1. NDAR 8: 388. The Howes' circular letter prohibited governors from issuing licenses to West Indian vessels clearing for North America.

2. Sir Basil Keith, governor of Jamaica, died 15 June 1777. NDAR 9: 121, 128.

## NEWS FROM KINGSTON, JAMAICA

Kingston, (in Jamaica) October 18.

Saturday arrived his Majesty's sloop of war, *Diligence*, ——— Coats,<sup>1</sup> Esq; commander, from a cruize. As did His Majesty's brigantine *Porcupine*, Thomas Cadogan, Esq; commander, from St. Augustine, from a cruize. Also a prize sloop and schooner, taken by the tender of His Majesty's ship *Ælos*, Christopher Atkins commander.<sup>2</sup> And a prize schooner loaded with rice, &c. from Georgia, taken by the *Bellahoe*, tender to His Majesty's ship *Southampton*.<sup>3</sup>

*Royal American Gazette* (New York), 27 Nov. 1777.

1. James Cotes.

2. Probably sloop *Independence*, laden with flour, etc., and schooner *Ferrett*, out of North Carolina with tobacco, staves, etc. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 504–5.

3. Probably schooner *Sally*, laden with rice and coffee. *Ibid.*, fol. 504.

## DON MANUEL FALQUEZ TO LORD MACARTNEY

Sir

I received your Excellency's letter dated the 8<sup>th</sup> Inst. and have upon the same Subject wrote to the Governor of Martinique upon a similar affair in favor of M<sup>r</sup> Cotó of that Island—In answer to your Excellency I admitted per Chance or through inadvertence into this Port Captain White of an American Privateer, that he might succour himself in the urgent Necessity he represented to me he was in, which I would willingly to do to all Europeans upon the like occasion—Upon which effect and with regard to the request of the said General of Martinique, I obliged Pascal Bonavita to appear before me, & having laid a Charge of the like nature of that of Your Excellency against him, he answer'd that his English Captain one White an American had the Privateers Commission, & that he was the Boatswain, said Captain White having presented himself he was examined by experienced Interpreters in the English Language, who knew and said it was sufficient Authority for Their proceedings in the present dispute which his Britannick Majesty had with them, upon which I advised the said Captain to repair to Martinique in order that the Agent of the Congress might determine upon the matter, not being fully empowered myself, the said White and Bonavita departed this Port for Martinique for the above purpose, but in the Course of a little time returned saying they were Chased by a Privateer, however the [*they*] again sailed and on the seventeenth at two in the morning came to an Anchor, and informed they were Chased by a Frigate a Brig and three Sloops who were making towards this Port but the same day at Eleven O'Clock perceiving that the Frigate was coming into the Port, White and Bonavita got under way, the [*they*] fired a Gun at them of which they took no notice, for which reason I had not the satisfaction of re-examining said Commission by new Interpreters, otherwise I would give your Excellency a Compleat account of said White and Bonavita, which as soon as I can apprehend them, and find they are such as your Excellency represents them to me, they shall meet with the severest punishment that is regulated by the Established Laws of the King my Master for such Crimes, and to deter all others from attempts of this Kind, Your Excellency may rest assured that this will be accomplished whenever they return to this port—

I have been given to understand that said White and Bonavita have neither landed or Sent Negroes in this Island in respect of the Orders I gave them upon their arrival to the contrary however as there is other places besides this port, it might probably be that he has acted to the contrary of them—With regard to what your Excellency has mentioned in the first Paragraph of your letter that thirty seven Negroes and two Indians being landed in this Island by a Pirate named Bonavita, I gave the very same day the Strictest Orders for the searching for, and apprehending of them, issuing for that purpose a Commission to the Judges and Justices of this Island, that in finding of them, the [*they*] may be seized in the name of the King my Master and in prison Kept until such time as his Royal determination is Known, and punish those who acted contrary to his Royal Laws—

I could not be but surprized that for the transmitting of a Single dispatch from your Excellency, there should come a Squadron compr[ised] of Six Vessells, the demonstrations of which seem to me to be irregular, which I have noted and now

represent to your Excellency, that you may Know they are Actions contrary to the peace and harmony of our Sovereigns—

I am at your Excellencys Service and pray God guard you many years  
 Trinidad 18<sup>th</sup>. October 1777—  
 I Kiss your Excellencys hand  
 Man<sup>l</sup> falques

Copy, UKLPR, C.O. 101/21, 76–77. Addressed below close: “The Governor of Grenada.” Noted below close: “In Lord Macartney’s (N<sup>o</sup>. 40)/of 24<sup>th</sup>. Oct<sup>r</sup> 1777.” See below, Macartney to Lord George Germain.

DON MANUEL FALQUEZ TO COMMANDER WILLIAM FOOKS, R.N.

Sir

I am informed there is coming into the Port under my Command a Brigantine belonging to the Expedition of your Honor, and respecting your dispatches it is not necessary said Brig should Anchor as also the three Sloops which with the frigate makes five, you are immediately to give orders that said Brig and the rest of the Vessels to retire not only from this Port but from the extremities of the Coasts of this Island belonging to the King my Master—as for your Honors dispatches I am answering your Governor of Grenada

God Guard your Honor many years  
 Trinidad 18<sup>th</sup>. Oct<sup>r</sup> 1777  
 I Kiss your Honors hand  
 Man<sup>l</sup> falques

Copy, UKLPR, C.O. 101/21, 82. Addressed at foot of first page: “The Commander of His Britanick Majestys Frigate.” Docketed: “Translation from the Spanish/of the Governor of Trinidad’s/Letter to Captain Fooks of the/*Favorite* Sloop of War/18 October 1777.” Docketed in another hand: “In Lord Macartney’s/(N<sup>o</sup>. 40) of 24<sup>th</sup>. Oct<sup>r</sup> 1777./ (7).” See below, Macartney to Lord George Germain.

COMMANDER WILLIAM FOOKS, R.N., TO DON MANUEL FALQUEZ

Sir

Ship the *Favorite*, the 18<sup>th</sup>. October 1777

I have been honored with your Letter this Morning, concerning some Vessels which have been seen off this Island. In answer to which I am to acquaint You that I know nothing of them, but should they be English Cruizers I can answer for their not coming into this Port, without they should follow American Privateers or Piratical Vessels. But I must beg leave to observe that while His Britannic Majesty’s Rebellious Subjects, or other Pirates, have the Sanction of your Port, You may rest assured that His Britannic Majesty’s Frigates will Cruize about this Island.

I am informed that one of the Schooners in your Port belongs to the Pirate Paschal Bonavitta, I therefore desire that she may be delivered up to Me, as also the Negroes which he has left upon one of the Estates on your Island, they being the Property of His Britannic Majesty’s Subjects.

Your Excellency will be pleased to return an Answer, in Writing, to the latter part of my Letter before I leave this Port I have the honor to be [&c.]

W<sup>m</sup>: Fooks

(A Copy)

Copy, UKLPR, C.O. 101/21, 83. Addressed at foot of first page: "His Excellency the Governor of Trinidad." Docketed: "Copy of Captain Fooks of the *Favorite* Sloop of War, his/Letter to the Governor of/Trinidad in answer/October 18<sup>th</sup> 1777." Docketed in another hand: "In Lord Macartney's/(N<sup>o</sup> 40) of 24<sup>th</sup> Oct<sup>r</sup> 1777./(8)." See below, Macartney to Lord George Germain.

### October 19 (Sunday)

BRIGADIER GENERAL HENRY WATSON POWELL TO GOVERNOR SIR GUY CARLETON

Copy of a Letter from Brigadier General Powell to General Sir Guy Carleton dated Mount Independence—Oct<sup>r</sup> 19<sup>th</sup>. 1777—

Sir

I have the Honor to inform Your Excellency that Hugh Daveny a Deserter from the Rebels, (who has been some time with L<sup>t</sup> Gen<sup>l</sup> Burgoyne's Army) arrived here this Morning, and reports he left Sarahtoga on Thursday the 16<sup>th</sup> instant before Day, where he was informed by General Burgoyne, that his Army was to surrender, and lay down their Arms between the Hours of eight and ten that Morning, and that he understood from Governor Skene, the British Troops were to go to Boston, and embark from thence for England, the Germans were to go Home to their own Country, and the Voluntiers and Canadians to Canada—

How far this Account is to be credited, I know not, but Captain M<sup>c</sup>Kay<sup>1</sup> informs me, He knows the Man and saw him behave very well in Action, I have therefore sent him to accompany the Express—

Captain M<sup>c</sup>Kay arrived here two Days ago with upwards of one hundred Voluntiers and Canadians, and there are some other small Parties of Voluntiers arrived since—

I sent two Expresses to S<sup>t</sup> John's, one on the 10<sup>th</sup>. and the other on the 16<sup>th</sup>. instant, which I hope arrived safe—

I have the Honor to be, Sir, &c

(Signed) H: Watson Powell  
Brig<sup>e</sup> Gen<sup>l</sup>

P.S. The *Turnbull* [*Trumbull*], *Washington*, & *Liberty* are to sail this Day for S<sup>t</sup> John's, with some sick, who require Change of Air, some Families belonging to the Mohawk Indians, and some Loyalists who are desirous of going to Canada. The *Inflexible* is not yet unloaded—

G C

Copy, UKLPR, C.O. 42/37, 254. Addressed above the postscript: "His Excellency/Sir Guy Carleton." Enclosure no. 1 in Sir Guy Carleton's letter No. 44 to Lord George Germain, 25 Oct. 1777.

1. Capt. Samuel McKay.

BENJAMIN CRANSTON'S JOURNAL, RHODE ISLAND NAVY SCHOONER GALLEY *SPITFIRE*

[*Nannaquaket Gut, Tiverton, Rhode Island*]

On Sunday Oct<sup>r</sup>: 19: 1777

This Day at 10 pm Weighed Anchor at Howlands ferry and Beat Down towards fogland But Concluding not to go on We put away and Ran up the River again<sup>1</sup> gave the Guard house one Bow Gun and Run Up and Came to anchor again &c



D, UKLPR, H.C.A. 32/455/1. Cover: "Schooner *Spitfire's* Book of Journal and other Accounts Required on Board To Be kept By one Benjamin Cranston Jun<sup>r</sup>." Cranston was quartermaster of *Spitfire*, Capt. Joseph Crandall.

1. Sakonnet River.

# DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 19<sup>th</sup> Oct<sup>r</sup>—Fine weather. Wind S.W.

About 12 oClock last night, about 200 Rebels came forward on Howland's neck, and fired at two Hessian Sentries posted at the bridge. The Sentries, and a patrol of Six men who happened to come up at that time, fired a good many shot at them, and then retired, at which time an 18 p<sup>r</sup> being fired from Windmill hill at the Rebels, they retired without firing another shot. Not less than 500 Musquet shot were fired at our people without effect. Our Sentries resumed their post at the bridge soon after, and all was quiet during the remainder of the night.

The firing was so brisk for the time it lasted, which was about 12 minutes, that it was concluded the Rebels meant a serious attack upon that post, and the troops were ordered to get under arms, which they did with great expedition. But on finding there was no reason to apprehend an attack, they returned to their tents.

This morning two bayonets and some hats were found near the place from whence the Rebels fired.

Everything was quiet during the day.

Our Galley<sup>1</sup> having undergone some alterations lately at Newport in order to make her sail better, was ordered round this day to the Seconnet passage,<sup>2</sup> but in turning out of the harbour she was found to be so totally out of trim, that it was judged unsafe for her to proceed, and she returned into the harbour.

Mackenzie, *Diary* 1: 195–96.

1. *Alarm*.

2. Sakonnet Passage.

## JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777

Sunday 19

[Sleepskine Isl<sup>d</sup>. S.S.E. 2 Miles]

A.M. Lower'd Down the Main Yard to mend the Main Sail

Sleepskine Isl<sup>d</sup>. SSE 2 Mile

D<sup>o</sup>. Weather these 24 Hours [Light Breezes and Vble] [PM] Sail-makers Empl<sup>d</sup>. Repair<sup>s</sup> the Main Sail sent the Boats on shore Mand & Arm'd w<sup>th</sup> Signal to burn 2 Reble Vessels at 5 PM fired 5 four lb<sup>rs</sup>. Round and Grape to Cover our Boats whilst Destroying the Reble Vessels at 6 P.M. the Boats Ret<sup>d</sup> hav<sup>g</sup> Complaeeted what they Were Sent

D, UKLPR, Adm. 51/4159.

JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777

Sunday 19

At an Anchor off West Point up Hudson's River  
d<sup>o</sup>. Weather [Moderate and Cloudy] at Noon Weighed and  
Came to Sail up the River.

Sailing up the River

Fresh Breezes and Cloudy at 2 P.M. Anchor'd off Polipus Is-  
land<sup>1</sup> in 8 fms. Water and about the distance of 2 Cables lengths  
from the Chevaux de Frize,<sup>2</sup> New Windsor Church bearing NW  
distance about 4 Miles.

D, UKLPR, Adm. 51/600.

1. Pollepel Island.

2. On 22 Oct. *Mercury's* pilot was sent to sound the chevaux de frise, probably for the return of the advanced squádrón. Captain's Journal of H.M.S. *Mercury*, UKLPR, Adm. 51/600.

## GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Head Quarters [*Methacton Hill, Pa.*] 19<sup>th</sup>. October 1777

The fogginess of the Mornings is so very great, that I think it probable, that the Enemy will attempt a surprise upon Fort Mifflin at such time, or at Night if they mean it at all. To prevent this, I would recommend it to you to keep Boats rowing guard as near the shore of province Island as they possibly can with safety—

I am so fully sensible of the importance of your Station that I have sent you rather more men than were demanded for its defence, and as many, of the two Rhode Island Regiments,<sup>1</sup> are sea Men, they will afford you very considerable assistance. The Enemy last night evacuated Germantown and fell down to Philad<sup>a</sup>. Our Army will advance towards them in the morning, and as we shall be near them, I hope we shall prevent them from detaching any considerable force to reduce Fort Mifflin. I recommended it to Col<sup>o</sup>. Smith, to endeavour by all means to keep the Breaches in the Banks of province Island open, as I am certain it will incommode them vastly in carrying on their Works. I am [&c.]

Df, DLC, George Washington Papers, Series 4. Addressed at foot of page: "Commodore Hazelwood." Docketed: "19<sup>th</sup>. October 1777/to/Commodore Hazelwood."

1. The 1st and 2d Rhode Island Regiments.

MASTER'S LOG OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Remarks &c. Sunday 19<sup>th</sup>. Oct<sup>r</sup>. 1777 [aBreast the fort<sup>1</sup>]

[At] 4 [AM] D<sup>o</sup>. Weather [light Airs & fair] [At] 10 hove up the Stream, & let go the small Bow[er] [At] 12 [Noon] moderate & fair [At] 1 [PM] moderate & fair saw the *Augusta* & *Isis* coming up from Chester, soon after the *Isis* got a ground on Tinnicum Spit [At] 3 the *Augusta* Anchored here [At] 5 Weigh'd & Shifted our Birth close to the Channel of the Chevaux de frise, the *Vigilant* dropt down [At] 8 fair weather

D, UKLPR, Adm. 52/1964.

1. Billingsport.

## VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Signals which may be made in the *Vigilant*.

Red, White, Blue	} 1	For the Ships in view to cease firing on the Fort.
Main-top-gall <sup>t</sup> Masthead		
Blue, White, Red	} 2.	That the Fort is carried by the British Troops
D <sup>o</sup> :— D <sup>o</sup> :—		
Red, White, Blue	} 3.	That the Firing on the Fort may be renewed or Continued.
Fore-top-gall <sup>t</sup> masthead		

Given onboard His Majesty's Ship  
the *Eagle* off of Chester the 19<sup>th</sup> Day of October 1777.

Howe

By Command of the Vice Admiral.  
Josh<sup>h</sup>. Davies.

DS, UKLNM, Cornwallis West Collection, Cornwallis Papers, vol. II. Addressed flush left below signature line: "To/The Honble Will<sup>m</sup>. Cornwallis/Commander of His Majesty's/Ship the/*Isis*." Docketed: "Sign 19 Oct<sup>r</sup> 77."

JOURNAL OF H.M.S. *EMERALD*, CAPTAIN BENJAMIN CALDWELL

October 1777                      New Point Comfort N  $\frac{1}{2}$  W    Back River Point SBW, Egg  
Sunday 19<sup>th</sup>                      Island, WSW.

at 5 AM saw a Sail to the NE, Weigh'd and came to Sail, manned and armed the Barge to chase, at 9 AM anchored, at 11 AM the *Otter* anchored here.

Back River SW  $\frac{1}{2}$  S    New point Comfort NNW  
Ditto wear. [Moderate & cloudy]    our Barge returned with the Prize,<sup>1</sup> took the prisoners out and sent them to the *Phoenix*, employed making nippers & C<sup>a</sup>.

D, UKLPR, Adm. 51/311.

1. On 20 Oct. the prize broke loose from her cable during a strong gale and drifted down the bay. Ibid.

## CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN HYDE PARKER, JR., R.N.

Sir                                      *Emerald* off the Horse Shoe the 19<sup>th</sup> October 1777.

I am favoured with your Letter of the 17<sup>th</sup> by Captain Squire<sup>1</sup> this morning, and should have proceed<sup>d</sup> immediately to Gwins Island, agreeable to your desire, but the Pilots informs me since Lord Dunmore with the Transports left it,<sup>2</sup> the Wells there, were all filled up, and therefore, I do not apprehend we shall be able to complete the water; Captain Squire mentioning, when the Ships watered there before, there was a body of Troops encamped on the Island; and the number we should be able to land, would not be suffecient, as the Rebels can ford it over; I therefore submit to your consideration, whether it would not be better to go with the Ships up the Potowmack where water may be easily had: I take the liberty of sending the *Otter* back, to know your pleasure. I am [&c.]

B. C.

LB, UKLNM, Benjamin Caldwell Papers, CAL/110. Addressed: "To/Hyde Parker Junior Esq<sup>r</sup>/Captain of His Majesty's/Ship/*Phoenix*."

1. Commander Matthew Squire, H.M.S. *Otter*.

2. British forces under Lord Dunmore occupied Gwynn Island from 28 May to 9 Jul. 1776. They were forced to evacuate the island under bombardment from American batteries. See *NDAR* 5: 1078–79, 1094–95.

MARQUIS DE BOUILLÉ TO GOVERNOR THOMAS SHIRLEY

[Extract]

(Translation)

Sir

Martinico Octo<sup>r</sup> 19<sup>th</sup>. 1777

I received the two Letters, which your Excellency did me the Honour to write me, the one dated the 10<sup>th</sup>. Instant, the other the 17<sup>th</sup>. . . .

As to the Subject of the Letter of the 17<sup>th</sup>., concerning two Vessels taken by the Americans, and brought into Martinico. It is true enough that one of them, laden with Negroes, came to Anchor at Saint Pierres. I put a Guard on Board to prevent the Sale of them, and, at the Expiration of Twenty four Hours, she weighed Anchor. I know not whether the Cargo of Negroes was sold in the Island; those who may have sold, & those who may have purchased them, having every Reason to keep me ignorant of it; and having no Means of stopping the Sale in the distant Parts of the Island, or even of being informed of it.

As to what respects the Vessel, which your Excellency mentions to be at Trinity, a place far from that of my Residence, and the Officers of Administration. I this Moment write to have an Account of it given to me, and to give Orders for her Departure, if she be there or in the Environs.

I should be sorry that your Excellency thought, that I was not as active and careful as possible, in preventing the Sale of Prizes, taken from the English Nation by the Americans as well as the arming of Privateers by the French. It is but a few Days since I had a Privateer of that sort disarmed, caused the Captain to be put in Prison, and all the Crew; and confiscated the Vessel. I have already made eight or ten Examples of this Kind. But I must advertise your Excellency, that false Commissions from the Congress, to arm as Privateers, are printed at Dominica, and sold at Martinico; and I have now some of them in my Hands which I caused to be seized. It is for your Excellency's Wisdom to prevent such Abuses which are injurious to the Trade of the English Nation; and which I cannot entirely hinder, if you are not equally careful to put a Stop to them; provided it be not contrary to the Freedom of the Press.

I send your Excellency one of these Commissions, which was found in a privateer, which I caused to be disarmed. You may perhaps, by Means of it, discover the Fabricator of such Papers, and the Place where they are manufactured.

I have not yet had the Honour to see M<sup>r</sup> Jones, whom your Excellency recommended to me. I will show him when I see him, all the Civilities, he is intitled to, and which are due to your Excellency's Recommendation to me in his Favour. I have the Honour to be with great Esteem & perfect Consideration [&c.]

Le M<sup>is</sup>. de Bouillé

I certify that the above is a true Translation of the Marquis de Bouillé's Letter of the 19<sup>th</sup>. Octo<sup>r</sup> 1777 to Governor Shirley. Roseau Nov<sup>r</sup> 7. 1777

Jn<sup>o</sup> Gillon

Sworn Interpreter & Translator

Copy, UKLPR, C.O. 71/7, 15–16. Docketed below close: “In Gov<sup>r</sup> Shirley’s of/26<sup>th</sup> Nov<sup>r</sup> 1777./ (4.).” See below, Shirley to Lord George Germain. Three paragraphs of this letter are not printed. That section concerns French debtors fleeing to English islands to escape their creditors.

1. The latter letter is printed above.

ACTING LIEUTENANT CHARLES JORDAN, R.N., TO VICE ADMIRAL CLARK GAYTON

Sir

*Race horse* Lucea 19<sup>th</sup>. Oct<sup>r</sup> 1777

We sailed from Saint Anné, the day after I did myself, the Honor of writing to you, cruized ’till Sunday the 12<sup>th</sup>: on which day I put into Martha Brae, in Order to impress, but, without success; The next Morning I went out of the Harbor; Our Pilot not being acquainted there one from the Shore carried us in & out, to whom I gave a Certificate.

In the Evening & off Montego-bay, I discovered the Heel of the Mast split, went in next day, examined & found it not material. About One O’Clock I received intelligence of a Privateer’s being off the Harbor, & in Chace of a Square rigged Vessel; We weighed directly, & gave Chace, had them in Sight ’till Sun set. We steer’d N:W: all Night, and at day light being about 15 Leagues from the Land, We discover’d the Sloop laying too a Head of us, & a Shallop on our Beam, the latter We made come along side, found her, belonging to Kingston, & taken by the Sloop, took the People out, let her go adrift not being able to spare Men, & had cut her Mainsail to pieces in Order to clear us from her, she informed us of the Chace’s being a privateer. At 7 O’Clock an Engagement began, & at 10 Minutes, past Nine, We boarded & carried her;<sup>1</sup> She mounted 12 Carriage Guns, & 16 Swivels, & had between 90 & 100 Men. I have not Yet been able to get a Compleat list, She is called the *Guest*, the Person who commanded her, was (he says) born at New York, his Name is Edw: M<sup>c</sup> Kaller, has a Commission signed by Hancock; the Company are French, she fitted out from Cape Francois, but was last from the Mole. They had 16 Killed & near 40 Wounded, two have since died of their Wounds, & many others are likely to meet the same Fate. We lost 1 Man & had 8 Wounded but none I hope mortally.<sup>2</sup> Captain Haynes has taken, M<sup>c</sup> Kaller & 30 Others, on board the *Porpoise*, the wounded Prisoners are on board the Prize, & will sail to Morrow in Company with her, the Square rigg’d Vessel is a Polacca from Kingston, which the Privateer parted with in the Night, & order’d to proceed to the Mole; In the Hull we are not much damaged, our Sails are a good deal torn, & our Mast is so much Wounded that We are are obliged to fish it, some of our Gun Carriages broke down; I hope in a few days to be in a Condition to execute your Orders. I am [&c.]

Cha<sup>s</sup>: Jordan

Copy, UKLPR, Adm. 1/240, 444–45. Addressed below close: “Vice Admiral Gayton.” Docketed: “19<sup>th</sup>. Oct<sup>r</sup> 1777./M<sup>c</sup> Jordan acting/Lieu<sup>t</sup> and Commander/of His Majesty’s Sloop/*Racehorse* his Letter/acquainting Adm<sup>l</sup>/Gayton with the particulars/of his action with a/privateer.” Docketed in another hand: “N<sup>o</sup>. 7./V.A.—Gayton’s Lr/of 25 Oct<sup>r</sup> 1777.” See below, Vice Admiral Clark Gayton to Philip Stephens.

1. The journal of H.M. sloop *Racehorse* contains the following entry: “Made sail after the Sloop . . . Shee had hoisted a Pendant with 13 Stripes & apeard ready for Action . . . at 7 Being within Pistol Shott . . . we Engaged her . . . a Constant fire was kept up on Boath Sides . . . till 10 Minutes Past 9” when her flying jibb Boom hook<sup>d</sup> our toping lift . . . which Swung us together . . . We imeadiaty Board<sup>d</sup> . . . and Got Possession . . .” Journal of H.M. sloop *Racehorse*, 14 Oct. 1777, UKLPR, Adm. 51/4303.

2. The inhabitants of Montego Bay awarded Jordan a silver cup worth fifty guineas in recognition of “his brave and gallant conduct.” *Pennsylvania Evening Post*, 9 Mar. 1778.

## October 20

JOURNAL OF H.M.S. *GARLAND*, CAPTAIN RICHARD PEARSON, R.N.Oct<sup>r</sup> 1777

Moor'd off Quebec.

Monday 20<sup>th</sup>AM struck Top Gall<sup>t</sup> Masts and lower Yards.First & Middle parts Strong Gales & Rainy Weather. Latter D<sup>o</sup>. Gales & clear Wea<sup>r</sup>,PM Sent up the River to St<sup>t</sup> Johns one Midshipman and 30 Seamen to be employ'd on the Lake Service.<sup>1</sup>

D, UKLPR, Adm. 51/387.

1. On 15 Oct. Pearson had dispatched a petty officer and twelve supernumeraries from the *Garland* for service on Lake Champlain. Ibid.JOURNAL OF H.M.S. *TRITON*, CAPTAIN SKEFFINGTON LUTWIDGE, R.N.

October 1777

At Anchor in the Bason of Quebec

Monday 20<sup>th</sup>AM Struck lower Yards and Top Gall<sup>t</sup> Masts. D<sup>o</sup> Cleared hawse, I rec<sup>d</sup>. an Order from Cap<sup>t</sup> Pearson to send two Petty Officers and 50 Men to the Lakes.First and Middle part fresh Gales with Rain Latter part D<sup>o</sup>. Gales and Frost PM I set out from hence for St<sup>t</sup> Johns Also the two Petty Officers & 50 Seamen for the Lake Service<sup>1</sup>

D, UKLPR, Adm. 51/1013.

1. On 18 Oct. Sir Guy Carleton ordered Pearson to send Lutwidge to St. Johns. Ibid.

JOURNAL OF H.M.S. *FLORA*, CAPTAIN JOHN BRISBANE

October 1777

Cape Codd W  $\frac{1}{2}$  S Distance 19 LeaguesMonday 20<sup>th</sup>AM at 8 saw a Sail to the E<sup>t</sup> w<sup>d</sup>: out Reefs & Chaced at 9 found the Main Topm<sup>t</sup> Trusseltrees Sprung, at 10 the Chace made the Private Signal, Answer'd D<sup>o</sup>: Bro<sup>t</sup>: too and Struck the Main Topmast, at Noon saw a Sail in the NW made the *Lark's* Signal to Chace—Cape Codd W<sup>t</sup>: 14 S<sup>o</sup>: Distance 46 LeaguesFirst part fresh winds and hazy W<sup>t</sup>: Middle and latter foggy W<sup>t</sup>: PM sett Studingsails, at 2 Fidded the Top and Topg<sup>t</sup>: mast's & set up the Rigging, Fired 2 Six pounders at the Chace to which she bro<sup>t</sup>: too, Shorten'd Sail & bro<sup>t</sup>: too Main Tops<sup>t</sup>: to the Mast, she proved a Schooner from Kennebeck bound to the Isle of St<sup>t</sup> Peters<sup>1</sup> Newfoundland.<sup>2</sup>

D, UKLPR, Adm. 51/360.

1. French island of Saint-Pierre, St. Pierre and Miquelon Islands.

2. On 21 Oct. Brisbane ordered the schooner set on fire. UKLPR, Adm. 51/360.

JOURNAL OF H.M. SLOOP *KINGSFISHER*, COMMANDER ALEXANDER GRAEME

October 1777

Monday 20<sup>th</sup>.

Ditto [At Anchor in the Seakonnet passage Rhode Island]

2 A.M. saw two flashes of great guns but heard no report supposed it to be from Fogland ferry<sup>1</sup> people employed variously—  
D<sup>o</sup>. W<sup>r</sup>. [Moderate breezes and cloudy weather]

10 P.M. yaul rowing guard at ½ after 10 P.M. heard a cannon fired up the river and saw the flashes of two musquets on the rebel shore at 12 P.M. heard another fired and supposed it to be from the Rebel shore

D, UKLPR, Adm. 51/507.

1. The attack by American militia under Maj. Gen. Joseph Spencer on the battery at Fogland Ferry on the island of Rhode Island.

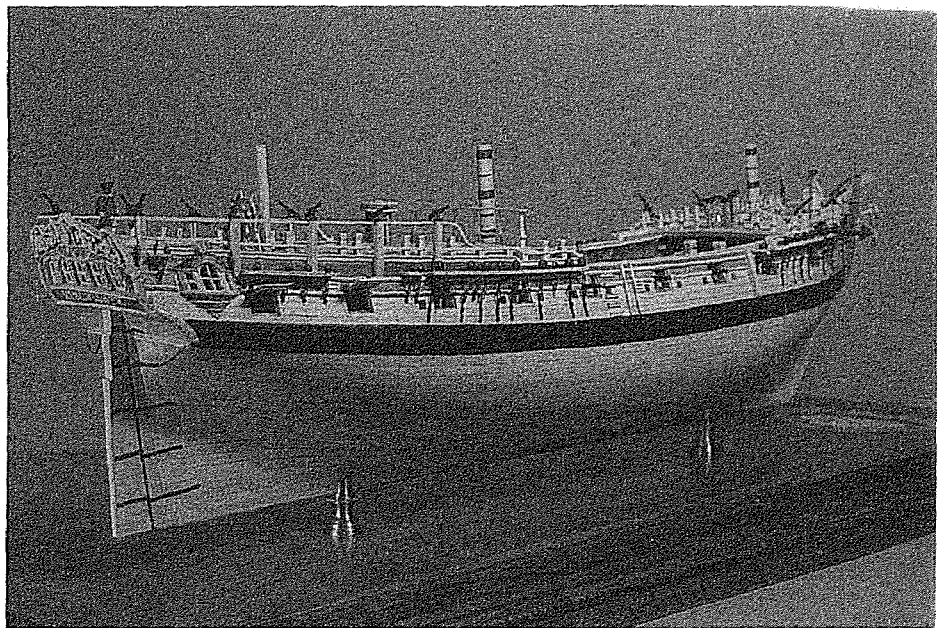
## DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 20<sup>th</sup> Oct<sup>r</sup>—Fine Weather. Wind S.W.

About 9 o'Clock last night the Sentries of the 22<sup>d</sup> Regiment, discovered several of the Enemy's boats going down the Seconnet towards Fogland ferry, and immediately fired to give the alarm. Many boats were perceived soon after from the battery at Fogland, and were fired at from thence. The alarm being quickly communicated, the troops got under arms immediately at the several encampments. The Enemy's boats continued passing Fogland to the Southward 'till 2 o'Clock this morning, and whenever they could be perceived were fired at. As it was imagined they intended to land somewhere below the *Kingsfisher*, and to make an attempt upon the town, The 22<sup>d</sup> Regiment marched from Quaker hill to Fogland, and proceeded thence, by an order from Gen<sup>l</sup> Pigot to the Windmill near the General hospital. The 54<sup>th</sup> replaced the 22<sup>d</sup> at Quaker hill. At 11 o'Clock at night the Rebel Galley came out from Howland's,<sup>1</sup> and endeavored to work down towards Fogland, but the wind being unfavorable she was obliged to give it up, and in returning she fired three Shot at our shore without effect, and then anchored between Quaket Gut<sup>2</sup> and the point of Howland's neck.

The troops remained under arms all night at the different posts in expectation of an attack from the Enemy, as the movement of their boats indicated such an attempt, but there was no further appearance of them, nor did The *Kingsfisher* observe any boat to pass her during the night. Above 70 boats, as well as could be judged passed Fogland. A great many shot were fired at them; and the people on duty at that battery say that two of them were certainly destroyed. Altho the Moon shone clear it was not easy to discover them, as they passed one by one, and kept close under their shore. At daylight very few could be seen; so that they must have taken them into the Creek behind the South point of Fogland.<sup>3</sup>

A Serjeant and a Private of the 17<sup>th</sup> Dragoons who were patrolling last night towards Sachawest [*Sachuest*] beach, were surrounded and carried off by a party of about 20 Rebels who had landed thereabouts. One Taggart, and his Son, who lived near the place, went off with the Rebels; and it is supposed were concerned with them in surprising the Dragoons.



*H.M. sloop Kingsfisher*



The Rebel Galley changed her position this morning, and went a little above Howland's ferry. In going off, she fired an 18 p<sup>r</sup> at the Bridge Redoubt, which struck within 30 yards of it.

The 54<sup>th</sup> Reg<sup>t</sup> returned after Sunrise to their camp at Windmill hill. The 22<sup>nd</sup> having been ordered to encamp near the General hospital, they sent for their tents & baggage this Morning; and in the afternoon the 54<sup>th</sup> marched, with two 6 p<sup>rs</sup> and take up their position on Quaker hill.

In order to strengthen the post at Howland's bridge, an Abbatis of large apple trees from the Neighbouring Orchards was thrown across the Neck about 200 yards on this side of the bridge, which will prevent the Enemy from advancing in that part with Cannon, or any considerable number of Troops without first removing them, which will take up some time, and must be done under our fire.

The troops are ordered to lie dressed till further orders, and ready to take their arms on the shortest notice.

Mackenzie, *Diary* 1: 196–97.

1. Rhode Island Navy galley *Spitfire*.
2. Nannaquaket Gut.
3. Creek from Nonquit Pond.

#### BENJAMIN CRANSTON'S JOURNAL, RHODE ISLAND NAVY SCHOONER GALLEY *SPITFIRE*

[*Nannaquaket Gut, Rhode Island*]

On Monday Oct<sup>r</sup> 20: 1777

This Day Got under Way from the Gut and Ran up above the ferry<sup>1</sup> and Came at Anchor Nothing further—

D, UklPR, H.C.A. 32/455/1. Cover: "Schooner *Spitfire's* Book of Journal and other Accounts Required on Board To Be kept By one Benjamin Cranston Jun<sup>r</sup>."

1. Howland's Ferry.

#### JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

At a meeting of the Council of Safety held at Hartford, October 20<sup>th</sup>, 1777.

*Voted*, That Mr. David Trumbull deliver to Benjamin Huntington, Esq<sup>r</sup>, 71 yds. of Tickelingburge belonging to this State, or more if necessary, for the use of the schooner *Spy*.

*Voted*, That Capt. Jabez Perkins of Norwich pay to Benjamin Huntington, Esq<sup>r</sup>, one hundred pounds of the publick money in said Perkins' hands, to be improved in paying the advanced wages of the crew to be shipped on board the schooner *Spy*, and other necessary purposes for fitting out said schooner for sea.

*Voted*, That Capt. Wm. Hubbard deliver to Benjamin Huntington, Esq<sup>r</sup>, or his order, the two barrels of pork said Hubbard owes this State, to be for the use of the schooner *Spy*.

Hoadly, ed., *Public Records of the State of Connecticut* 1: 451–52.

NATHANIEL SHAW, JR.'s ACCOUNT AGAINST THE  
CONNECTICUT PRIVATEER SHIP *GENERAL PUTNAM*

1777		Ship <i>Putnam</i> <sup>1</sup>	D
June	7	To pd Jacob Rily for fr <sup>t</sup> of Sparrs &c	£25 .. — .. —
		To pd Amos Letimer for 541 feet boat boards	2 .. 10 .. 0
		To pd Jo <sup>s</sup> Hurlbut for use of his Shop	16 .. —
		To pd John Hartell's Expences into the } Jersey after Iron	13 .. 15 .. —
		To Horse Hire for ditto	6 .. 0 .. 0
Sep <sup>r</sup>	8	To pd John Skillins Bill	69 .. 13 .. —
		To 1 Gal Rum del <sup>d</sup> ditto	2 .. 5 .. —
		To 100 lb Sheet Lead	
		To pd Jon <sup>a</sup> Ranny for a Barge	
	24	To pd Ja <sup>s</sup> . King for fr <sup>t</sup> of 3 Tops & 9 Sparrs	4 .. 1 .. 0
		To pd Grover L <sup>a</sup> Homedue for 102 [ <i>illeg.</i> ] Merline	71 .. 8 .. —
		To pd Rich <sup>d</sup> Spink for old Sales	24 .. — .. —
		To pd John Braddicks Bill for fr <sup>t</sup> of Cordage } from Sears <sup>2</sup> & paint from col Waters <sup>3</sup> — }	5 .. 6 .. 0
		To pd John Wards Bill for Mast Hoops	5 .. 10 .. 0
		To Col Waters Bill for paint & lead	
		To Col Sears's Bill for Cordage	
		To pd John Bradicks Bill fr <sup>t</sup> & Storage of d <sup>o</sup>	4 .. 6 .. 0
		To 1 bar Tarr from Ja <sup>s</sup> Tilley	
Octo	20	To John Ames Bill for Sparrs	281 .. 3 .. 7
		To pd Fink for 384 lb Beef for Launching	12 .. 0 .. 0
		To 32 Gal Rum @ 45/	68—
		To 80 lb Sugar @ 3/	12 .. 0
		To 1 bar pitch 235 lb Tallow	
		To pd Sam Stratton Iron Work on sparrs as <sup>3</sup> Bill	17 .. 0 .. 10
		To 4 .. 2 .. 4 lb Iron for ditto	
		pd M <sup>rs</sup> . Plumb boarding Hopkins & his Prentis } Penman & Tallman	0 .. 17 .. 4
		M <sup>rs</sup> . Plumb to a bar flour 1 . 3 . 14 } Charged to Goddard	
		To 2 Gal Melasses	
		pd Frank 15 Days Work @ 4/	3 .. 0 .. 0
		pd W <sup>m</sup> Colbert 15 days d <sup>o</sup> 4/	3 .. 0 .. 0
		pd Dan <sup>el</sup> . Keeny 18 Days @ 3/	2 .. 14 .. 0
		pd Dan <sup>l</sup> . Tinker 16 Day } 3/	6 .. 0 .. —
		pd Marchent Tinker 24 D <sup>o</sup>	
		pd Othenial Beebe	5 .. 2 .. —
		pd Peter Rogers Jun <sup>r</sup>	4 .. 10 .. —
		pd Lewes 16 Days 3/	2 .. 8 .. —
		pd Ashcraft & people Loading Timbers	0 .. 8 .. —
		pd Benj <sup>a</sup> . Sprauge 22 [ <i>days</i> ] 3/	3 .. 6 .. —
		pd Daniel Tinker 11 3/	1 .. 13 .. —
		pd Isaac Fellows 54 4/6 charged by Goddard	0 .. 0 .. —

pd Nath <sup>el</sup> Beebe	54	3/6	9.. 9..—
pd Job Rathbone fr <sup>t</sup> ing Timber			72.. 18..—
pd John Browns Acco <sup>t</sup>			22.. 3.. 4
pd W <sup>m</sup> Hambleton	70 Days	3/	10.. 10.. 0
pd Antoney Wolf	98 Days	3/	14.. 14..—
pd John Wolf	46 Days	3/	6.. 18..—
pd Peckett Latimers Acco <sup>t</sup>			39.. 9..—
pd Daniel Ashcrafts Acco <sup>t</sup>			2.. 9.. 10
pd Daniel Burnes	18 Days	7/	
pd d <sup>o</sup> for a pease Timber	50/		

D, C&Y, Nathaniel and Thomas Shaw Letters and Papers, Ledger 9.

1. Connecticut privateer ship *General Putnam*, 20 guns, was built at Winthrop's Neck, New London, by Nathaniel Shaw, Jr. She was launched on 20 Oct. 1777 but was not commissioned until 23 April 1778, Thomas Allon, commander. DNA, PCC, item 196, vol. 6, 34.

2. Isaac Sears of Boston.

3. Josiah Waters of Boston.

#### GOVERNOR GEORGE CLINTON TO MAJOR GENERAL ISRAEL PUTNAM

Sir,

Hurly, Oct'r 20th 1777.

I have this moment received your letter of this date with the letters you mention concerning them I have only to Congratulate you on the fortunate event by which the present purposes of the enemy are defeated.

With respect to the galley<sup>1</sup>—She is Sunk about Two miles from the landing place;<sup>2</sup> there will be some difficulty in raising the Cannon, especially the 32 pd'r for which we have no carriage on this side. However if you can send me a travelling Carriage & Ammunition I will endeavor to bring her on shore.

I very much approve of your intention to annoy the enemy's fleet, & shall cheerfully co-operate with you and as General Gates is arrived in Albany. The Cannon may soon be procured—what think you of [attempting Fort montgomery?—] by Genl. Parsons & the troops from Jersey.

*Public Papers of George Clinton* 2: 465, no. 872. Addressed in the original: "To the Hn<sup>bl</sup> Major General Putnam—Red Hook." Docketed in the original: "Draft Letter to MG/Putnam Octo<sup>r</sup> 20<sup>th</sup> 1777." The words within brackets, the address and the docketing are from the charred original, N-Ar, George Clinton Papers, box 9, doc. 872.

1. Continental Army galley *Lady Washington*, Abraham Lewis, commander.

2. She was sunk in Rondout Creek above Kingston Landing.

#### BRIGADIER GENERAL JAMES CLINTON TO GOVERNOR GEORGE CLINTON

Widow Falls Octob'r 20th 1777

Dr Brother,

[Yesterday Afternoon there Come up the River A frigate Mounting on her Main] Deck [24 Guns<sup>1</sup> with three Small Vessels two of] them went Down Last night; the Frigate and Tender Lies Just Below the [Chivedefreax].

Genl. Winds with Part of of his Brigade Came to N. Windsor Last night. I went Down there to see him but was Informed he had stopted at Brooks's. I am Just going

Down to see him and Consult matters. I Intend to move Down to N. Windsor or New Burgh with the Millitia as there is none of us has Tents to Occupy those houses. I am sorry for the Loss of your furniture; I have Spoke to Capt. Bellknap & Dubois to try to Secure what property you have left. I am [&c.]

James Clinton.

*Public Papers of George Clinton* 2: 463, no. 869. Addressed in the original: "To/Governor George Clinton/Hurly." Docketed in the original: "B G. Clinton 20<sup>th</sup> Oct<sup>r</sup>/1777 near New Windsor." The sections within brackets are from the charred original, N-Ar, George Clinton Papers, box 9, doc. 869.

1. See *Journal of H.M.S. Mercury*, 19 Oct., above.

#### DIARY OF CAPTAIN FRANCIS DOWNMAN

[Extract]

[*Philadelphia, Pa.*]

October 20th.—This morning about 4 o'clock a firing of cannon and musketry was heard near Gloucester Point. We roused all hands up and went to our batteries in town along the shore. We heard a number of boats rowing. We thought the galleys were coming to fire on the town, and just before daylight they came within hail of our sentry. They answered they came from our fleet. Twelve flat-bottomed boats, under the command of Captain Clayton, had pushed up in the night, and boldly run under the enemy's forts and batteries, and passed their whole fleet with the loss of one man. These boats come up with provisions etc., we imagine to facilitate a landing on the Jersey shore. This afternoon a great deal of cannon firing below, from our row galley and some of our advanced ships, and the rebel galleys and the forts and our batteries. . . .

Downman, "Services of Lieut.-Colonel Francis Downman," p. 166. Five sentences of this letter are not printed here. They relate to the weather and Downman's assignment to a battery of five and a half inch howitzers.

#### JOURNAL OF CAPTAIN JOHN MONTRESOR

[*Carpenters Island, Pa.*]

[*October*] 20th. Wind S.W. and the weather remarkably warm. At 4 this morning 12 Flat bottomed Boats and a whale boat arrived at Philadelphia from our Fleet after receiving abundance of Grape from the Fort <sup>1</sup> and 2 Gallies below without any injury until they arrived near our Battery two medium 12 pounders, on the North point of Schuylkill <sup>2</sup> where they were fired on (that Garrison not being apprized) and lost one seaman. At ½ past 10 this morning, the Engineers finished the Floating Bridge across Schuylkill upwards of 400 feet. Rebels fired a feu de joie from the Fort and Ships, &c. Commander-in-Chief <sup>3</sup> visited the works. An officer and 6 mounted Jagers patrolling near the Falls of Schuylkill were met by a troop of Rebel Horse and obliged to fly having one killed, but Plunket <sup>4</sup> their Captain pursuing too far fell in with one of our Pickets and was wounded and taken with another. Arrived in the night as far as Blakely's House a 13 inch mortar and this night made greatest put [*part*] of its battery about 350 yards from the Rebel Fort. Communication open with the Fleet from the Batteries to Bow Creek, the road to Blakely's House. The effect of these Batteries were answered by driving off the Rebel Floating Batteries and Gallies and open-



*Colonel John Montresor*

ing a kind of communication with our Fleet, they were also intended to annoy the Fort and set fire to the Buildings, which did not take place for the Instant the shells fell, they were immersed in the mire, that work being constructed in and on the mud.

Montresor, *Journals*, 468–69.

1. Fort Mifflin.
2. Webb's Ferry.
3. Sir William Howe.
4. Capt. David Plunkett, 4th Continental Dragoons.

#### JOURNAL OF MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY

[Extract]

[*Fort Mifflin, October*] 20.

... The Enemy appear to be raising a work at near a mile and a half from us at the point of Tinicum, in the direction of Hog Island—there are a great many people there—The Commodore<sup>1</sup> who has been inform'd of it has not approached the Shore, but is gone to make a fruitless Cannonade against the Fleet.

The Enemy have kept up a heavy Fire, but happily have kill'd only two of our men and wounded one.  
evening—

For want of Pickets, we have begun a Ditch to surround the Battery—to morrow night we shall endeavour to make a double Chain of floating Timber, or of Iron Chains taken from the Fire-Ships, to hinder the Enemeys Landing.

Copy, DLC, George Washington Papers, Series 4. Four lines of this entry are not printed here. They describe repairs of damage to Fort Mifflin caused by British artillery fire. This entry is part of a multi-date entry from Fleury's journal covering 20–24 Oct. 1777. Notation at top of page: "Continuation of Major Fleury's Journal."

1. John Hazelwood.

#### VICE ADMIRAL VISCOUNT HOWE TO PHILIP STEPHENS

Number 39.

*Eagle* In the Delaware October the 20<sup>th</sup>: 1777.

Sir,

Herewith you will receive a List of the several Officers appointed to Vacancies in the Ships of the Squadron under my Command since the general Return of Appointments dated the 13<sup>th</sup>: of February last, with the several Papers relative thereto, as noted in the Schedule enclosed.

The *Viper* Schooner<sup>1</sup> taken from the King's rebellious Subjects by His Majesty's Ship the *Perseus*, having been for some time employed as an Armed Vessel in the King's Service; and M<sup>r</sup> Edward Pakenham having testified great Diligence and Ability in the Command thereof; I judged it expedient, upon the Equipment of the present Armament, to continue him therein, with the Rank of a Lieutenant in the Navy until their Lordships pleasure is known. And an Increase of Force in small Armed Vessels being requisite at Rhode Island; M<sup>r</sup> Philip D'Auvergne was appointed to Command a Vessel fitted there as a Galley, and called the *Alarm*, with the like Rank. I am [&c.]

Howe

L, UkLPR, Adm. 1/488, 8. Addressed at foot: "Philip Stephens Esqr:/Secretary of the Admiralty."

1. Massachusetts privateer schooner *Viper*, Benjamin Wormell, commander. See *NDAR* 6: 1018–19.

CAPTAIN ROGER CURTIS, R.N., TO CAPTAIN WILLIAM CORNWALLIS, R.N.

*Eagle* October 20<sup>th</sup>.—

The two flat Boats you have detained are appropriated for a particular Service, from which they cannot be possibly spared; I am therefore to beg you will be so obliging as to suffer them to be taken away by the bearer. I have let them continue with you as long as I could, & I hope with the assistance of the Boats from the *Merlin*, you may be able now to dispence with them, if to make sure of getting off next tide, you think it necessary to lighten more than taking out your Guns & starting your water, be so good as to let me know, & I will send up small vessels for the purpose, I am, [&c.]

Roger Curtis.—

LB, NHi, William Cornwallis Papers, Letter Book, 126. Addressed at foot of page: "Hon<sup>ble</sup>. Capt<sup>m</sup>. Cornwallis./*Isis*.—"

CAPTAIN WILLIAM CORNWALLIS, R.N., TO CAPTAIN ROGER CURTIS, R.N.

Sir

*Isis* 20<sup>th</sup>. October 1777.—

The *Merlins* Anchor was not laid out in a proper place so that in fact we have not had A fair trial of getting the ship off yet.—

We are laying a Bower Anchor out at present & we flatter ourselves we shall get off with the evenings tide which the Pilot says will be higher than the mornings was. I should not have detaind the flat Boats this morning but the Gentlemen who came Laid the chief Stress upon the hard duty the men had undergone not that the boats were absolutely wanted, we shall do as well as we can without them.—The two brigs have got our upper deck Guns which is all they can carry if we should fail getting off this Evening, I proposed sending to You for something to take our lower deck Guns however I hope that will not be necessary.—Your Most Obedient Humble Servant

W<sup>m</sup> Cornwallis

LB, NHi, William Cornwallis Papers, Letter Book, 128–29. Addressed flush left below signature line: "Captain Curtis/*Eagle*.—"

MASTER'S LOG OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMMONDRemarks &c Monday 20<sup>th</sup>. Oct<sup>r</sup>. 1777 [aBreast the fort<sup>1</sup>]

[At] 12 [*Midnight*] D<sup>o</sup>. Weather [fair] [At] ½ past 5 [*AM*] carry'd warps th[r]o' the Channel between the Cheveaux de freeze [At] 6 made the *Liverpool* & *Pearl* Signal to weigh [At] 8 warped through & Anchor'd about 2 Cables length above the Cheveaux de freeze, the *Liverpool* got aGround on the Eastern side of the Channel [At] 10 the *Pearl* Sailed thro' a little to the NE of us [At] 11 the *Liverpool* got off & Anchord near us [At] 12 [*Noon*] moderate & cloudy [At] 1 [*PM*] fine Weather [At] 4 Warp'd down below the Cheveaux de freeze, as did the *Liverpool* & *Pearl*.

D, UKLPR, Adm. 52/1964.

1. Billingsport.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEEOct<sup>r</sup>

Monday 20

d<sup>o</sup> [Billingsfort E  $\frac{1}{2}$  S  $\frac{3}{4}$  of a Mile]

at 6 AM Weigh'd warping up the River, at the same time the *Roe-buck* warp'd thro' the Chiveaux de frize, the *Liverpool* attempting it got on shore. at 9 sail'd thro' & Anch<sup>d</sup> with the Small B<sup>r</sup> in 4½ f<sup>m</sup>: Billingsfort SW  $\frac{1}{2}$  S  $\frac{1}{4}$  of a Mile, At 12 the *Liverpool* got off & Anch<sup>d</sup> near us.

Billingsfort SW  $\frac{1}{2}$  S  $\frac{1}{4}$  of a Mile

The first & latter part Mod<sup>te</sup>: breezes & fine, the middle fresh breezes w<sup>th</sup> Rain [at] 2 PM the Rebel Galleys fir'd several Shot on the *Vigilant* & *Cornwallis* Galley. which they return'd, At 4 Weigh'd & warp'd thro' the Chiveaux de frize.  $\frac{1}{2}$  past 5 Anch<sup>d</sup> with the S: B<sup>r</sup> in 6½ f<sup>m</sup>: Billingsfort E  $\frac{3}{4}$  S  $\frac{1}{2}$  a Mile,

D, UklPR, Adm. 51/675.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October

Mondy 20

D<sup>o</sup> [At Anchor off Billingsport close to the Cheveaux de frize.—]

at 10 AM a pilot came on board from the *Eagle*, weighed and sailed up Tincum Channell along the Pensylvania Shore, 20 Seamen & 2 Mid<sup>n</sup> came from the *Somersett* to Assist us, being but badly manned—

Sailing up Tincum Channell

Mod<sup>te</sup> and hazey, 20 Men and 2 Mid<sup>n</sup> came on board from the *Eagle*, at 2 PM Anch<sup>d</sup> by the Small Bower in 2½ fms, 2 Cables lengths below Hog Island, but finding we should ground at Low Water weighed again, the Fort at Mud Island fired at us, and the Galley's rowed over from Red Bank to Assist the Fort, we returned their fire, as we dropped down, all the Damage the did us was Sinking a Flat Boat and breaking some Oars. we Towed the flat Boat on shore and repaired her. at 5 got aground, carried out a Bower Anch<sup>r</sup> to heave her Off when the Tyde rose, the *Camilla* being with us got aground also.

D, UklPR, Adm. 51/1037.

JOURNAL OF H.M. SLOOP *ZEBRA*, COMMANDER JOHN ORDE

[October 1777]

Monday 20th

D<sup>o</sup>. [at Single Anchor off the middle of Tencham Island<sup>1</sup>]

AM at 12 weigh'd & tow'd higher up in C<sup>o</sup>. with his Maj<sup>ty</sup>s. Ship *Camilla*

D<sup>o</sup>:

Little wind & hazy W<sup>r</sup> at 4 Came down 13 Rebel Gallies & fired on the Ships in the other Channel<sup>2</sup> as also at the *Vigilant* in this



Channel<sup>3</sup> which fire was returned by the highest Ships at 8 grounded as did the other Ships

D, UKLPR, Adm. 51/1100.

1. Tinicum Island.
2. The main channel of the Delaware River.
3. The western or Tinicum channel.

JOURNAL OF H.M.S. *CAMILLA*, CAPTAIN CHARLES PHIPPS

October 1777  
Monday 20

Ditto [Chester Town W  $\frac{1}{2}$  S 3 or 4 Miles & the Rebel Fleet EbN. 3 or 4 Miles—]

at Midnight went up the River about 20 or 30 Flatt Bottom'd Boats. at 7 AM Returnd on Board the above Seamen and Marines.<sup>1</sup> at 10 d<sup>o</sup> the *Roebuck Pearl* & *Liverpool* got above the Lower Cheveaux:de:frizes. Rowd. Guard &<sup>c</sup>—

Ditto

The first Part Part Light Breezes and Clear Wea<sup>r</sup> Middle and Latter Part Fresh Gales and Squally with Rain. at 1 PM Weighd & Came to Sail up the River in Company the *Vigilant Zebra* & *Co<sup>l</sup> Wallis* Gallie. half Past d<sup>o</sup> Anchor'd with the Best Bow<sup>r</sup> Hogg Island ENE 1 Mile. the *Vigilant* and *Co<sup>l</sup> Wallis* Gallie ENE  $\frac{1}{2}$  a Mile. at 3 d<sup>o</sup> 8 of the Rebel Gallies came Down the River and fired Several shot at us. the *Vigilant* & *Co<sup>l</sup> Wallis* Gallie Fired Several Shots at the Rebels & Drove them up the River. at 5 d<sup>o</sup> Weigh'd Being but Little Wind got aGround. d<sup>o</sup> Got out a Stream Anchor

D, UKLPR, Adm. 51/157.

1. Five seamen and ten marines had been sent on board *Cornwallis* the previous day.

GEORGE MUTER TO LIEUTENANT GOVERNER JOHN PAGE

Sir.

Hampton Oct<sup>r</sup> 20<sup>th</sup>. 1777.

It gives me much pleasure to find that you approved of my proposal of having four heavy cannon mounted, to annoy the enemy as they pass the old fort on their way to & from Hampton road. I hope the necessary orders will be soon given to have the two cannon I mentioned to you mounted on proper carriages for that purpose. I know of no others at present that are so fitt as they are, & I wou'd fain hope that if expedition is used, they may be got ready, & brought to Hampton time enough to perform good service this winter, though they shou'd not be soon enough to annoy the enemy the next time they come into the Road.

The enemy's Ships are all in the bay at present. The *Phoenix* & one of the small ships<sup>1</sup> lye just below Willoughby's, & as I understand the others<sup>2</sup> near the York River channel, but within reach of the *Phoenix*'s signals.

There is hardly another place to be found on shore, from whence the enemy's ships can be annoyed but Old Point Comfort. When they are in the Road, they are carefull to lye out of cannon shott from the shore, & over so far from the barr as to be out of much danger of receiving any damage from the shott of the Galleys<sup>3</sup> as they

lye within the barr. The galleys here are so wretchedly manned, that I think 'twou'd be imprudent to venture them without the barr where the enemy are, with their usual force in the road, & still more so for them to goe into the bay to make an attack let the weather be ever so favourable. The enemy, have always in my opinion been able (while in Hampton Road) to send a number of men in their boats, sufficient to take one or both of the Galleys, or at least to render their situation extremely dangerous if they venture far out. Indeed, were the Galleys manned as they ought to be, I think the case wou'd be far otherwise. Great service might be expected from them—They wou'd be capable of performing it.—But as it is—'tis but little they can do. I am &c.

George Muter<sup>4</sup>

L, MHi, Heath Papers. Addressed: "The Hon<sup>le</sup>. John Page Esq<sup>r</sup>/Lieu<sup>t</sup> Governor of/Virginia at/Wmsbg/  
Favoured by/En<sup>e</sup> Thorogood." Docketed: "G Mutter."

1. H.M. sloop *Senegal*.
2. H.M.S. *Emerald* and *Perseus*, and H.M. sloop *Otter*.
3. Virginia Navy galleys.

4. Col. George Muter, Virginia State Artillery Regiment. He was formerly captain of the Virginia Navy galley *Hero*.

#### JOURNAL OF H.M.S. *DAPHNE*, CAPTAIN ST. JOHN CHINNERY

October

Turks Island S by W  $\frac{1}{4}$  S 77 leagues

Monday 20

AM thunder & lightning with rain Saved some fresh water

[at Noon] D<sup>o</sup>. SSW<sup>t</sup>. 60 leagues—

light breezes & fair W<sup>t</sup> at 2 made sail & Gave chace at 8 made the signal For our convoy to come under our stern at 10 came up with the chace Fired several Shots Great guns & Small arms & brought her too D<sup>o</sup>. we Shortned sail & took Possession of her She prov<sup>d</sup>. to be the *Lydia* privateer Sloop of 12 Guns & 50 men from Guardaloup to North carolina<sup>1</sup>

D, UKLPR, Adm. 51/227.

1. Benjamin Appleton, master, owned by John Wright Stanly of New Bern, N.C., laden with rum, taken off Hispaniola and sent to Pensacola. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 489.

#### GODFREY HUTCHINSON TO SAMUEL ALLYNE OTIS

Sir!

Fort Royal 11<sup>th</sup> October 1777.—

I received your esteemed favour by Cap<sup>n</sup>. Bartlett<sup>1</sup> who arrived here the 19<sup>th</sup> Ult<sup>o</sup>—Soon after his arrival he was unfortunately taken with a Billious fever, and died the day before yesterday; Being informed of his illness, I immediately came here and found he had not disposed of his Cargo; I perceived that his fish was old, of the small Kind, and had been sweated—I therefore judged it most for your Advantage to dispose of it as soon as possible, which I have done at 115 Livres, The Boards at 200 Livres, The Salmon at 100; The Staves are very bad, thin and short, But shall get them off with the remaining small articles to the best advantage, and use the utmost Dispatch in Loading the Sloop agreeable to your orders to Cap<sup>n</sup>. Bartlett: She wants a thorough cleaning, which shall be done as soon as the cargo is out.—

I have already agreed for six thousand Gall<sup>s</sup>. Molasses at 28 Sols, and hope to obtain the remainder at the same price, altho' the Season is now so far advanced, that article is very Difficult to be procured.

I was informed by Cap<sup>n</sup>. Bartlett that it was your Desire that the most of his home-ward Cargo should consist of that Article, which shall be complied with, as far as the season will admit of and can be Done with Dispatch.—You may rely on my Exerting myself on this and every other occasion, when you please to favour me with your Commands, either in assisting any Captains in the service of the State, or transacting any other Business. I am [&c.]

October 20<sup>th</sup>: 1777.—

The above is a Copy of what I wrote you ꝓ Cap<sup>n</sup>. Arnold via Portsmouth.—I have since Discharged and cleaned the Sloop and shall begin to Load her tomorrow.—Hope I shall be able to dispatch her in a fortnight at furthest.—The last fish we Delivered was so exceeding bad and sweated, that was obliged upon Survey to make an abatement of five Livres ꝓ Quintal on one half of it.—

The condition the fish was in, was in a great measure occasioned by the Hhds being too large, a circumstance which always would be attended to as likewise the Hhds being in Good Order, which is best affected by always putting three Hoops on the Bulge.—I am [&c.]

G. Hutchinson

L, M-Ar, Mass. Archives Collection, vol. 205 (2d ser., Revolution Letters), pp. 246–47b. Addressed below close: "Sam<sup>l</sup>. Allen Otis Esq<sup>r</sup>/President of the Board of War." Docketed: "Godfrey Hutchinson/Letter Oct<sup>r</sup> 11<sup>th</sup>: & 20<sup>th</sup> 1777."

1. For the Massachusetts Board of War's orders to Captain Isaac Bartlett, master of the Massachusetts Navy sloop *Republic*, see NDAR9: 691. Godfrey Hutchinson and William Hutchinson were merchants who invested in Massachusetts privateers.

## October 21

### JOURNAL OF H.M. SLOOP *KINGSFISHER*, COMMANDER ALEXANDER GRAEME

October 1777

Tuesday 21<sup>st</sup>.

[At Anchor in the Seakonnet passage Rhode Island]

at ½ after 12 heard two guns fired from Fogland Ferry and supposed it to be a rebel vessel coming down the river<sup>1</sup> we immediately turned all hands up and prepared to get under way at 2 A.M. found it to be a false alarm as no vessel appeared in sight at ½ after 3 A.M. saw a cannon fired from the black rock on the rebel shore

D<sup>o</sup>. W<sup>r</sup>. [Moderate breezes and cloudy weather]

1 P.M. came and anchored here his Majestys Ship *Unicorn* at 2 P.M. came too an anchor here his Majesty's Ship *Syrene* and an armed schooner<sup>2</sup> 12 P.M. heard a gun fired from the Black rock on the rebel shore

D, UklPR, Adm. 51/507.

1. The alarm for sighting a ship fired by the battery at Fogland Ferry on the island of Rhode Island.
2. H.M. armed schooner tender *Lady Parker*.

BRIGADIER GENERAL JOSEPH PALMER TO JEREMIAH POWELL,  
PRESIDENT OF THE MASSACHUSETTS COUNCIL

Tiverton [*Rhode Island*], Octo<sup>r</sup>: 21<sup>st</sup>. 1777.

Dear Sir

The Night before last we got all our troops ready for embarkation, but the Wind prevented the execution; in bringing down the Boats from Quatuck [*Nannaquaket*] Pond, to the South'ard of Fogland Ferry, where we were to embark, the Enemy fired upon us as we passed the Ferry-Point, by which we had one Man killed, & another wounded. Yesterday in the Afternoon, & this Morning, the enemy appear as 'tho' they intended to evacuate the North end of the Isl<sup>d</sup>,<sup>1</sup> but the rain prevents our making such discoveries as we could wish. If they are moving off, as I believe they are, as soon as the weather permits, I think we shall go on to Howland's Ferry, & one other place, & beat up their Quarters. I forgot to mention, that the Night before last, we sent a Small Party on to the Isl<sup>d</sup>, who bro<sup>t</sup> off a few Friends to us, & intercepted two Light-Horsemen, which they bro<sup>t</sup> off, with their Saddles &c, all excepting their Horses.

Last Night an Express arrived from Gov<sup>r</sup> Cooke to Gen<sup>l</sup> Spencer, with the great news of Gen<sup>l</sup> Burgoyne & his whole Army, about 4500, having Surrendered to Gen<sup>l</sup> Gates. The Brittish & Hessian Officers to be allow'd to wear side-arms; but no terms for the Tories.

I hope that our Court will never more join in such an important enterprize, unless they have better assurances of every thing being really prepared against the given day. We ought to have been in the plan & preparation. 'Tho' I don't expect to be Saved by our wisdom in the present, or any future expedition, yet I think that we ought to have Something to do with Planing & preparing, as well as executing. If the Weather permits, 'tis likely that Providence will give us Success; I am Sure that we Shall have very little reason to boast of our Wisdom—but I must not indulge further. I am [&c.]

J: Palmer<sup>2</sup>

L, M-Ar, Mass. Archives Collection, vol. 198 (Council Letters), 237–38. Addressed: "On public Service/The Hon<sup>ble</sup>. Jeremiah Powell Esq<sup>r</sup>/President of the Council/Boston." Docketed: "Letter from Brig<sup>t</sup>/Palmer—/Oct<sup>r</sup>: 21<sup>st</sup>. 1777—."

1. Island of Rhode Island.

2. Palmer commanded the Massachusetts militia contingent of the Continental force under Maj. Gen. Joseph Spencer.

COMMODORE WILLIAM HOTHAM TO VICE ADMIRAL VISCOUNT HOWE

(Copy)

S<sup>t</sup>: *Albans* New York 21<sup>st</sup>. October 1777

My Lord,

My letters of the 15<sup>th</sup>. Instant which You will herewith receive were intended to have been sent by the *Bristol*, who is stopped to proceed with the Convoy directed by Your Lordship's Letter of the 10<sup>th</sup>:—In consequence of it I have left the Command up the North River with Captain Symons<sup>1</sup> until the Return of General Vaughan, when it is intended to evacuate every thing there, as Sir Henry Clinton for the Defence of this Place will now stand in need of every Man left under his Command.

The Proceedings of the second Expedition up the River Your Lordship will see by the inclosed Copy of a Letter from Sir James Wallace,<sup>2</sup> And one also to Sir

Henry Clinton from General Vaughan.<sup>3</sup> The Wind having hung to the Southward ever since, has prevented our hearing anything farther from them; But as it last Night shifted, and now blows strong from the North West, It is reasonable to think we shall have them down, the Object of their going up the River seeming to be now over, without giving Credit to the whole of what we hear respecting General Burgoyne's Army.

The two Battalions of Anspach were embarked before Sir Henry Clinton and I left Verplanks Point, and with this Wind may be hourly expected down. The 17<sup>th</sup> Dragoons, with the Convalescent[s,] Recruits, Chasseurs and Artillery will be embarking without loss of Time, and shall proceed (as they are ready) in seperate Convoys, which from Experience I have had of large ones, I consider the surest and most expeditious way for them to join You. The 7<sup>th</sup> 26<sup>th</sup> and 63<sup>d</sup> Regiments are embarked with General Vaughan.

Some of the Horse Ships are got up to York and the rest of the *Thames's* Convoy are within the Hook, so that we shall not be in any want of Transports for the Embarkation, [nor] shall Expedition be less wanting to forward them. This gives me an Opportunity of doing the Justice I owe to Lieutenant Tonkin<sup>4</sup> the Agent, whose Assiduity and Resources are felt upon every Occasion where his Services are called for.

I have the Honour to transmit You this Dispatch by Capt<sup>n</sup> Kennedy, who is charged with [Sir] Hen<sup>y</sup> Clinton's to Sir Will<sup>m</sup> Howe by an Armed Vessel of Colonel Shirreff's,<sup>5</sup> the *Haerlem* having been necessarily employed up the River—I have the Honour to be [&c.]

W. Hotham.

Copy, UKLPR, Adm. 1/488, 57. Addressed at foot of first page: "Viscount Howe." Docketed: "Copy./Letter from the Commodore/Hotham to the Viscount Howe/Dated 21<sup>st</sup> Oct<sup>r</sup> 1777." Docketed in another hand: "In Lord Howe's Letter/24: October 1777./N<sup>o</sup> 8." Enclosure No. 8 in Vice Adm. Viscount Howe's letter to Philip Stephens, 24 Oct. 1777.

1. Capt. John Symons, commanding H.M. frigate *Cerberus*.
2. Captain Sir James Wallace to Commodore William Hotham, 17 Oct., above.
3. Major General John Vaughan to Lieutenant General Sir Henry Clinton, 17 Oct., above.
4. Lt. Thomas Tonken, R.N., the agent for transports.
5. Lt. Col. William Sheriff, deputy quartermaster general at New York.

#### GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir,

Head Quarters [*Whitpain, Pa.*] October 21: 77

By this time, I imagine, Colonel Arendt will have arrived at Fort Mifflin, the command of which post was originally designed for him; he was prevented through indisposition from entering immediately upon it, but being now recovered, it of course devolves upon him.—<sup>1</sup>

This gentleman's knowledge of and experience in war, which has been the study and business of his life, induce me to expect, with intire confidence, that he will acquit himself in his command in a manner that will do him honor.—I have also the fullest reliance that your most zealous exertions will be continued and that the happiest consequences will result from your united efforts.—I cannot but repeat my ardent desire that harmony and a good understanding between the fleet and the garrisons, may be mutually cultivated. On this every thing depends; nothing but disappointment and disgrace can attend the want of it.—The best designs

and most important pursuits have been and ever will be defeated by foolish differences when they exist between those engaged in them.—~~The most upright intentions are not sufficient to influence men to those measures which their common interest demands; if once the least animosity gets footing between them. It seldom fails to pervert the judgment of the disagreeing parties and, and produce a spirit of opposition; often without their being sensible of it, destructive of the end they both finally have in view.—~~

I have in terms equally strong, endeavored to impress upon Col: Greene and Col: Arendt the necessity of cultivating that harmony, I now recommend; and I earnestly hope their conduct on every occasion may manifest a hearty disposition to promote so desirable an end.—I am [&c.]

Df, DLC, George Washington Papers, Series 4. Docketed: "Commodore Hazelwood/Oct<sup>r</sup> 21<sup>st</sup> 1777."

1. Col. Henry Leonard Philip Baron D'Arendt was appointed to the command of Fort Mifflin on 23 Sept. 1777. Illness precluded his assuming command at Mifflin until 18 Oct., when Washington directed him again to take charge of that post. See Washington's letters to Arendt of 23 Sept. and 18 Oct. in Washington, *Writings* 9: 256–57, 394–95.

GEORGE WASHINGTON TO  
LIEUTENANT COLONEL SAMUEL SMITH

Sir

Head Q<sup>rs</sup>: [*Whitpain, Pa.*] Octo<sup>b</sup> 21<sup>st</sup>: 1777.

Your favor of the 18<sup>th</sup> I received last night and was extremely sorry to find from the Commodores Letter, which made a part of your's, that you & he were not in the strictest harmony.<sup>1</sup> This circumstance, I confess, gives me great uneasiness, as I well know that a good agreement between the Navy & Garrison is of the last importance, and that a want of cooperation and every possible—mutual aid may involve the most unhappy consequences. persuaded of this, and recollecting the train of misfortunes that has been brought on in many instances by a difference of the like nature, I requested Baron D'Arendt in my instructions to him that to maintain a good understanding between him and the Commodore should be a great Object of his care and attention.<sup>2</sup> This I hope he will do, and I have written to the Commodore to day, recommending the same to him in the strongest Terms.<sup>3</sup> Hitherto a happy agreement has done much—It has disappointed the Enemy from effecting, notwithstanding their repeated efforts, what they seemed to consider without difficulty; And should the same spirit and disposition continue, I flatter myself, they will produce the same ends. ~~The Garrison and the Navy are equally concerned in the interesting struggle—If we can but keep the Fort and the Navigation ours,~~ I have not suggested to the Commodore, the most distant idea of my having heard of any misunderstanding between you. The matter is so delicate, that I would not have him beleive, that I ever suspected it. I am [&c.]

Df, DLC, George Washington Papers, Series 4. Docketed: "To/L<sup>t</sup> Col<sup>o</sup> Smith/Octob 21: 1777."

1. See above. That letter also contains the text of Commo. John Hazelwood's undated letter to Smith referenced here.

2. See Washington to Arendt, 18 Oct. 1777, Washington, *Writings* 9: 394–95.

3. See George Washington to Commodore John Hazelwood, 21 Oct. 1777, above.

## JOURNAL OF MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY

[Extract]

[*Fort Mifflin, October*] 21.

... the Enemy appear no longer in the direction of Hog Island at Tinicum point, the number of men seen there yesterday must have been a Disembarkation from their Fleet. night—

no fire from the Enemy. we have driven down large Pickets in the bed of the River, at the distance of 20 feet from the Battery, and at the distance of 15 feet from each other—they are intended to support the double Chain spoken of above.

Part of the Chain is stretch<sup>d</sup>; the high Tide and Coldness of the night have hinder'd us from stretching the whole. we shall close the remaining Interval with floating Beams fasten'd together by their ends<sup>1</sup>

Copy, DLC, George Washington Papers, Series 4. Six lines of this entry are not printed here. They describe repairs to loopholes in Fort Mifflin's palisades and the lessening of artillery fire from the British batteries. This entry is part of a multi-date entry from Fleury's journal covering 20–24 Oct. 1777. Notation at top of page: "Continuation of Major Fleury's Journal."

1. On the night of 22 Oct., Fleury recorded: "The Chain which we have got, is fix'd. The work is very difficult, on account of the necessity of performing it in the water." Ibid., entry for 20–24 Oct.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

October. 1777

S<sup>o</sup> End of Green Island EbS ½ a mileTuesd<sup>y</sup> 21<sup>st</sup>

At 1 AM Weigh'd & m<sup>d</sup>. sail At 2 Anch<sup>d</sup>. in 10 feet Water between Green Island & the Main.

Billing's Port SEbS Dist<sup>ce</sup>. ½ a mile

Mod<sup>t</sup>. & Clear W<sup>r</sup>. At 1 PM Weigh'd & tow'd thro' the Chiveaux de Frises to take up the *Augusta's* Anchor At 5 Slip'd our Cable & was order'd up in Comp<sup>x</sup> w<sup>th</sup>. the *Roebuck*, *Augusta*, *Liverpool* & another of his Maj<sup>s</sup>. Ships, the *Merlin* Sloop & *Cornwallis* Galley At 6 The Rebel Galleys began to Engage as did Mud Island Fort against our Shipping D<sup>o</sup> the *Augusta* got aground ½ past 6 a Shot struck us w<sup>ch</sup>. wounded Pat<sup>k</sup>. Smith & And<sup>w</sup>. Gordon as we Anch<sup>d</sup>. under the *Augusta's* Stern by her Order in 3½ f<sup>m</sup>.

D, UKLPR, Adm. 51/4385.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

October 1777

D<sup>o</sup>. [At Anchor off *Billingsport*]

Tuesday 21

AM Weighed and Sailed through the Cheveaux du Freeze gott aGround, Employ'd in carrying out Warps to Heave Off

D<sup>o</sup>.

Moderate and Fair, PM hove off and Anchord about 2 Cables Lenth from BillingsPort,

D, UKLPR, Adm. 52/1964.

THE GAZETTE OF THE STATE OF SOUTH-CAROLINA,  
TUESDAY, OCTOBER 21, 1777

Charles-Town, Oct. 21

Last Tuesday arrived here the cartel sloop *Governor Tonyn*, from St. Augustine, with 35 American prisoners of war, for an exchange, which John Mowbray, Esq; is commissioned to negotiate, under certain limitations, with His Excellency the President of this State: amongst them are the following masters of merchant vessels, taken at different periods, viz. John Hill, by the *Brune* frigate; America Rogers, by the *Diligence*; Ephraim Lombard, Joshua Bartlett, and Madet Engs, by the *Hinchinbrook* brig; Abraham Pitt, and John Williams, by the *General Howe* transport; Richard Minors, by the *Hinchinbrook* and sloop *Rebecca*; and Joseph Frith, by the *Daphne*. There are also the following Mates, viz. Arthur Duckett, Lewis Latham, John Wheeden, George Darby, William Dolen, David Jones, Richard Stevens, and Patrick Dwyer; 17 seamen; and Mr. Alexander Taitt, a planter, who had been taken by a party of rangers and Indians, by Mr. Brown, commissioned as a Col. by Mr. Tonyn.

October 22

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War Office [*Boston*] 22<sup>d</sup> Oct<sup>r</sup> 1777

Orderd That Col<sup>o</sup> Crafts<sup>1</sup> deliver for the armed Brig<sup>t</sup> *Hazzard*<sup>2</sup>

500, 6, lb Round Shott

240, 3 lb, d<sup>o</sup> d<sup>o</sup>

400 w<sup>t</sup> Grape Shott

14 port fires.—

That the Com<sup>y</sup> deliver for the armed Brig<sup>t</sup> *Hazzard*

6 Swivil Guns,

4 blunderbusses.—

That a p<sup>r</sup> of pistols f<sup>m</sup> the Office be del<sup>d</sup>. for Brig<sup>t</sup> *Hazzard*.

That M<sup>r</sup> Segourny<sup>3</sup> deliver Cap<sup>t</sup> Samson<sup>4</sup> for B<sup>t</sup> *Hazzard* 8 p<sup>r</sup> pistols—

That Cap<sup>t</sup> Fisk<sup>5</sup> deliver Cap<sup>t</sup> Ayres<sup>6</sup> 7 Water Casks for Brig<sup>t</sup> *Favorite*. (ch<sup>d</sup>. to Rob<sup>t</sup> Pierpoint)—...

That a b<sup>le</sup> powder for Brig<sup>t</sup> *Hazzard* be delivered to Cap<sup>t</sup> Samson, by tho<sup>s</sup> Forster—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 64–65.

1. Col. Thomas Crafts.

2. Massachusetts Navy brigantine *Hazard*.

3. Peter Sigourney.

4. Capt. Simeon Samson, Massachusetts Navy.

5. Capt. John Fisk, Massachusetts Navy.

6. Capt. John Ayres.



## SIMON WOLCOTT TO THOMAS SHAW

[Extract]

Dear Thomas

Bedford. [*in Dartmouth*] Oct<sup>r</sup> 22<sup>d</sup> 1777

. . . If you want to buy Iron, Spars, or Lumber, up the River your Brother has got Rum & Sugar in Sam<sup>l</sup> Fosters hands (up Connecticut River) as you will see by a Rec<sup>t</sup> on fill given to Elliot by Foster—You must send to Cap<sup>t</sup> Jonsey<sup>1</sup> at New Haven an[d] see if he is well enough to go in the Ship<sup>2</sup> & if he is to attend on her—in Person—You must get the *American Revenue* at Sea as soon as possible—If Cap<sup>t</sup> Champlin wants Money let him have what he wants—your Br<sup>o</sup> is cited to Congress by Stanton and Noys—

A Share in the last Cruize is about a thousand Dollars—Your Brother has got 50 Barrells of Tarr here which shall send by Father Rogers when he comes with his Boat—  
 . . . Your Hum<sup>l</sup> Serv<sup>t</sup>

Simon Wolcott—

P.S/ Write how the Ship<sup>3</sup> went off & Whether she stuck in the Mud

L, CtNLHi, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 18.

1. Capt. Joseph Jauncey.

2. Connecticut privateer ship *General Putnam*, building at New London.3. *General Putnam*.

## JOURNAL OF H.M. SLOOP KINGSFISHER, COMMANDER ALEXANDER GRAEME

October 1777

Ditto [At Anchor in the Seakonnet passage Rhode Island]

Wednesday 22<sup>d</sup>.

at a half after [1] AM. heard a second [gun] from D<sup>o</sup> place<sup>1</sup> 6 AM. the armed Schooner got under way and gave chase to a vessel at sea<sup>2</sup> at ½ after 7 AM. left the chase and haul'd her wind and stood to the Eastward

Ditto [At Anchor in the Seakonnet passage Rhode Island]

D<sup>o</sup> W<sup>r</sup> [Moderate breezes and cloudy weather]

1 P.M. received on board a long boat load of water 4 P.M. saw several guns fired from the black rock on the rebel shore 12 P.M. yawl rowing guard saw a gun fired from the black rock

D, UkLPR, Adm. 51/507.

1. The American battery at Black Rock on the south point of Fogland firing on the British battery at Fogland Ferry.

2. H.M. armed schooner tender *Lady Parker*.

## DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 22<sup>d</sup> Oct<sup>r</sup>—Fine Weather, but rather cold. Strong wind at N.E.

The *Syren* & *Unicorn* got round into the Seconnet passage today, and anchored to the Southward of the *Kingsfisher*. As that part of the Island is sufficiently guarded by this movement, the 22<sup>d</sup> Reg<sup>t</sup> marched and encamped near Elam's house on the right of the Chasseurs. A Battery for two Guns was ordered to be made on the shore to the right of the Chasseurs, in order to Command that part of the adjacent beach Which is

favorable for landing on. As soon as the party began to work, the Rebels fired at them from their battery on the South point of Fogland. One shot took place and killed a Hessian. The same shot went so near the head of a Soldier of the Light Infantry as to Strike him down senseless; so that he was obliged to be carried to the hospital.

We began this morning to throw an Abbatis across Common-fence Neck, from the head of the town pond to the Creek which runs to Howland's bridge. . . .

Mackenzie, *Diary* 1: 198–99.

GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT, JR.

Sir

Hartford 22<sup>d</sup> Octo<sup>r</sup> 1777—

I am favoured with your Letter of the 11<sup>th</sup> Instant,<sup>1</sup> Note the Contents. The Captors of the *Weymouth* Packet are entitled to their Share of the prize according to the Resolutions of the Continental Congress That Rule being adopted by the Governor & his Council of Safety, at the time Cap<sup>t</sup> Harding was fitted out for a Cruize; the General Assembly will probably make Some Alteration to Adapt it to our particular Circumstances for the future—when Time will admit—which I Shall advise you of as soon as done

The only question between the Captors & this State is whether the *Weymouth* is a Vessel of War within the true Intent & meaning of the Resolution of Congress of the 30<sup>th</sup> of Octo<sup>r</sup> 1776, Should the *Weymouth* Packet be Judged a Vessel of War within the true Intent & meaning of s<sup>d</sup>. Resolution there is nothing further to be said why the Captors should not be entitled to the whole, Saving a Twentieth part which in all Cases goes to the Commander in Chief, that is a Twentieth part of the prize or part belonging to & divided among the Captors—

It is Supposed that a Packet whose Business is to make the greatest dispatch, & not to pursue or even engage any Ship of war but in their own defence, is not a Vessel of War within the meaning & Intention of Congress—

Agreeable to your Request, have Inclos<sup>d</sup> a Warrant<sup>2</sup> Impowering you to act in all matters therein contain<sup>d</sup>, pursuant to Such Orders & Instructions as you Shall from time to time receive from me or the General Assembly of this State—The foregoing is wrote by Advice & Consent of my Council of Safety.—they do not mean to enter into any dispute with the Captors on any other Question save that mentioned herein—

Your's <sup>tho</sup> Cap<sup>t</sup> Hard[ing] can not be answered 'till The further resolution of the General Assembly is known—of which you will soon be acquainted—I am [&c.]

J T——l—

Df, Ct, Connecticut Archives, 1st Series, vol. 9, 206. Docketed: "22<sup>d</sup> Octo<sup>r</sup> 1777/Copy Sam<sup>l</sup> Eliot Jun<sup>r</sup> Esq<sup>r</sup>/enclosing Act of Assembly/Letter of Procuracion—/<sup>tho</sup> Cap<sup>t</sup> Jabez Perkins/*Weymouth* Packet." Enclosure not printed.

1. Above.

2. On 23 Oct. Trumbull appointed Eliot "to conduct and manage all Matters Causes & Things relating to all prizes Captures & parts of Captures taken at Sea & brought into any port or ports in the State of Massachusetts Bay by any Ship or Vessells of War" belonging to Connecticut. Governor Jonathan Trumbull to Samuel Eliot, Jr., 23 Oct. 1777, Ct, Connecticut Archives, 1st Series, vol. 9, 207.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777                      At Single Anchor as above [2 Miles to Sward of Levingstons  
 Wednesday 22              Manor]  
                                  AM Got Up T G<sup>t</sup> Masts & Yards  
                                  At Single Anchor as above  
                                  Light Airs and variable    at 1 PM Weighd in C<sup>o</sup> the Gallys, Trans-  
                                  ports Flatt Boats &c <sup>1</sup> & stood down the River    at 7 D<sup>o</sup> Came too  
                                  Small Bower in 6 f<sup>m</sup>. off Eusopus Gally[s] &c in C<sup>o</sup>.

D, UKLPR, Adm. 51/4163.

1. The advanced squadron under the command of Capt. Sir James Wallace, including H.M. galleys *Crane*, *Dependence*, and *Spitfire*, with 13 transports and a number of flat boats.

JOURNAL OF H.M.S. *CAMILLA*, CAPTAIN CHARLES PHIPPS

October 1777                      the *Augusta* SE ½ a Mile. Hog Island ENE 1½ Mile & the  
 Wednesday 22              Rebel Fleet ENE 3 Miles—  
                                  AM Noon the *Augusta* got above the Lower Cheveaux De Frizes—  
                                  Row'd Guard &c.—  
                                  Billings Port Fort SE 1 Mile *Roebuck* SEbE 1—d<sup>o</sup>. & the Rebel Fleet  
                                  EbN 3 Miles—Light Breezes & Clear Weather. at 4 PM Came up  
                                  the River & Anchor'd off Billings Port Fort His Majestys Ships *Icis*  
                                  & *Merlin* Sloop—d<sup>o</sup>. Weighed & Came to Sail Down the River.  
                                  from 5 to 8 d<sup>o</sup>. a Heavy Canonading from Our Ships. & the Rebel  
                                  Floating Batterys & Gallies    same Time heard a Number of Small  
                                  Arms fired at Red Bank. supposed to be our Troops Storming the  
                                  Fort at Red Bank.<sup>1</sup> at 9 d<sup>o</sup>. Anchor'd with y<sup>c</sup>. small B<sup>c</sup> in 5 fathom  
                                  Water. Chester Town WbN 1 or 2 Miles.

D, UKLPR, 51/157.

1. Fort Mercer.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October                      At Anchor in Tinicum Channell  
 Wednesd<sup>y</sup> 22              at 4 AM weighed and Towed up to Hog Island intending to get  
                                  into the Pool between Hog & Province Islands, to be ready next  
                                  morning to go against Mud Fort. while the *Augusta*, *Roebuck*, *Liv-*  
                                  *erpool* & *Pearl* were to Act against it and the Galleys in the Eastern  
                                  Channell,<sup>1</sup> but there not being Water enough for us at High water  
                                  we got aground on the Bar, carried out a Small Anchor and hove  
                                  her Off, dropped down to our former Station, Carp<sup>rs</sup>. at Work  
                                  Sawing Ports in the Tafrel for 2–24 pounds—

D<sup>o</sup>

Mod<sup>t</sup>. and fair Weather, got Guns over to the Starboard Side, and  
 filled Water [on] the Larboard Side to Ballance, at 5 PM weighed

and Towed up Towards the Barr again, got over it and Anch<sup>d</sup> in 3 fms, at the same time the *Augusta*, *Roebuck* *Liverpool*, *Pearl*, *Merlin*, *Cornwallis* Galley & *Viper* Sloop worked up towards the upper Cheveaux de frize, at 6 the firing began between the Galleys and Ships, at 8 the *Augusta* and *Merlin* got aground, we sent our Boats to Assist them but could not get them Off, the enemy firing on them very Hot. we fired some Shott at the Galleys over Hog Island, our Boats rowing guard, and sounding our Channell up to Mud Fort.

D, UKLPR, Adm. 51/1037.

1. The main channel of the Delaware River.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct<sup>r</sup>

Billingsfort E  $\frac{3}{4}$  S  $\frac{1}{2}$  a Mile—

Wednesd<sup>y</sup> 22<sup>d</sup>

AM Warp'd thro' the Chiveaux de frize in company with the *Augusta* & *Liverpool*. At 10 Anch<sup>d</sup> with the S: B<sup>r</sup> in 5 f<sup>m</sup>: muddy bottom. Billingsfort SWbS 3 Cable's lengths.

Billingsfort SWbS.

The first & latter parts light Airs & fair, the middle hazey. At 1 PM His Majestys Sloop *Merlin* & the *Cornwallis* Galley warp'd thro the Chiveaux de frize & Anch<sup>d</sup>: near us. At 5 Perceivd a heavy fire of Musketry at Red Bank, and a Cannonading from the Rebels Vessels and floating Batteries that were drawn up to it. Supposed it to be at our Troops who had attack'd it, therefore got under weigh'd with the *Augusta* *Roebuck*. *Liverpool* *Merlin* & *Cornwallis* Galley & work'd up the River in order to engage the Rebels Vessel's and prevent their Firing on our Troops who appear'd to be much gall'd from the Enemies Shipping.  $\frac{1}{2}$  past [5] the Rebels Galleys &c began firing on us, which was return'd by the *Roebuck* *Augusta*, & *Cornwallis* Galley. At the same time the firing on Red Bank discontinued, & his Maj<sup>s</sup>. sloop *Merlin* got ashore on the Jersey side, at 6 was hail'd from the *Augusta* & inform'd of her being a ground and order'd immediately to Anchor, and give her a B<sup>r</sup> Cable & anchor, Came too with the S: Bower in  $4\frac{1}{2}$  f<sup>m</sup>: & veer'd to  $\frac{1}{2}$  a Cable. then bent the *Augusta*'s Hawser to it, and Cut the Cable. Came too w<sup>th</sup>. the B<sup>r</sup> B<sup>r</sup> in the same water. At 7 carried away up the River a small Anchor weigh'd the B<sup>r</sup> B<sup>r</sup> & warp'd up in company with the *Liverpool* abreast of the *Augusta* to cover her, At  $\frac{1}{2}$  past 7 The Rebels discontinued the firing. dropt down and Anch<sup>d</sup>: near us the *Roebuck* & *Cornwallis* Galley The Ships sent their Boats ahead w<sup>ch</sup> were reinforced by the Ships below.

D, UKLPR, Adm. 51/675.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Wednesday, October 22, 1777

*Resolved*, That the president issue his warrant on the treasurer for four thousand dollars, in favour of George Ross, Esq<sup>r</sup> and Company, owners of the *Mary Ann Furnace*, in part of payment of cannon ball made by them for the use of the navy, agreeable to contract with the Navy Board for the middle department, which is to be charged with this sum, and the said George Ross and Company to be accountable to them for the same.

JCC 9: 828.

JOURNAL OF H.M.S. *EAGLE*,  
CAPTAIN ROGER CURTISOctober, 1777  
Wednesday 22<sup>d</sup>D<sup>o</sup>. [Moored off Chester]At 7 AM. made the Signal for a Lieutenant from the *Merlin*D<sup>o</sup>.

Little Wind and Clear Weather. At 4 PM. the *Camilla* got under Sail & Stood down Tinicum Channell. At 5 observed the firing of Musquetry, at Red Bank; which Continued about  $\frac{1}{4}$  of an hour. At 6 the *Augusta*, *Roebuck*, *Pearl*—*Liverpool*, & *Merlin*; Weighed and fired several Shot at the Rebel Gallies a heavy Cannonade Comenced and Continued 'till near 8 o'Clock. At 7 sent several Flat Boats Manned by Volunteers, to assist the Ships Engaged.

D, UKLPR, Adm. 51/293.

JOURNAL OF H.M.S. *EMERALD*,  
CAPTAIN BENJAMIN CALDWELLOctober 1777  
Wednesday 22<sup>d</sup>

Cape Henry SSE.

at 6 AM saw a Sail to the West SW, made Sail and chased, at 8 AM brought her too, the Brig *Kitty Dullany*, from Chester, bound to Martinica with Tobacco & C<sup>a</sup>.<sup>1</sup> sent her to New York.

Cape Henry NW  $\frac{1}{2}$  N 4 Leagues

Strong Gales and cloudy, close reefd the Topsails

D, UKLPR, Adm. 51/311.

1. Brig *Kitty Delaney*, William Yardsley, master, owned by Caldwell & Co. of Philadelphia, a crew of 11 seamen, from Chester in Maryland to Martinique, with tobacco and lumber, taken off Cape Henry, sent to New York. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488. *Kitty Delaney* was condemned on 5 Dec. 1777 by Vice Admiralty Court of New York as a lawful prize of *Emerald*. UKLPR, H.C.A. 49/93, 140.

October 23

## LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE SOUTHERN DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz.—In Behalf of Enoch Staples, Commander of the private armed Sloop *Wooster*,<sup>1</sup> and all concerned therein, against the *Snow Atlantic*, of about 150 Tons burthen, Charles Morris, late Master: In Behalf of Thomas Thompson, and Elisha Hynman, Commanders of the Continental Frigates *Raleigh* and *Alfred*, in the Service of the United States, and all concerned therein, against the *Snow Nanny*, of about 150 Tons burthen, Asthothy Hooper,<sup>2</sup> late Master: In Behalf of James Mc’Gee, Commander of the private armed Sloop *Independence*,<sup>3</sup> and all concerned therein, against the Brigantine *Mary and Ann*, of about 130 Tons burthen, Joseph Ball, late Master; and against the Brigantine *Countess of Pitterwin*, of about 96 Tons burthen, John Smith, late Master: In Behalf of Isaac Estick, Commander of the private armed Sloop *Ranger*, and all concerned therein, against the Brigantine *Sally*, of about 120 Tons burthen, Thomas Roach, late Master; and against the Sloop *Union*, of about 50 Tons burthen. All which Vessels, and their Cargoes, so libelled, are said to have been taken and brought into the Southern District afore-said: And for the Trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Plimouth, on Tuesday the 11th Day of November, 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear, and shew cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

*Independent Chronicle* (Boston), 23 Oct. 1777.

1. Connecticut privateer sloop *Wooster*, mounting 10 guns with a crew of 80 seamen, was commissioned on 9 Nov. 1776 with John McCleave commanding. DNA, PCC, item 196, vol. 16, p. 47. She was owned by Pierpont Edwards & Co. of New Haven and evidently was on her second cruise under a new commander. Louis F. Middlebrook, *History of Maritime Connecticut During the American Revolution, 1775–1783* (Salem, Mass.: The Essex Institute, 1925), vol. 2, 244–45, 267.

2. Anthony Hooper.

3. Rhode Island privateer sloop *Independence*, James Magee, commander, which was commissioned on 14 Oct. 1776. R-Ar, Maritime Papers, Letters of Marque (1776–1780), vol. 1, 40.

## DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 23<sup>rd</sup> Oct<sup>r</sup> Cold raw weather. Wind N.E.

About 9 o’Clock last night 5 boats of the Enemy came near the Officer’s guard at the house near Howland’s bridge, and fired at the men on duty there; the Guard returned the fire briskly, and obliged them to Sheer off. They soon after rowed towards the bridge and the men having landed a little beyond it, fired at our Sentries. Two shot being fired at them from the Redoubt, they retired, and did not appear again during the night. A Bayonet and several Cartridges were found on the beach near the bridge this morning.

The Rebels began to Cannonade the Encampment of the 22<sup>d</sup> Reg<sup>t</sup> this morning from the S. point of Fogland, and as the shot came home, it was prudent for them to move, in consequence of which they encamped near Lopez's house. No hurt was done, although three Shot came into the Camp. The Rebels also fired some shot at the New Battery, and at the Encampment of the Chasseurs, but without effect. . . . A boat from one of the Ships of War went over to the Eastern shore last night, and brought off from a house near the Windmill, two men; one of whom says he was drafted to serve on the Expedition against Rhode Island. They say that the Rebels have near 200 boats in the Mill-Creek behind the S. point of Fogland;<sup>1</sup> that they have near 10,000 men assembled in the Neighbourhood, and intend making their principal attack near lower Black point. That most of the troops have been drafted for the present service, and their time expires on the last day of this Month, at which time, if nothing is done, they will disperse. They add, that some of them are much dissatisfied, and that many have gone home already.

The General having some reason to Suppose the Rebels will attempt something this night, ordered the working part of 100 men of the 54<sup>th</sup> Regiment, to march from Newport to strengthen the posts near Black point.

About 70 of the most disaffected Inhabitants of Newport, were taken up yesterday and this day, and sent on board the Prison ship. . . .

Mackenzie, *Diary* 1: 199–200.

1. Creek from Nonquit Pond.

#### JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777.

[Slipskin Isl<sup>d</sup>. NbE 5 or 6 Miles]

Thursday 23

at 9 AM Weigh'd ⚓ Signal in Comp<sup>y</sup> as before<sup>1</sup> at 11 A.M. saw the Reble Army posting themselves Advantageously behind the Heights of Pokeepsy<sup>2</sup> brought too to Scour the Narrow Pass between Esopas Meadow and the heights that the Enemy were posted upon fired 14 four lb<sup>rs</sup>. with Round and Grape at them whilst the Transports were pass<sup>g</sup> at Noon Esopas N. 2 Cables Lengths

Esopas N. 2 Cables Lengths

Light Breezes and hazy Weather these 24 Hours

at 1 PM the Enemy open'd a 5 Gun Battery on the Transports D<sup>o</sup>. brought too with the *Spitfire* and *Crane* Galleys and Cannonaded the battery whilst the Transports were pass<sup>g</sup> fired 14 twenty four lb<sup>rs</sup>. at the Reble Battery at 2 P.M. the Fleet pass'd made sail at 11 P.M. Anch<sup>d</sup>. ⚓ Signal with the Small Bower in 9 F<sup>m</sup>. Water Polopers Isl<sup>d</sup>.<sup>3</sup> SSE 4 or 5 Miles in Comp<sup>y</sup> with the Fleet at 10 PM His Majesties Brig *Diligent* Run foul on us and Carr<sup>d</sup>. away our Mizen Mast and Mizen Yard Empl<sup>d</sup>. Clear<sup>g</sup> the Wreck and Gett<sup>g</sup> the Mizen Unbent from the Yard by which we lost the Mizen Mast being broke in 5 Pieces

D, UKLPR, Adm. 51/4159.

1. H.M. brig *Diligent*, with H.M. galleys *Crane* and *Spitfire*.

2. The heights on the east bank of the Hudson between Rhinecliff and Poughkeepsie across from the highlands above Esopus Meadows.
3. Pollepel Island.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777

[*Anchored off Esopus*]

Thursday 23

at 9 AM weighd ~~at~~ Signal in C<sup>o</sup> as above<sup>1</sup> at Noon passd the 9 Partners<sup>2</sup> were fired at by Several Armed Rebels from the Bushes as we passd which we Returned

Steering Down the River

Light airs with Frequent Calms at 4 PM Passd Pekepsie in C<sup>o</sup> as before Fired 10. 3 P<sup>rs</sup>. Shotted with Grape at several bodys of Armed Rebels

D, UKLPR, Adm. 51/4163.

1. The advanced squadron commanded by Capt. Sir James Wallace, including H.M. galleys *Crane*, *Dependence*, and *Spitfire*.
2. The Nine Partners Patent on the east bank of the Hudson north of Poughkeepsie.

BRIGADIER GENERAL JAMES CLINTON TO GOVERNOR GEORGE CLINTON

[Extract]

D'r Brother,

Abell Bellknaps October 23d 1777

... The Enemy's Frigate<sup>1</sup> Lies Still below the Chivedefreeze and it was my Opinion She was Stationed there to prevent our Sinking any more. But Genl. Winds<sup>2</sup> Informed me yesterday he thought she wanted to get higher up as she has boats Constantly Sounding the Channell &c. . . . I am [&c.]

James Clinton

*Public Papers of George Clinton* 2: 473-75, no. 880. Addressed in the original: "To Governor George Clinton Hurly." N-Ar, George Clinton Papers, box 9, doc. 880.

1. H.M. frigate *Mercury*.
2. Brig. Gen. William Winds, New Jersey Militia.

*THE NEW-YORK PACKET*, THURSDAY, OCTOBER 30, 1777

Fish-Kill, October 23.

In our last, we observed, that the British vessels proceeded up the River, past this place. As they went along they burnt a few mills, houses and boats. On Friday they reached Esopus, and there landed a number of men, who marched up to the defenceless town of Kingston, about two miles from the river, and immediately set it on fire: the conflagration was general in a few minutes; and in a very short time that pleasant and wealthy town was reduced to ashes, one house only escaped the flames. Thus, by the wantonness of power, the third town in this State, for size, elegance and wealth, is reduced to a heap of rubbish; and the once happy inhabitants (who are chiefly of Dutch descent) obliged to solicit for shelter among strangers; and those who lately possessed elegant and convenient dwellings, obliged to take up with such



huts as they can find to defend them from the cold blasts of approaching winter. We learn that the inhabitants saved best part of their moveable property; but some lost the greatest part of their temporal all. 'Tis said, the enemy took little time to plunder, being told that Governor Clinton was at hand with 1500 men, but unluckily not so near as to save the town. They burnt several vessels and houses at the landing,<sup>1</sup> then scampered off precipitately on board their vessels. Next day they burn several houses at Rhynebeck Flats, and proceeded as far as Livingston's Manor, where they burnt a few more: Our troops are now up with them: It is hoped they will be able to put a stop to these depredations. Britain, how art thou fallen! Ages to come will not be able to wipe away the guilt, the horrid guilt, of these and such like deeds, lately perpetrated by thee!

... Last Monday, our people took a small schooner, belonging to the enemy, in the North-River, near Rhynebeck, with a pretty valuable cargo; she ran aground, and our people took the advantage and boarded her with canoes. Nicholas James and George Hopkins, two of the New-York pilots, were taken on board.

We learn that the enemy have burnt the house of the late Judge Livingston,<sup>2</sup> the house of Mr. Robert Livingston, and sundry others.

1. Kingston Landing.

2. Judge Robert R. Livingston, Sr.

#### JOURNAL OF H.M. SLOOP *RAVEN*, COMMANDER JOHN STANHOPE

October 1777  
Thursday 23

Laying off Pecks Kill in the North River  
(AM) came onboard an Officer from the *Cerberus* with an order to go as near Fort Independance as posibale to cover the landing of the Troops D<sup>o</sup> hove up and warpe'd, close to the Fort at 10 the above Landed at D<sup>o</sup> Departed this Humprey Williams Marine at 11 D<sup>o</sup> enterred the above got the Kedge out on the Quarter to keep her broadside to the Fort passed by the *Mercury's* Tender

Laying off Pecks Kill in the North River  
First and Mid. Clear weather latter Foggie  
at 3 PM) the Troops Imbarked onboard the Battoes after demolishing the Fort D<sup>o</sup> hove up and run further of[f] and came too and Moored with the Kedge in 13 f<sup>m</sup>. sent the Longboate watering.

D, UKLPR, Adm. 51/771.

#### DIARY OF ELIZABETH DRINKER

[Extract]

[*Philadelphia*]

[*October*] 23 this day will be remember'd by many; the 2500 Hessions who cross'd the River the day before yesterday, were last Night driven back 2 or 3 times, in endeavouring to Storm the fort on Red Bank, 200 slain and great Numbers

wounded, the firing this Morning seem'd to be incessant, from the Battr'y, the Gondelows, and the *Augustia* Man of War, of 64 Guns, she took fire, and after burning near 2 hours, blew up, the loss of this fine Vessel is accounted for in different ways—some say she took fire by accident, others, that, it was occasion'd by Red hot Bullets from Mud-Island Battr'y—another English Vessel<sup>1</sup> somewhat smaller, it is said is also burnt, Many of the Inhabitation of this City, are very much Affected, by the present situation and appearance of things, while those on the other side the question are flush'd, and in Spirits—old [H]unt [Count] De Nope,<sup>2</sup> is said to be among the slain—it was between 11 and 12, near Noon, when the *Augustia* blew up, many were not sensible of any Shock, others were, it was very plain to most who were at Meeting,<sup>3</sup> as this is fifth Day—and appear'd to some like an Earth Quake. . . .

Elizabeth Drinker, *The Diary of Elizabeth Drinker*, edited by Elaine F. Crane, 3 vols. (Boston: Northeastern University Press, 1991), 1: 247–48.

1. H.M. sloop *Merlin*.
2. Col. Karl Emil Kurt von Donop.
3. A meeting of the Society of Friends.

### JOURNAL OF CAPTAIN JOHN MONTRESOR

[Extract]

[*Carpenters Island, Pa.*]

[*October*] 23rd. . . . Before the Explosion of the *Augustas* Powder Magazine which was at ½ past 10 A.M. many of the seamen jumped overboard apprehending it, some were taken up by our ships boats, but the Chaplain, one Lieutenant and 60 men perished in the water. The *Augusta* has got aground but not on the Chevaux de frises as did the *Merlin* sloop of war but nearer the Jersey shore. 200 Grenadiers were ready for the assault and had marched to the Ferry at Province Island where the Fleet Boats were ready to receive them. During the course of this mornings unfortunate manœuver the Rebels sent down a fire raft. 2 of our ships boats towed off and 2 went ashore. Four row Gallies came down this evening from Bristol and come too behind Petty's Island about 3 miles North East of the city<sup>1</sup>. . . .

Montresor, *Journals*, 469–70. Six sentences of this entry are not printed here. They relate to the weather, the crossing of troops to the New Jersey shore, and work on a floating bridge over the Schuylkill River.

1. Philadelphia.

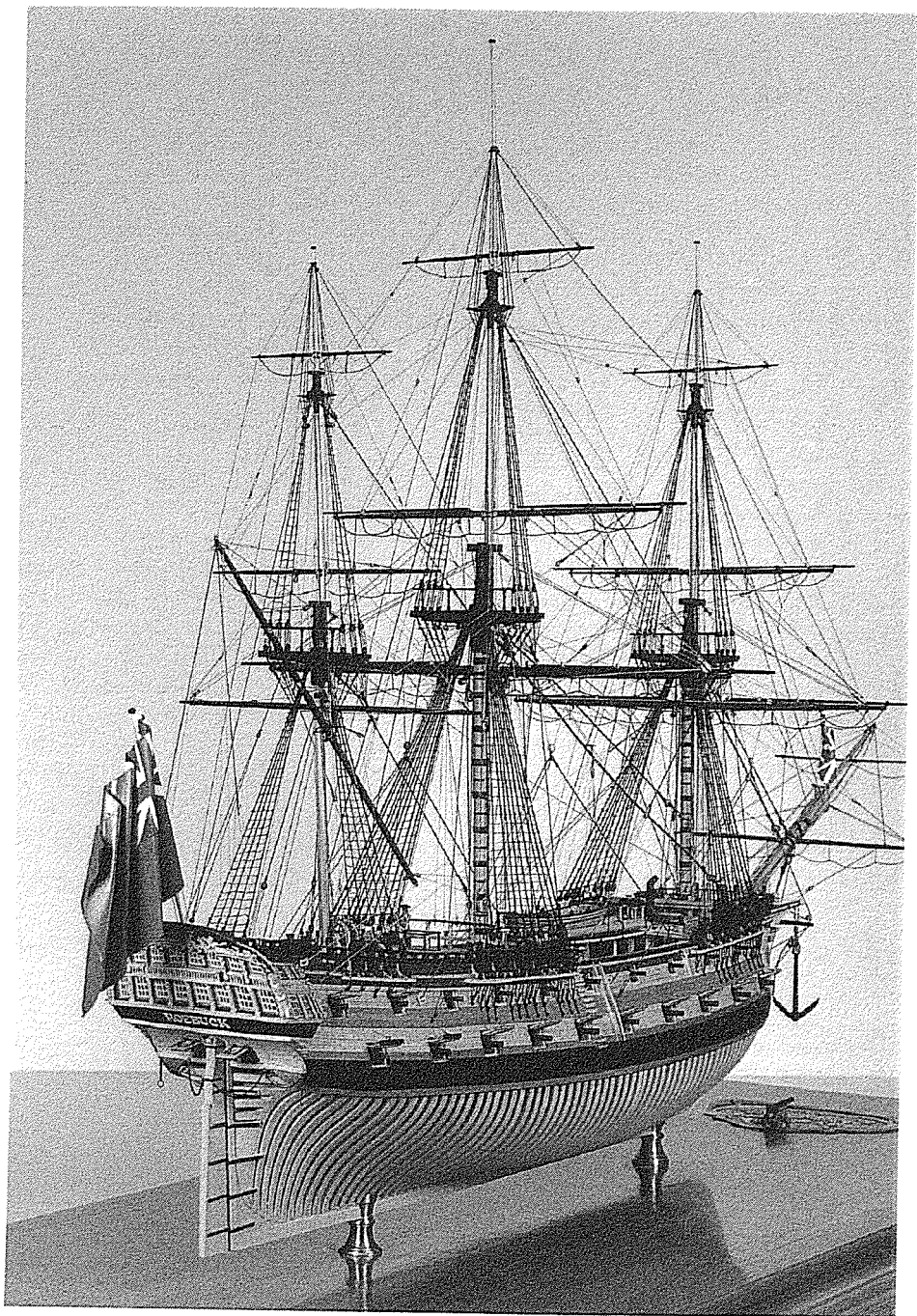
### MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

October 1777

D<sup>o</sup>: [aBreast the Fort]

Thursday 23

AM sent the Stream Cable on B<sup>d</sup> the *Augusta*, Emp<sup>d</sup> in heaving on the Stream Cable, to gett the *Augusta* off which we did not effect—The Enemys Gally's came down and attackted us, and soon after they sent down 2 fire Brigs and a Skiff at 10 another Fire ship was sent down The *Augusta* took fire sent the Boats to bring off the people, sent orders to set fire to the *Merlin*, and Boats to bring off the people to prevent her falling into the En-



*H.M.S. Roebuck*

emys Hands as she cou'd not be got off and wore out Cable, & Slipped and dropped lower down about the same time the *Isis* came above the lower Cheveaux du Freezs's—

D<sup>o</sup>.

Moderate & Fair PM At 2 the *Augusta* Blew up & ½ p<sup>t</sup> the *Merlin* blew up Employ'd in shifting the Sheet Cable into the proper Hause as we had brought up by when past by for a Stern Cable,

D, UklPR, Adm. 52/1964.

#### COMMODORE JOHN HAZELWOOD TO GEORGE WASHINGTON

May it please Your Excellency

Red Bank, October 23<sup>d</sup>. 1777

This will acquaint Your Excellency that early this morning we carried all our Galleys to Action, & after a long & heavy firing we drove the enemys Ships down the River except a 64 Gun Ship<sup>1</sup> & a small Frigate,<sup>2</sup> which we obliged them to quit as they got on Shore & by accidence the 64 Gun Ship blew up & the Frigate they set on fire themselves, took the people all out & quitted them. Our Action lasted till 12 OClock, & our Fleet has rec<sup>d</sup>. but very little damage—You will be inform'd of the glorious event of last night<sup>3</sup> by Colonel Green—We in our Galleys was of great use in flanking round the Fort<sup>4</sup>—As I am very much fatigued, I hope Your Excellency will be satisfied with this short account of our affairs of the River & Fleet—I have not as yet got a man to reinforce our Fleet, for I thought it a pity to take them from the Fort as they wanted them more than the Fleet, & God knows we are very weakly Mann'd—Being in haste I hope soon shall have it in my power to give you a better account of this Action—Besides the 64 & Frigate being burnt, the *Roebuck* who lay to cover them we damag'd much & drove off, & had she laid fast, we shou'd have had her in the same situation—We want Ammunition, Cartridges for Muskets, for 18 & 24 Pounders, having not to add, am [ &c. ]

John Hazelwood

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/George Washington Esq<sup>r</sup>/at Head Quarters—." Docketed: "23<sup>d</sup> October 1777/from/Com: Hazelwood."

1. H.M.S. *Augusta*.

2. H.M. sloop *Merlin*.

3. The repulse of Col. Karl Emil Kurt von Donop's attack on Fort Mercer on 22 Oct.

4. Fort Mercer.

#### LIEUTENANT COLONEL ROBERT BALLARD TO GEORGE WASHINGTON

Sir

2. O Clock

Red Bank Oct<sup>r</sup> 23. 1777

I am just Arriv'd at this place on command from Fort Mifflin, and finding that Col<sup>o</sup> Green & the Commodore was sending by express to your Excellency the Glorious Event of last Evening and this Morning, think proper to give you the particulars from our Garrison. This Morning at half after Six OClock the enemy from Province Island began a very heavy fire from their Bomb Batteries<sup>1</sup> and about an hour after, was Joind by their fleet which kept up on us incessantly 'till after 12.

OClock, Our Battery in Consort with the Commodores<sup>2</sup> Fleet playing on them the whole time, in short we Ply'd them with 18. & 32 lb Shott so closely that they I believe began to give ground, however they ran a Sixty four Gun Ship<sup>3</sup> and a Twenty Gun Frigate<sup>4</sup> a ground & after fruitless attempts in vain to get them off, they set fire to them both, to our no small Satisfaction as it was out of the Power of our Fleet to take them. We sustain'd no Damage except a Cap<sup>t</sup> & 1 private slightly wounded

Our Garrison shew'd a firmness & Resolution becoming brave Men, & I dont doubt will acquit themselves with honor. The Fleet are making down again fast, as low as Billingsport. I am doubtfull we shall want Ammunition for our Cannon & 32 lb Ball as the quantity on hand will not I am certain last us more than one Days hot fire. Small Cartridges from N<sup>o</sup>. 17. to 20. are absolutely wanting. It wou'd be too much to loose a place of so much Importance for the want of War like Implements, which I haven't a doubt may easily [had] the Sizes for our Cannon of Cartridges 18 & 8 lbs. Cartridge paper will not be Amiss The foregoing are Circumstances which I know at least Strike Col<sup>o</sup>. Smith & I do not doubt the Baron<sup>5</sup> also. I hope to hear welcome news from your quarters before long, in mean time every exertion of the Garrison of Fort Mifflin in Opposition to the Enemies fleet will be strictly attended to. We had the upper part of one of our block houses blown up to day. I expect this night or tomorrow night the Enemy will for the last make an Effort to Storm our fort. I have the honor to be [&c.]

Robert Ballard

L, DLC, George Washington Papers, Series 4. Addressed: "His Excellency/Gen<sup>l</sup> Washington." Docketed: "Red Bank/23<sup>d</sup>. Octob<sup>r</sup>/1777/from/Major Ballard."

1. The British bomb batteries employing mortars were located on Carpenters Island.
2. John Hazelwood.
3. H.M.S. *Augusta*.
4. H.M. sloop *Merlin*.
5. Col. Henry Leonard Philip Baron D'Arendt.

#### JOSEPH BLEWER TO GEORGE WASHINGTON

Sir

Redbank october 23<sup>d</sup> 1777

I have the honour to inform you that yesterday the Enemy (hesions) about 1200 attackd the fort<sup>1</sup> at Red Bank after a Smart action they Retreated with much Loss on there Side ours very inconsiderable this Morning our gallys attackd the *Eagle*<sup>2</sup> & *Robuck* after a hevvy Cananade the *Robuck* dropped down the *Eagle* then aground keeping up a hevvy fier till ten oClock at whitch time She took fier I am not as yet Certain If they did it or our Shot amediatly after the gallys attacked an other Ship aground below (a frigate)<sup>3</sup> they Shortly Set her on fier and the other pyret Ships Dropped Down below the Chevoux Defreze where they Still lay our loss in the Gallys dose not Exceed four or five killed & wounded we are all in high Spiritts both garesons as well as the fleet I think they have Such [orders?] as will privent there atempting this pasage any moor we have Expended much of our amunition Rec<sup>d</sup> but Small Supplys Sinc I lift your Excelency though have Sent by Expriss for a Sufficent should it arive timly I think with Every other Gentellman hear that we have nothing to fear from this quarter I Remain [&c.]

Joseph Blewer

P S Amunition wanted 18 p<sup>d</sup> & 24 with muskett Cartridge for the Gareson as we have Supplied the gareson with all the musketts Catridge belonging to the fleet  
Excuse haste for the glorious news—

J. Blewer

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/George Washington Esq<sup>r</sup>/at Head Quarters." Docketed: "[illeg.] 1777/from/Cap<sup>t</sup> Blewer with/Acc<sup>t</sup> of Action."

1. Fort Mercer.
2. Blewer is in error. The ship was H.M.S. *Augusta*.
3. H.M. sloop *Merlin*.

JOURNAL OF H.M.S. *CAMILLA*, CAPTAIN CHARLES PHIPPS

October 1777  
Thursday 23

Billings Port Fort SE 1 Mile *Roebuck* SEbE 1—d<sup>o</sup> & the  
Rebel Fleet EbN 3 Miles—

at 2 AM Weighd & Came to Sail up the River. at 5 d<sup>o</sup> Anchor'd in 6 fathom Water Veerd  $\frac{1}{2}$  of a Cable. Billings Port Fort SE 1 Mile—at 7 d<sup>o</sup> the *Augusta* *Roebuck* *Pearl* *Liverpool* & Co<sup>th</sup> *Wallis* Gallie. Engaaged the Rebel Fleet & Forts.<sup>1</sup> the *Merlin* aGround on the Jersey Shore. at 8 d<sup>o</sup> the Rebels sent Down four of their Fire Ships, which were all Tow'd a Shore by our Boats Clear of our Ships. AM 10 d<sup>o</sup> His Majestys Ship *August* unfortunately took Fire which could not be Extinguished. d<sup>o</sup> a Signal on Board the *Roebuck* for all Boats to assist in Saving the People the Greatest Part of them were Saved Except some sick & Wounded. at 11 d<sup>o</sup> the *Roebuck* *Pearl* *Liverpool* & Co<sup>th</sup> *Wallis* Gallie Shifted their Berths Lower Down the River. at Noon the *Augusta* Blew up & the *Merlin* still aGround was sett on Fire By Order of Lord Howe to Prevent her Falling into the Hands of the Rebels Receivd on Board 26 of the *Augusta*'s Men. Billings Port Fort SEbE  $\frac{1}{2}$  a Mile

Billings Port Fort SEbE  $\frac{1}{2}$  a Mile

Light Breezes & thick Cloudy Wea<sup>r</sup> at 1 PM. weighd & Came to Sail Down the River at 5 d<sup>o</sup> Employ'd Turning to Windward up the River on the N<sup>o</sup>. Side of Tinacums Island. at 6 d<sup>o</sup> Anchord in 5 fath<sup>m</sup>. Water Veerd  $\frac{1}{2}$  a Cable.

D, UklPR, Adm. 51/157.

1. Forts Mifflin and Mercer.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct<sup>r</sup>  
Thursday 23

Billingsfort SWbS

At  $\frac{1}{2}$  past 1 AM was order'd by Cap<sup>t</sup> Hamond to move the ship that he might take our place & assist the *Augusta*. At 5 the guard boats return'd, at the same time rec<sup>d</sup>. orders from Cap<sup>t</sup> Reynolds<sup>1</sup> to give the Men employ'd and to be employ'd on guard extra allow<sup>cc</sup>. of Rum & Meat on Banyan days.<sup>2</sup> At 7 the Rebels began firing from

their Vessels, Red Bank & Mud Forts.<sup>3</sup> which was return'd by the *Augusta* & *Roebuck*, At 8 four Fire Vessels were sent down w<sup>ch</sup> our Boats tow'd clear of the Fleet. Fired 61 twelve pounders at them. At 11 His Majesty's Ship *Augusta* took fire. Sent all our people to assist taking the people out. At 12 Weigh'd & dropt down out of the Fire of the *Augusta*'s Guns At the same time Orders were given to Set the *Merlin* on Fire, being still on Shore & near the *Augusta*. Boats employ'd taking the people from her.

Billingsfort SW $\frac{1}{2}$ S dis<sup>ce</sup>.  $\frac{1}{2}$  a Mile.

Mod<sup>ce</sup> W<sup>r</sup> At  $\frac{1}{2}$  past 1 PM His Maj's Sloop *Merlin* blew up, At 3 the *Isis* warp'd up to us & fir'd several Shot at the Enemy [in] their Galleys

D, UKLPR, Adm. 51/675.

1. Capt. Francis Reynolds, R.N., commanding H.M.S. *Augusta*.
2. *Banyan day*: A day on which no meat and inferior rations are served to a ship's crew.
3. Forts Mercer and Mifflin.

#### JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October

Thursd<sup>y</sup> 23

D<sup>o</sup> [At Anchor in Tinicum Channell]

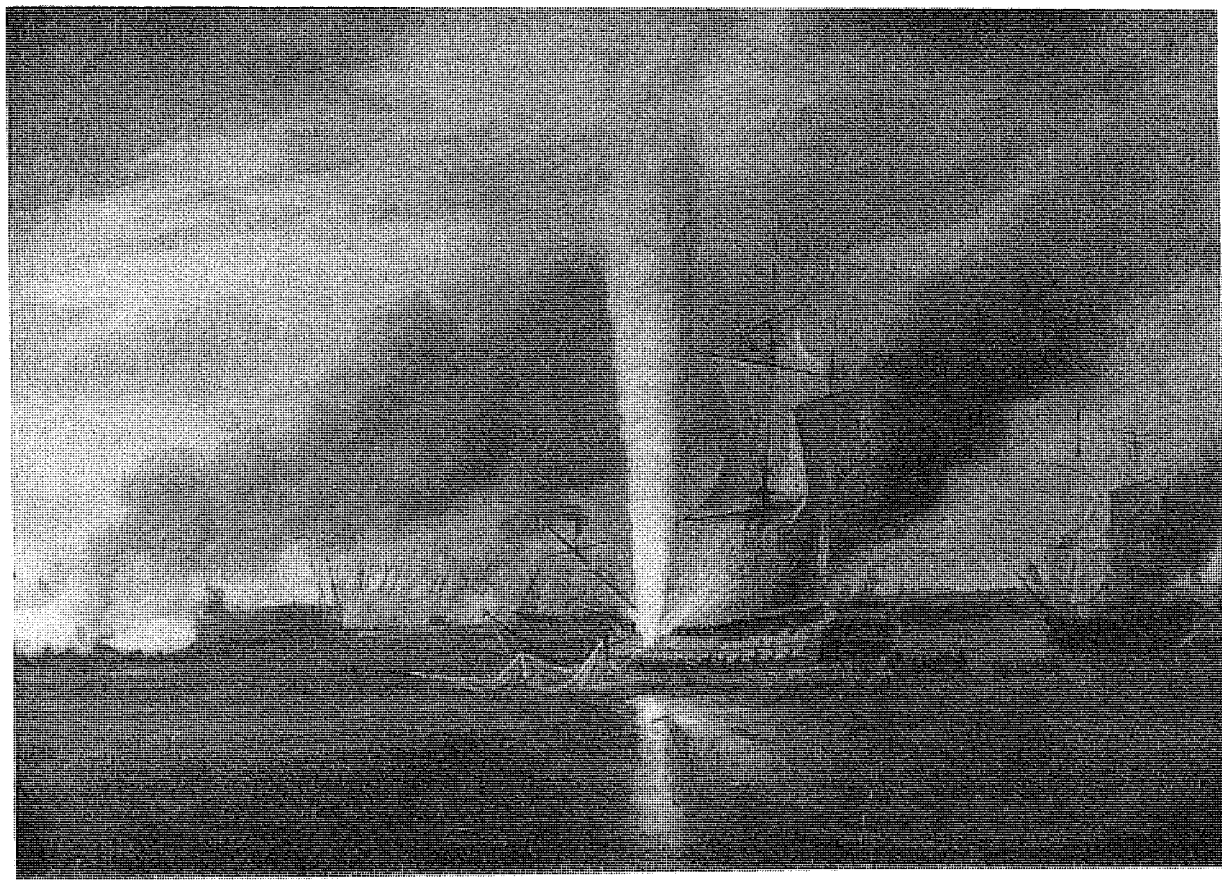
at 5 AM weighed, but the Wind being right an End we got aground on Hog Island, the Channell being very narrow. carried out a Small Anchor and hove her Off again, got all the Boats ahead, but the Wind freshening up and the flood done we were obliged to drop down to the place we came from, and Anchor there, at this time a Smart firing commenced between the Fort,<sup>1</sup> Galley, & our Ships, the *Augusta* & *Merlin* being still aground, the Rebels directed their fire at them, between 8 & 10 AM the Rebels sent down 4 fire Ships to burn the *Augusta*, but they were all towed clear of her by our Boats. about 11 the *Augusta* took fire by her own Wads getting amongst the Hammacoes, which could not be extinguished. at this time the *Merlin*'s people were busy in getting their things and themselves out of her, the Admiral<sup>2</sup> having Ordered her to be set on fire. all the Boats of the Fleet were employed in Saving the *Augusta*'s people,

At Anchor between Hog Island and Bow Creek—

Mod<sup>t</sup> and fair Weather. the Ships dropped down to keep clear of the *Augusta*'s & *Merlins* Guns, who both burned with great Fury. at  $\frac{1}{2}$  PM the *Augusta* blew up, at 3 the *Merlin* blew up also. the Adm<sup>l</sup> came on board & ordered us to drop down to our former Berth opposite to Billingsport. We warped & hove her over the Bar, and Anch<sup>d</sup> in 3 fms, employed clearing the Main Hold and laying a Platform for the convenience of the Surgeon & Wounded.—

D, UKLPR, Adm. 51/1037.

1. Fort Mifflin.
2. Vice Adm. Viscount Howe.



*Destruction of H.M.S. Augusta in the Delaware River, 23 October 1777*



## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Thursday, October 23, 1777

*Resolved*, That the Navy Board for the eastern department be empowered to suspend any commander or other officer in the continental navy within their district, until the pleasure of Congress shall be known, giving immediate notice thereof to the Marine Committee, with the causes of such suspension. . . .

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

*Ordered*, That the president issue his draft on Nathaniel Appleton, Esq<sup>e</sup> continental loan officer in the State of Massachusetts bay, for fifty thousand dollars, in favour of the Navy Board for the eastern department, for the service of the navy under their direction; they to be accountable:

*Ordered*, That the president issue his draft on Joseph Clark, Esq<sup>e</sup> commissioner of the continental loan office, in the State of Rhode Island, for fifty thousand dollars, in favour of the navy board for the eastern department, for the service of the navy under their direction; they to be accountable:

*Ordered*, That the president issue his draft on Nathaniel Appleton, Esq<sup>e</sup> commissioner of the loan office in the State of Massachusetts bay, for 3,180 ½ dollars in favour of Isaac Smith, Ebenezer Storer, and William Phillips, Esq<sup>ts</sup>. agents appointed by the Marine Committee, for settling the accounts of the prizes taken by the vessels fitted out by order of General Washington, to pay off a balance of £954 2 10 lawful money which the said agents certify to be due to Captain Winthrop Sargent on his account.

*Resolved*, That any two being a majority of the navy board for the eastern department, in the absence of the other, be, and they are hereby empowered, to do and transact all and every matter and thing, which, by the constitution of the said board, all the members jointly were empowered to do.

*Resolved*, That the clerk of the navy board for the eastern department, instead of the salary heretofore ordered, be allowed fifty-five dollars per month, and that the said navy board be, and they are hereby empowered, to appoint one other clerk, if they shall judge it absolutely necessary, and to allow him such salary as they shall judge adequate to his services, not exceeding the sum of fifty-five dollars per month.

JCC9: 833, 836–37.

## CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES NICHOLSON

James Nicholson Esq<sup>r</sup>

Sir

York October 23<sup>d</sup> 1777

As we understand that the Frigate *Virginia* under your command is nearly ready for Sea and a prospect of your being able to get out, We desire you may proceed down the Bay of Chesapeake soon as you can with propriety taking under your care and convoy the Continental Merchant Ships that may be ready and such private Ships as apply for that purpose, all which you are to see safe out to sea if possible, when you get out you are to proceed on the voyage directed by the Commercial Committee, and on your return to any part of this Continent give us notice thereof. Should you be fortunate in taking any prizes suitable for Sale in the West Indies carry them

with you giving notice thereof to M<sup>r</sup> Stephen Ceronio or in his absence to Mon<sup>sr</sup> Carrabasse who will readily obtain permission to make sale of them, but it will be most agreeable to have prizes with Cargoes suitable for this Continent sent into some of own Ports addressed to the Agents where they arrive. You are to inform us from time to time of your proceedings. We expect great care will be taken of the ship her Stores and Materials and that you will be as frugal in expences, and expeditious in getting out of Port as possible. Knowing you to be of humane Temper we need not urge the propriety of treating prisoners with all the kindness your and their situation will admit of. As the Commercial Committee mean to order goods back by the *Virginia* you are to receive the same on board, and should the Coast of Hispaniola be infested by an[y] Cruizers that you can manage, it would be a good business to go after and seize them whilst the goods are getting ready. We are [&c.]

P:S: On your arrival at Hispaniola wait on the Governor Count D Argent<sup>1</sup> and express to him the high sense Congress have of his favourable attention to the Interests of the United States of America In his former Government and that you were desired to beg a continuance of the same friendly disposition for the time to come.—

LB, DLC, Naval Affairs Papers, Marine Committee Letter Book, p. 104.

1. Robert, Comte d'Argout de Neritiers, governor general of St. Domingue.

#### MASTER'S LOG OF H.M.S. *SOMERSET*; CAPTAIN GEORGE OURRY

Remarks on board the *Somerset* Thursday Oct<sup>r</sup> 23<sup>rd</sup>: 1777 lying off Chester

at 12 [*Midnight*] the *Augusta* got aground at Daylight Some Brigs went up to her assistance at 6 [*AM*] the *Augusta* being Still aground Saw a heavy Cannonade from the Rebel Row Gallies & Floating Batterys on the above Ship the Rebels Sent Down 4 Fire Ships which was Tow'd a Shore and Burnt but Did no Damage at 10 the *Augusta* took fire on the Poop & Soon was in Flames the *Merlin* got a Ground & we was obliged to Burn her at 11 the Adm<sup>l</sup>.<sup>1</sup> made the Signal for the Frigates to withdraw at Noon the *Augusta* Blow'd up being Burnt to the waters Edge [*At*] 2 [*PM*] Mod<sup>t</sup> & Cloudy at 2 Sent a Boat with 15 men & a Petty Officer to assist the *Isis* Saw the *Merlin* Blow up the *Isis* got thro the Cheveaux de Frize Sent 20 men on board the *Adventure* Store Ship D<sup>o</sup> Completed 50 Tun of water in the Hold

D, UklPR, Adm. 52/2000.

1. H.M.S. *Eagle*, Vice Adm. Viscount Howe's flagship.

#### VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

*Eagle* October 23<sup>d</sup>. 1777

The Command of the Ships off Billings Port by the unfortunate accident to the *Augusta* devolving on you, Your attention will be requisite for preventing as much as may be the Effect of any attack attempted to be made on the *Vigilant* in the situation where she now is placed.—She will be towed forward through the Channel to the W<sup>t</sup>ward of Hog Island,<sup>1</sup> or back to her former Station off of Tinicumb Island, where she may lye afloat at all times of the tide, in readiness however to proceed up against the Fort<sup>2</sup> as circumstances may induce; and of which Captain Henry will be duly informed,

It may be soon Expedient to drop the Ships below the Cheveaux de frieze, But that measure should be postponed of the two Frigates<sup>3</sup> at least untill the *Vigilant* has quitted her present Station—

Two Anchors & two Cables nearest the Establishment of that Ship will be got ready & sent up with all possible dispatch for the *Roebuck*, Having only One Bower left, she should fall down below the Cheveaux de friezes, tho' it is desirable that the Opportunity should be taken for that purpose after the Close of the Day—

The *Camilla* & the *Cornwallis* (Galley) if the last is not necessary for strengthening the advanced Guard of the Ships, would I think be better in the Western Channel to prevent insults to the other Ships with you from that side.

Care should be taken of the Booms of the *Augusta* or any of the other Ships which have been temporarily secured on Tinnecomb Island, they may be Employ'd in the meantime as a fence before the advanced Ship, but they should ultimately be preserved for farther Use. I am [&c.]

Howe

I am just now informed that more troops have been this morning landed on the Jersey Shore—

LB, NH, William Cornwallis Papers, Letter Book, 58–59. Addressed at foot of first page: "Hon<sup>ble</sup>. Capt<sup>n</sup>. Cornwallis."

1. The Tinicum or western channel of the Delaware River.
2. Fort Mifflin.
3. H.M.S. *Pearl* and H.M.S. *Roebuck*.

## October 24

### JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Friday October 24th 1777

Captain John Fisk, his roll of the brig *Massachusetts* Crew for wages to the sixteenth of October 1777 amounting to seven Hundred & Eleven pounds, eight Shillings.—

Read, Allowed, & Ordered, that a Warrant be drawn on the Treasury in full discharge of the above roll, Warrant drawn & Signed by fifteen of the Council.—

LB, M-Ar, Mass. Archives Collection, vol. 21 (Massachusetts Council Records), 832. Marginal note: "£711 . . 8 . . 0—Capt John Fisk."

### MASSACHUSETTS COUNCIL TO THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

State of Massachusetts Bay  
Council Chamber Oct: 24<sup>th</sup>: 1777.

Gentlemen.

The Brigantine *Penet* John Harris Commander by Whom you will receive this Letter has been taken up & fitted out for a Voyage to France solely with a View of Conveying to you Authentic Intelligence of the Success of the American Arms in the Northern Department.<sup>1</sup> We sincerely Congratulate you upon this Occasion and have the pleasure to Inform you that by express, we have just been favoured with the most Interestg & agreeable Intelligence from Major General Gates. We now Inclose you A

Copy of his Letter as also a Copy of a Convention by Which Lieut: General Burgoyne surrendered himself and his army on the 17 Instant into General Gates Hands. . . .

Df, M-Ar, Mass. Archives Collection, vol. 198 (Council Letters), 251–53. Docketed: “Recd Page 140/Letter to the Commis/sioners of the United/States at Paris—/Octo<sup>r</sup> 24<sup>th</sup>. 1777/Sent by Cap<sup>t</sup> Jones from/Portsmouth/& by Cap<sup>t</sup> John Harris/from Boston Who sailed/Oct. 31. 1777—.” Printed in *Benjamin Franklin Papers* 25: 97–99.

1. The Board of War on 26 Oct. ordered Col. Jonathan Glover at Marblehead to help expedite Capt. John Harris in fitting out *Penet*. M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 69.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War Office Boston Oct<sup>r</sup> 24<sup>th</sup> 1777

Ordered that M<sup>r</sup> Gilbert Receive of C Hopkins<sup>1</sup> 6 yards of Linnen for Brig<sup>t</sup> *Hazzard*.—

That Cap<sup>t</sup> Hopkins deliver to the Com<sup>y</sup> General the States part of the Butter taken in the prize Ship *Johnson* 3<sup>lb</sup> 1.24. Prize Acco<sup>t</sup>.

That Cap<sup>t</sup> Samson open a Rendezvous for enlisting men.

That the Com<sup>y</sup> Gen<sup>l</sup> deliver to Cap<sup>t</sup> Fisk<sup>2</sup> 100 W<sup>t</sup> bread—  
51½ lb flour—use of Brig<sup>t</sup> *Massachusetts*.

To Isaac Pierce distiller, deliver 172 G<sup>ls</sup> Rum to Cap<sup>t</sup> Fisk, for use of Brig<sup>t</sup> *Massachusetts*.—

That W<sup>m</sup> Jones’s bill for guards for Ship *Gruel* 42/ be p<sup>d</sup>.

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 67.

1. Capt. Caleb Hopkins.

2. Capt. John Fisk, Massachusetts Navy.

#### CAPTAIN JOHN FISK TO THE MASSACHUSETTS GENERAL COURT

To the Honorable Gen<sup>l</sup> Court of the state of the Massachusetts Bay  
May it please your Honours

I return you thanks for the Honour done me in Appointing me to the command of the state Arm<sup>d</sup> Brig<sup>t</sup> *Tyrannicide & Massachusetts* for this eighteen months past but am sorry to inform your Honours that the Brig<sup>t</sup> *Massachusetts* which I command is so verry uncomfortable to live on board in the winter now comming on that I cannot think of going to sea in her at this season of the year. must therefore beg your Honours leave to resinge my command of s<sup>d</sup>. Brig<sup>t</sup>. not that I am against going in the service but only on Account of the uncomfortableness of s<sup>d</sup>. Brig<sup>t</sup>. in the winter season. I think my self honour<sup>d</sup>. by the command the Gen<sup>l</sup> Court has seen fit to bestow on me & if at some future time my Country shall call for my poor service I shall again think my self Honour<sup>d</sup>. by Any command your Honours may think me Capable of Executing: And am [&c.]

Jn<sup>o</sup>: Fisk

Boston Octo<sup>r</sup> 24, 1777

In Council Oct<sup>r</sup> 24<sup>t</sup> 1777

Read & sent down

Jn<sup>o</sup>. Avery D<sup>y</sup> Sec<sup>y</sup>

In the House of Representatives Oct<sup>r</sup> 24. 1777

Read & Accepted & Resolved that the Hon<sup>ble</sup> Council be and they are hereby desired to appoint another commander for the Brig<sup>t</sup> *Massachusetts* in the Room of Capt Fisk resigned—paying due observance to the Rank—& Standing of those already in the service of this State. And Capt Fisk has the thanks of this Court for his fidelity and app[ro]ved conduct in his late command

Sent up for Concurrence

J Warren Spkr

In Council Oct<sup>r</sup> 24<sup>th</sup> 1777

Read & Concurred

Jn<sup>o</sup>. Avery D<sup>r</sup> Sec<sup>y</sup>

Consented to—

Jer: Powell <sup>1</sup>

L, M-Ar, Mass. Archives Collection, vol. 183 (Petitions to the Massachusetts General Court), 258, 258a. Docketed: "Rec<sup>d</sup>. 150/Resolve on the Resignation/of Cap<sup>t</sup> John Fisk/Octob<sup>r</sup> 24<sup>th</sup> 1777."

1. Signed by 14 other members of the Council.

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Friday Oct<sup>r</sup> 24<sup>th</sup>. 1777.

In the House of Representatives. On the Petition of Col<sup>o</sup>. William Jones, in behalf of Captain Solomon Walker and Captain Stephen Hodsdon, and Seventeen private Soldiers who were present and active in the Recapture of the Mast Ship *Gruel*, lately taken at Sheepscut <sup>1</sup>—Praying the same allowance as was made to others concerned in retaking said Vessel.—<sup>2</sup>

Resolved, That there be paid out of the Treasury of this State to Colonel William Jones Four pounds for the use of Captain Walker; Four pounds for the use of Captain Hodsdon and Two pounds for the use of each Man borne on their several Rolls being in Number Twenty three Men, the several Sums amounting in the whole to Fifty four pounds, in consideration of their Services in retaking and Securing the Mast-Ship *Gruel*.

In Council Read and Concurred.

Consented to by Fifteen of the Council.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 151.

1. See *NDAR* 9: 949.

2. Jones petitioned the House of Representatives on 23 Oct., requesting an allowance for the twenty-three militiamen. M-Ar, *A Journal of the Honorable House of Representatives* [10 Sept.–25 Oct. 1777], [*Boston*: 1777], 117.

#### JOURNAL OF H.M. SLOOP *KINGSFISHER*, COMMANDER ALEXANDER GRAEME

October 1777

Friday 24<sup>th</sup>.

At anchor in the Seakonnet pass[age] Rhode Island

6 A.M. the rebels fired a gun from D<sup>o</sup>. place <sup>1</sup> the guard boat returned.

D<sup>o</sup>. W<sup>r</sup>. [Moderate breazes & clouday weather]

8 P.M. Long Boat rowing guard 12 P.M. saw a number of flashes of small arms at Holins ferry<sup>2</sup> supposed it to be the rebels landed on the Rhode-island shore

D, UklPR, Adm. 51/507.

1. American battery at Black Rock on the south point of Fogland.
2. Howland's Ferry on the island of Rhode Island.

#### DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 24<sup>th</sup> Oct<sup>r</sup> Thick weather all day, and some rain. Wind E.

About 7 o'Clock last night the Rebels made a large fire on Papasquash point,<sup>1</sup> which was answered by 3 Rockets from Bristol, and the Rockets by a fire at Howland's. They however remained quiet during the night, except firing a shot from their battery on the S. point of Fogland at some of our boats which were on the look out near their shore.

The Battery on the right of the Chasseurs was finished this Evening, and 2. 12 p<sup>rs</sup> brought into it. It has been found necessary to construct it with Embrazures. The Rebels fired two shot at the workmen, and one at the Camp of the 22<sup>d</sup> but without effect.

Two 12 p<sup>rs</sup> were placed in the artillery Redoubt this day. We cut an Embrazure in the rear face of Bristol Redoubt this afternoon, in order to place a 12 pr there to fire on Commonfence Neck. The Rebels seeing our men at work, fired three Shot at them from their side, but did no damage.

About 4 this afternoon, some person of distinction among the Rebels put off from Bristol in a boat, and was saluted with 13 Guns; and on going round Papasquash point he was saluted with the like number from thence. The boat proceeded towards Providence.

Some Rebels having advanced on Commonfence Neck towards the Captain's Guard this afternoon, two shot were fired at them from the 3 pr, on which they retired. . . .

Mackenzie, *Diary* I: 200–201.

1. Popasquash Point.

#### MAJOR GENERAL JOSEPH SPENCER TO GOVERNOR NICHOLAS COOKE

S<sup>r</sup>

Head Quarters Tiverton 24<sup>th</sup> Oct<sup>r</sup> 1777

I send by two Light Horse Men two Prisoners, that came on Shore last Night in a Barge, near Col<sup>o</sup>. Richmonds,<sup>1</sup> and our People took them. We Yet wait to my no small grief for such weather and Wind, as the Gen<sup>l</sup> Officers Judge promising to make the decent, are all come together last Night for the business, but it was thought the weather was discouraging, altho' as it prov'd it was an Excellent season I am [&c.]

Jo<sup>s</sup> Spencer

L, R-Ar, Letters to the Governor (1777–78), vol. 11, 53. Addressed: "(On publick Service)/The Honorable Govenor Cook/Providence/P<sup>e</sup> Light Horse Men." Docketed: "Genl. Spencer to Govr. Cooke Dated/Tiverton Oct<sup>r</sup> 24<sup>th</sup>. 1777."

1. Col. William Richmond, Rhode Island Militia.

## CONNECTICUT GAZETTE, FRIDAY, OCTOBER 24, 1777

New-London, October 24.

The Flag<sup>1</sup> mentioned in our last to have sailed for New-York, was, the Night after, forced on Shore at Crane-Neck on Long Island, the Prisoners, 37 out of 45, rose upon the Captain, took the Vessel from him, and after robbing of her Provisions made their Escape on the Island, purposely to avoid the Men of War. The Remainder were taken on board the *Scorpion*, Capt. Brown,<sup>2</sup> the Flag being stopped by him from proceeding to New-York. . . .

Wednesday last a Flag sailed for Newport with seven Prisoners, late belonging to the *Weymouth* Packet, two having run off the Night before, and supposed to have stole a Boat, and gone to join their Comrades at Long-Island.

1. Connecticut flag of truce sloop *Delight*.
2. Comdr. Philip Brown.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct<sup>r</sup> 1777  
Friday 24.

[Polopers Isl<sup>d</sup>.<sup>1</sup> SSE 4 or 5 Miles]

at 7 AM Weigh'd ⚓ Signal in Comp<sup>y</sup> as before<sup>2</sup> at 10 AM Anch<sup>d</sup>.  
⚓ Signal with the Small Bower in 8 F<sup>m</sup>. Water New Windsor  
N.N.W. Polopers Isl<sup>d</sup>. NbE ½ a Mile found Riding here His  
Majesties Ship *Mercury* in Comp<sup>y</sup> with the Fleet.

New Windsor N.N.W. Polopers Isl<sup>d</sup>. NbE ½ a Mile  
Fresh Breezes and hazy Weath<sup>r</sup> at 2 P.M. Weigh'd ⚓ Signal at  
3 P.M. brought too whilt the Transports were passing Butter hill  
fired 17 four lb<sup>rs</sup>. with Round and Grape and 2 twenty four lb<sup>rs</sup>.  
with D<sup>o</sup>. at a Party of Rebles who head posted themselves upon the  
Above hill at 4 P.M made Sail at 5 P.M. parted Comp<sup>y</sup> with the  
Fleet at 6 PM Anch<sup>d</sup>. with the Small Bower in 15 F<sup>m</sup>. Water Fort  
Constitution SSE 2 Miles in Comp<sup>y</sup> His Majesties Brig *Diligent*.

D, UKLPR, Adm. 51/4159.

1. Pollepel Island.
2. The advanced squadron, including H.M. brig *Diligent*, H.M. galleys *Crane* and *Spitfire*, 13 transports and a number of flat boats.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777  
Saturday 25  
[Friday 24]<sup>1</sup>

Butter Hill South three Miles Distant

at 9 AM weighd in C<sup>o</sup> H M Ship *Mercury* the Gallys,<sup>2</sup> Transports  
&c. & workd down the river from 10 to Noon fired 12. 3 p<sup>rs</sup>.  
Shotted at some Armed Rebels Who Anoy'd Us from the Shore

Martlets Rock<sup>3</sup> SbE 2 Cables length Distant  
Moderate Breezes & Cloudy W<sup>r</sup> at 1 PM Bore away in C<sup>o</sup> H M  
Gally *Dependence* at 3 D<sup>o</sup>. Came too Small B<sup>r</sup> in 6 f<sup>m</sup>. off Puloples  
Isl<sup>d</sup>:<sup>4</sup> the Gally in C<sup>o</sup>.

D, UKLPR, Adm. 51/4163.

1. The Journal is one day ahead.
2. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.
3. Martlers Rock.
4. Pollepel Island.

## PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO COMMODORE JOHN HAZELWOOD

In Council

S<sup>r</sup>

Lancaster Oct 24. 1777—

I wrot to you a few Days agoe in answer to your Letter in Comp. with Col Bradford, and sent it to Head Quarters to be forward.

Council is apprehensive you are in Want of Money to pay the Fleet. they have therefore sent M<sup>r</sup> J S Howell with Nine thousand Dollars to be deliverd to the Pay master<sup>1</sup> and has orders if a further Sum is wanted, either for the Pay master or Commissary,<sup>2</sup> to endeavor to borrow it and Council will take Care that it be soon repaid.

If any difficulty should Arise in Procuring Provisions for the Fleet, the enclosd Warrant can be made use of. If there should be an absolute necessity to procure provisions for the Fleet out of the state of New Jersey the council have no doubt if application be made to Gov<sup>r</sup>. Livingston he will immediately order them to be supplied. Council has heard with pleasure the brave defence that hath been made by the Fleet under your command, and the Fort,<sup>3</sup> and flatter themselves that from your good Conduct and perseverance, and the activity and bravery of the men, the enemy will be totally repulsed a very great firing has been heard for two days past. I anxiously wait the event—I am with much respect to the officers of the Fleet and army Sir [&c.]

Copy

Thomas Wharton jun<sup>r</sup> presid<sup>t</sup>

P S Since writing the within we have the glorious news that you repulsed the enemy and destroyed two of the King of Great Britains ships<sup>4</sup> in their attempt to weigh the Chevaux D<sup>e</sup>. Frize very soon I expect to have this confirmed, and to hear the enemy are retreating General Washington I expect will soon give a good account of the army, Thank God for all his favours The day is I hope near at hand when we can say with safety that America is free and Independent A Dieu Your very humble Servant

Thomas Wharton jun<sup>r</sup> presd<sup>t</sup>

Copy, PHaH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed at foot of first page: "Comm<sup>r</sup> Haselwood." Docketed: "Copy Letter/to Commodore Haselwood/1777 October/24th—." Notation at head of letter: "Pres Wharton to Commodore Haselwood 1777."

1. William Webb. He was succeeded as paymaster of the Pennsylvania Navy on 6 Nov. 1777 by William C. Bradford.

2. William Crispin.

3. Fort Mifflin.

4. H.M.S. *Augusta* and H.M. sloop *Merlin*.

## COLONEL THOMAS HARTLEY TO THOMAS WHARTON, JR.

[Extract]

Dear Sir

Camp<sup>1</sup> October 24th 1777—

... On the evening of the 22<sup>d</sup>. six of the enemies best Ships came up the river past the first set of frizes, and cannonaded our fort<sup>2</sup> and vessels exceeding warmly indeed, they continued the same the next morning, our people on proper occasions returned the fire. The firing was superior to that at sullivans Island. We were all anx-



iety to know what would be the consequence of this thundering contest—we had detachments near the city<sup>3</sup> on both sides of the Schuylkill to attack if an opportunity offered but it seems there was none.—

About eleven o’Clock we heard a monstrous explosion which shook the neighbouring country and a prodigious column of smoak rose towards the heavens. we feared that it might be the magazine at the fort. better fortune awaited America. there were few shot fired afterward.

Our people at the tide of Ebb, sent down a few fire rafts or vessels among the enemy. one of which proved successful the *Augusta* of 64 guns caught fire and was blown up the rest of the fleet retreated our vessels pursued some other fire vessels were sent after. and a thirty two gun frigate<sup>4</sup> shared the same fate with the *augusta*. May they meet with the like success in all future attempts. Our troops in the fort and the gallies must be in high spirits.—The enemys must soon consider themselves in a bad way. The Northern news<sup>5</sup> is confirmed, General Howe must think of retreating immediately. If there was a true spirit of liberty in this State the army under General Howe would be in a more dangerous situation than Burgoine ever was They have it seems but 18 Transports on this side New-castle—A Lethargy seems to prevail among the people, can neither honour, glory or Interest rouse them to join in expelling these invaders.—

With the help of God if the people at large will not assist I hope we may soon give a good account of these intruders with our little army.—I am [&c.]

Tho<sup>s</sup>. Hartley

Copy, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Two paragraphs of this letter are not printed here. They relate Hartley’s difficulty in corresponding regularly and an advance by Washington’s army on Philadelphia. Docketed: “Copy Letter from Thomas/Hartley dated camp/1777 October 24th.” Notation at head of letter: “copy/Letter from Tho<sup>s</sup> Hartley—to Pres W to 1777.”

1. Probably the main camp of Washington’s army at Whitpain, Pa.

2. Fort Mifflin.

3. Philadelphia.

4. H.M. sloop *Merlin*.

5. The news of Lt. Gen. John Burgoyne’s surrender to Maj. Gen. Horatio Gates on 17 Oct. 1777, at Saratoga.

#### LIEUTENANT COLONEL ADAM HUBLEY TO UNKNOWN

Camp<sup>1</sup> October 24th 1777—

All is well on and about Delaware. I wrote you yesterday, giving you an account of a most heavy firing, at the forts<sup>2</sup> which lasted upwards of seven hours successively with out intermission.

By express just arrived we have the following particulars. That early on the morning of yesterday the *Augusta* man of war of 64 guns, with sundry frigates and a number of smaller vessels came up the delaware in order to make an attack when they were received by our row Gallies below the forts, at the same time the fort on red bank was attacked by about 2000 Troops (chiefly Hessians) under the command of Count Danupe,<sup>3</sup> a most severe engagem<sup>t</sup> ensued, both by land and water and whilst thus engaged our commodore,<sup>4</sup> dropt down a number of our fire rafts amongst the Caitiffs fleet, whilst our brave troops nobly defended their ground, at the bank and about 12, o’Clock, thro’ the intrepidity of our land forces and good effects the rafts, with the assistance of the gallies produc’d, put an end, to that ever memorable days

work. Our loss on this occasion is inconsiderable. The enemies loss is as follows viz<sup>4</sup>, on the water—the *Augusta* of 64 guns and the *Danbrige*<sup>5</sup> frigate of 32 guns blown up by the rafts, three boats loads only of both crews being saved, also one frigate run aground which our people are endeavouring to get off, but if they find it impracticable, they undoubtedly will destroy it—

By land

Count De-Naube was mortally wounded and fell in our hands, a considerable number killed (not yet ascertained) and 180 prisoners taken, with 12 pieces of brass artillery—

We are just informed, another expedition is forming by Howe, against red-bank, to consist of british troops the remainders of Danupes party returned with infamy to philad<sup>a</sup> this day, and their fleet dropt down the river with the same credit be-moaning their loss. Whilst our brave, miskeetoe fleet, as the caitiffs chuse to call it, are returning to their respective stations and with their land brethern celebrate the ever memorable 23<sup>d</sup> day of October.—

Copy

Copy, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Notation at head of letter: "Copy/Letter Adam Hubley to—1777."

1. Probably the main camp of Washington's army at Whitpain, Pa.
2. Forts Mifflin and Mercer.
3. Col. Karl Emil Kurt von Donop.
4. John Hazelwood.
5. Erroneously identified. The second ship destroyed was H.M. sloop *Merlin*.

#### JOHN CLARKE TO PRESIDENT OF CONGRESS

Sir

Goshen Octo<sup>r</sup> 24<sup>th</sup>. 1777.

A person employed by me to bring intelligence from the Delaware shore returned last night with the following account—On the 22<sup>d</sup> at 4. in the afternoon the enemy made several attacks on fort Mifflin but were as often repulsed the Cannonade was very severe and continued 'till 8. °Clock. in the evening. Yesterday morning it was renewed with redoubled vigour, two large ships<sup>1</sup> advanced to pass the Chevaux de Frize, while a brisk fire was kept up from Province Island, a party of three thousand at the same time attacked Red-bank, so that a continual fire was kept up on all sides which lasted from 6 in the morning, 'till 4. in the afternoon without the least intermission, at which time the enemy quitted their ships, having first set them on fire, they soon after blew up, the explosion exceeds any discription, thus ended the day—every thing seems quiet this morning. I believe this is their last effort, they will certainly quit Philadelphia I am also informed a number of boats were manned and made an attempt to land on Mud-Island, but were defeated with great loss, 'tis said 300. Hessians were drowned this I cant [*illeg.*] [I] beg leave to congratulate Congress & you on the [News?] and am [&c.]

John Clarke

P.S. One of the Ships I am informed is called the *Augusta*, my Informant says he was an eye witness. I have dispatched an Express to his Excell<sup>cy</sup> gen<sup>l</sup>. washington. I have thought proper to send my boy Express.—

L, NjGbS, Stewart Collection, Safe MS, NJ 033. By permission. Docketed: "Letter from M<sup>r</sup> Clarke/Oct<sup>r</sup> 1777."

1. H.M.S. *Augusta* and H.M. sloop *Merlin*.

COLONEL HENRY LEONARD PHILIP BARON D'ARENDT TO GEORGE WASHINGTON

[*Fort Mifflin, October 24, 1777*]

You will have been informed of the Enemy's having been repulsed at Red bank by Colonel Green. I gave him all the Succour in my power, by sending him Troops, Amunition and Surgeons. At the same time that the Enemy began the Attack, their Vessels advanced to the Chevaux de frize and kept up a pretty smart Fire upon my Fort, and their Batteries began to play. As their Vessels remain'd in this position, I expected an Attack in the night, however there was none made. Yesterday at day break they began to throw Bombs, but an hour after the Fire was terrible and continued till noon. A Shell destroyed one of my Block houses blew up the Amunition, and overset some Canon. another set fire to the Barracks, even the Palisades took fire—they threw some Carcases, a quantity of quilted Grape, but the greatest fire was from their Mortars. I had only one Captain wounded, as I had taken the precaution to cover the men under the great Wall which makes a Part of our Outline—Sentinels being posted in different parts and myself being upon the watch to guard against Surprise. Their Vessels kept up a heavy fire upon us, but in revenge we made all our Batteries play on them—at present I fire on their Vessels only with Red hot Balls—I have received two Contusions, one from a Fragment of a Shell, on my Leg, and another from a Stone on my Shoulder, but no other ill consequence than a little pain will follow—Unhappily I find myself more unwell than ever—from the fatigue of my Journey and necessary Exertions since my Arrival here—I have every thing to fear, yet would not quit this post but in the last extremity—and hope His Excellency would in that case approve of Collo. Green's succeeding to the Command. I think however that the Enemy's Courage will be damp'd by their failure of Success and Loss of Time.

Now a Word respecting this Place and its Defence—The Fort is the worst that I have ever seen; it would require 800 men, to defend it, and then there would not be a sufficiency for a necessary Reserve, and the Line of Troops would for the most part be only of a single Rank—besides this there is no Rampart, the inclosure for the most part being of Palisades—no works to flank—in a word there are too many Defects to be enumerated here The Battery which seems to be the strongest part, is in effect the weakest—for there the Enemy could land most readily—it could be defended but feebly by small Arms, and the Enemy once landed would be out of danger from the Canon. I have indeed set about some works to remedy these Defects, but want of time, of men, (ours being worn down with constant Labour,) and Materials hinders me from making any thing very good—However we must make the best of matters, and correct at leisure.

As according to my Ideas the Defence of this place consists principally in this point, to hinder the Enemy from closing in upon us, it will be necessary for the Fleet to give us their assistance to the utmost, in firing upon the Boats destined to make a Descent upon us. I have spoken upon this subject to the Commodore,<sup>1</sup> and desired him to station Boats here every night, which has not been done hitherto—but last night he sent some—this Succour is of the greatest importance. I know nothing of the present Situation and disposition of our Army—His Excellency will judge whether some Enterprize against the Enemy might not be form'd on that side of the Schuylkil where the fort is—it appears to me that they have cover'd their Batteries by a Fort near 1000 Paces behind them—if I should hear any thing of Cannon or Platoon fir-

ing that way—I should not doubt of their being some Enterprize against their work and should endeavour to second it.

I must do M<sup>r</sup> Fleury the Justice to say the he has work'd hard to remedy the Defects of our Fortress, and that he has done all that circumstances would permit—

Copy, DLC, George Washington Papers, Series 4. This letter is bound with an entry from Major Fleury's journal dated 20–24 Oct. 1777. Docketed: "From Baron Darendt/24 Octob 1777." Notation at top of page: "Baron Arendts Letter 24<sup>th</sup> October 1777."

1. John Hazelwood.

#### EXTRACT OF A LETTER FROM FORT MIFFLIN, OCTOBER 24, 1777

[Extract]

... During the Engagement, the Enemy's Fleet came up to hinder us from sending a Reinforcement, however, they did not effect it. Yesterday Morning they began a Cannonade from 64,<sup>1</sup> a 20,<sup>2</sup> and a 50<sup>3</sup> Gun ship, which was answered by a Discharge from 4 Howits, throwing a Shower of Grape, Shells, Carcasses, &c on us: their Gun Batteries also kept up a heavy Fire. We suffered from the Shore, and directed our whole Attention to the Ships, assisted by our Gallies, who sent 4 Fire Rafts, without any Success. A lucky Shot set Fire to the 64's Stern, and she burned down; the Men got off in the Boats. The 20 Gun Ship was run on Shore, which themselves set Fire to, after saving as many of their Stores as was possible. The other Ship fell down. Our Successes far exceeded our most sanguine Expectations; and I hope they will be satisfied with their bad Fortune. Since, they have been very peaceable. We covered our Men so well, that not one was hurt, except a Captain in my Party, stunned with a Shell; he appeared dead, without a Hurt, for some Time, but recovered. I made two lucky Escapes, one Ball struck within 4 Inches of my Foot, just as I was lifting my other; and a Shell, in our Platform, within a Foot of me. They set Fire to our Block-House, full of Men, without hurting a Man, which we soon extinguished. In this Situation we are now, the Ships about 2 Miles and a half from us. Three Bomb Batteries within little more than three Quarters of a Mile Distance, and a three Gun Battery within 9 Furlongs of us, which throw red hot Balls; all which Salute us generally about 12 o'Clock, sometimes very severely. They have tore our Barracks very much; scarce one but what is much hurt. All the inside of the Fort torn up as if ploughed, or rather as if dug in Holes. They have hitherto been very polite, not disturbing us in the Night.

*Maryland Journal*, 4 Nov. 1777.

1. H.M.S. *Augusta*.
2. H.M. sloop *Merlin*.
3. H.M.S. *Roebuck*.

#### CAPTAIN WILLIAM CORNWALLIS, R.N., MEMORANDUM

*Isis* off Billingsport October 24<sup>th</sup>. 1777.—

If there should be occasion to make signals on board the *Isis*, It is to be observed that the Signals made in Lord Howe's Sign<sup>l</sup> book with the Red, & Yellow Flag, will be made on board the *Isis*, with Strip'd Red & White Flag. & those made with the Yellow and Red, in Lord Howes Signals will be made on board the *Isis*,

with a Quarter Red and White Flag, all other Signals will be made according to Lord Howes Signal Book.—

Red & Yellow—Stripd Red & White.

Yellow & Red—Quarter'd Red & White.

LB, NHi, William Cornwallis Papers, Order Book.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO  
VICE ADMIRAL VISCOUNT HOWE

My Lord

Isis 24 Septem<sup>r</sup> [October] 1777—

I had the honour of your Lordships Letter last night,<sup>1</sup> the *Vigilant* is moved back to where she was before & Captain Henry informs me, he is to remain untill the Wind is fair for him to move forward—

We have moved up a little higher with the Ships as I thought it probable the Enemy might attempt to get up the Guns out of the wrecks<sup>2</sup> which we can effectually prevent in our present position, the *Roebuck* is now well supply'd with Anchors & Cables; so that I apprehend your Lordship would not chuse to have her move below the Cheveaux de frizes, the *Augusta*'s booms are I believe perfectly secure as they are upon the Island<sup>3</sup> nearly abreast of the *Camilla*, the Rebel Galleys are close up under red bank & have not moved all this Day—

There are many sick that have been saved from the *Augusta* & *Merlin* which are much in the way on board the Different Ships it would be very Convenient if there could be an Hospital Ship for their reception I have the Honor to be [&c.]

W<sup>m</sup>. Cornwallis

LB, NHi, William Cornwallis Letter Book, 60. Addressed at foot of page: "To/the Vis<sup>t</sup> Howe, Vice Adm<sup>l</sup> &c &c &c."

1. Vice Admiral Viscount Howe to Captain William Cornwallis, R.N., 23 Oct., above.
2. The wrecks of H.M.S. *Augusta* and H.M. sloop *Merlin*.
3. Tinicum Island.

JOURNAL OF THE CONTINENTAL CONGRESS

[York] Friday, October 24, 1777

Mr. President informed Congress that, with the advice of the Marine Committee, he had, on the 7th January last, issued a warrant on the treasurer for three thousand dollars, in favour of James Morris, Esq<sup>r</sup> for two months' pay to the seamen who re-took the brig *Lexington*, as a gratuity, and also for two months' pay on account of wages due to the seamen of the *Lexington*, Mr. Morris to be accountable;<sup>1</sup> with an order to the treasurer to omit charging this in the public books, till the books of the Marine Committee arrived, when the money would be properly charged; Whereupon,

*Ordered*, That this warrant be entered and the money charged by the treasurer in the public books.

JCC 9: 838.

1. See NDAR 7: 879.

## CONTINENTAL MARINE COMMITTEE TO CAPTAIN NICHOLAS BIDDLE

Nicholas Biddle Esq<sup>r</sup>  
Comm<sup>r</sup> of the *Randolph*  
Sir

York Town October 24th 1777

As quickly after you receive this as your Ship can be provided for the Voyage, you are to proceed to France, and when there you are to be directed as to your future Cruise, and the disposal of your Prizes, by the Commissioners of the United States at Paris. For this purpose you are immediately on your arrival to send a trusty officer to acquaint the Commissioners of your arrival, and to receive their directions. Until you receive their answer it is left to your discretion and the intelligence you may collect of the enemies Cruizers, whether to remain at your Port of arrival, or make a short Cruise, and repair for the reception of their answer to any other port; taking care to inform the Commissioners of your determination on this point.

Whatever supplies of any kind you may want for the Ship in France you will apply for, either to the Commercial Agent in France or any correspondent of the Commercial Committee at the Port where you may be, or to the Commissioners at Paris

We would have you make as little shew as possible of being a Ship of Force, when you arrive, and during your stay in any Port of France; and let your stay in Port be as short as possible. It is not necessary to direct a person of your discretion to be very cautious of communicating to any person, either in America or in France, what is your destination or what your orders. If the Agents of the Commercial Committee of Congress should direct you to take on board Merchandise for France you are to follow such directions concerning this, and the delivery of the goods as you may receive from that Committee

We desire you will correspond with this Committee by every suitable opportunity. Wishing you health & success We are Sir y<sup>r</sup> Friends & hble servants

LB, DNA, PCC, Marine Committee Letter Book (M332, roll 6), fol. 160.

## CONTINENTAL COMMERCE COMMITTEE TO OLIVER POLLOCK

Sir,

York October 24th 1777

The Secret Committee of Congress being dissolved we have been appointed under the Style & Title of the Commercial Committee to take up and continue the Business<sup>1</sup>—We find they wrote you a long Letter on 12<sup>th</sup> June by Capt. LeMere to which we refer you.<sup>2</sup> The present serving to acknowledge the Receipt of your Letters by Capt Pickles addressed to a former Committee of Congress which we have laid before Congress and by some inattention of the Secretary are now mislaid. The chief purport being to advise us of the arrival of some Stores from Spain intended for the Service of this Continent and of the very favourable Disposition of the Governor Don Bernardo De Galvez—we shall proceed to say what is necessary on these Subjects—Herein you will find inclosed a Letter for the Governor which please to deliver and procure it to be well translated into Spanish for him, in this Letter<sup>3</sup> we have requested him if Money be wanting in New Orleans for the due Execution of our Business to furnish what may be needful under Assurance that it will be repaid by our Ambassador at the Court of Spain and we doubt not he will comply.

This precaution we have now taken in consequence of M<sup>r</sup> Morris informing us that he finds you have made some Remittances on his Houses Account that will reduce the Balance he expected in your hands—With respect to the Stores sent out from Spain to New Orleans for our Service we are anxious to get them soon & safe to this part of America where they are much wanted & would be very useful. We have had it in Contemplation to order them up the Mississippi to Fort Pitt, but the length of time that would require the heavy Expence & the Danger of Robbery by Indians has deterred us; therefore we must trust them round by Sea and for this purpose we desire you will charter or purchase suitable fast sailing Vessels sufficient to bring the whole. The Authorities vested in you by the Secret Committee we hereby confirm and the Instructions contained in their Letters of which we now give you a Copy are quite sufficient for your Guidance in this Business as well as that they committed to you—We therefore recommend the same precautions they urged but beg you will expedite the Departure of those Stores as much as you can—Capt. Pickles tells us he has a fine Brigantine suitable for the Business of Bringing a Cargo a long the Coast—If that be the case and the Governor & you should think him a proper Person to be employed you will agree with him accordingly—We have wrote the Continental Agents in Charles Town S<sup>c</sup> Carolina to hire or buy a suitable Vessel to carry Captain Pickles to New Orleans and that Vessel may be loaden back with part of the Stores—We shall cause another small Vessel to be sent from Virginia to carry Duplicates of our Letters and if she arrives safe she may be employed in the same Service. We are desirous of sending you supplies of Flour, as that would furnish Funds to answer the Demands this Business will occasion, but unluckily our Enemies Ships of War are so numerous as to block up effectually at present all those ports from whence that Article can be exported—We hope however to find them other Employment before long and shall be glad of Openings to make you frequent Consignments of this & other Articles—

We inclose you herein three blank Commissions for privateers with the bonds & Instructions which we send you in full Confidence as our Agent that you will not grant them to any Persons but such as you know will strictly comply with the Terms prescribed in the Bonds & Instructions—If you should think it best to arm the Vessels which you purchase to bring the Stores for these States those Commissions may be filled up for them—We are &c.

Copy, DNA, PCC, item 50, pp. 37–39 (M247, roll 64).

1. By a resolution of Congress on 5 July 1777. See *NDAR* 9: 222.
2. See *NDAR* 9: 94–98.
3. Not found.

#### MARYLAND COUNCIL TO CHRISTOPHER LOWNDES

Christ<sup>o</sup>. Lowndes Esq<sup>r</sup>

Sir.

[Annapolis] In Council 24<sup>th</sup>. Oct<sup>r</sup>. 1777.

We write to Cap<sup>t</sup>. Coursey to wait on you himself and explain his Bill for Cordage. Belt wants his for a different Vessel, he says he wrote to you for a Ten inch Cable and half a Ton of small Cordage. I suppose he is mistaken, and that he wrote for the Ton, as you mention, tho' the Cable and half Ton only were wanted by him—We do not think we shall now have Occasion for the ten Tons of Hemp, besides what you now

have by you, though we possibly may and therefore we wish you to contract for it. If it should not be all immediately, or as soon as you work it up, wanted by the Public, it will yet be a Public Advantage to have your People kept fully employed, and there's no Likelihood of any Loss from it. We will advance the Money for the Purchase, as you may desire it, and shall willingly settle and pay for what we have had, as soon as you please. The Price we presume will depend a good Deal on the Cost of the Materials and ought to be mentioned by you, we expect it will be as moderate as you can well afford. The Georgia Regiment have occasioned Complaints wherever they have went. A Representation of their Conduct has been laid before Congress, who have empowered the Governor to appoint Commissioners to hear Complaints against them and settle Damages, which are to be stopped at the Pay of the Regiment.<sup>1</sup> We believe that your Waggon, when on such Business, will not again be taken, but there would be an Impropriety as we have no Power to grant particular Exemptions. We are &<sup>ca</sup>

D, MdAA, State Council Letter Book 1777–1779, 4007, p. 70.

1. Fourth Georgia Regiment, Col. John White. *JCC* 9: 792–93.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 24, 1777

Deserted from the *Page* galley, a certain CORNELIUS THOMPSON, by trade a blacksmith, 5 feet 4 or 5 inches high, pretty thick made, has a dark complexion, and dark hair, which curls. I have reason to believe he is lurking about the lower end of *Fauquier* county, near my house, as his family lives there. Whoever secures the said deserter, and delivers him to *Eleazer Callender*, Esq. commander of the *Dragon* at *Fredericksburg*, or on board any of the state vessels, shall have twenty dollars reward.

JAMES MARKHAM, Capt.<sup>1</sup>

1. This announcement was printed again in the 31 Oct. 1777 issue of Purdie's *Virginia Gazette*.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 24, 1777

Wanted on board the ship *Tartar*, iying [*lying*] at *Fraser's Ferry* on *Mattaponi*, A SURGEON'S MATE. Any gentleman, properly qualified, may depend upon good accommodation and treatment agreeable to his rank.<sup>1</sup>

1. This announcement appears again in the 31 Oct. 1777 issue of Purdie's *Virginia Gazette*.

CAPTAIN ROBERT FANSHAWE, R.N., TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

Sir,—

*Carysfort*, Hampton Road. 24th October, 1777.

It being my Lord Howe's intention that the *Carysfort*, *Perseus* and *Lizard* should act in concert on the coasts of the Carolinas and southward to St. Augustine, you will herewith receive his Lordship's Order to put yourself under my command.

In the course of service incident to this appointment the Signals established by his Lordship in his Signal Book for the Ships of War are occasionally to be used except in such instances as you will be hereafter informed of by me.



You will observe that the account (which accompanies this) of vessels from France to North America is marked 'Secret' (as was that to me); It may however be proper to give that intelligence, with the same caution, to any of His Majesty's Ships you may meet not already furnished with it.

I have brought with me into the Chesapeak Bay the *Nancy* transport brig, Kildare Williamson Master, having on board an assortment of victualling stores intended to be deposited at Saint Augustine for the ships on the southern stations, in order that the *Perseus* might be immediately completed with provisions from her, and, if otherways ready proceed forthwith with me to the southward: but on my arrival here to-day Captain Parker informs me that the *Perseus* is deficient of water also, which it seems cannot readily be supplied till the arrival of the transports coming from the Delaware with provisions and water for the ship under his orders—in this case I think it most expedient that the *Carysfort* and *Lizard* should proceed as soon as they can to cruise on the southern coasts, and that the victualling brig should be left under protection of the King's ships stationed in Chesapeak Bay, till the *Perseus* is ready to convey her to St. Augustine, and as this proposal meets Captain Parker's approbation, you will have my order as well for that purpose as for the future disposal of her.

There are on board the *Phænix* pilots for the southern coasts, and Captain Parker will be pleased to furnish you with such as you may think necessary. The pilot on board the *Lizard* professes knowledge of the coast from the Delaware to Saint Augustine—he on board the *Carysfort* is acquainted only from Charlestown southward, which I mention in order to guide your choice of one for the *Perseus*—if it should be necessary to detach the ships to different parts, a suitable exchange of pilots may be made.

There was in peaceable times, an agent at St. Augustine for victualling His Majesty's ships. You will have the goodness to enquire if there be now any person under such contract, and, in the present state of affairs, able to fulfill it, a suggestion here occurs on the probable readiness of such person to take charge of the victualling stores if you should find it expedient to land them and discharge the brig.

Great convenience will ensue if, when the Southern Cruizers go to Augustine for provisions, a ready means of supplying them with water also can be there ascertained.

It has been intimated to me that Governor Tonym some time ago proposed to have a vessel for such service, your representation of the utility thereof will probably induce him to provide for such necessary accommodation in future. And you will be pleased also to get every information you can of what other places the ships will be able to water at, and particularly what annoyance they will be likely to meet, if they should go into Saint Simons or Jekyll Sound for such purpose.

When any opportunity should offer you entering seamen more than may be wanted for your own ship, I will be glad if you would engage what you can for the *Carysfort*, she being now more than twenty short of her complement, and having forty sick on shore and on board—if you are not already furnished with a general order to bear supernumeraires (as I am not) I will take upon me to give you my sanction for this special purpose.

The admiral having been pleased to communicate to me advice he has received that southwest and southerly winds are said to prevail, from the northward of Cape Hatteras along the coasts of the Carolinas to Cape Florida more than eight months in the year; also that off the Capes Hatteras and Lookout and the shoals of Cape Fear, the Gulf Stream borders so close as to render the navigation confined and difficult,

whereby it has not unfrequently happened that the passage from Cape Hatteras to Charlestown could not be made under many weeks, you will, in your occasional passages from one of those coasts to another avail yourself of this intelligence in order to obviate as much as possible those reputed inconveniences: in the passage from the Delaware to Chesapeak Bay the Master of the victualling brig was directed while under my convoy to observe and conform to the 'Sailing Instructions and Signals by day and night for Transports and Ships under Convoy' established by Lord Howe.

It is at present my intention that the *Carysfort* and *Lizard* shall cruize in company or separately, as occasion may be, on the coasts of the Carolinas while you are gone to the southward, and on your return any other arrangement may be made according to the intelligence gained, or as our observations and circumstances will best enable. I am [&c.]

Rob. Fanshawe.

*The Keith Papers: Selected from the Papers of Admiral Viscount Keith*, edited by W. G. Perrin and Christopher Lloyd, 3 vols. (London: Navy Records Society, 1927-55), 1: 65-68.

NORTH-CAROLINA GAZETTE, FRIDAY, OCTOBER 24, 1777

Newbern, October 24, 1777.

Since our last, Capt. Ward, of the Independent Company stationed on Core Banks, has taken a Prize Schooner called the *Liverpool*, commanded by Capt. Mayes, from [*New*] Providence to New York, loaded with Fruit and Turtle for Lord Howe. This Vessel put into Cape Lookout Bay, under the Sanction of a pretended Friend, but Capt. Ward's Vigilance soon discovered her to be an Enemy, and in the Night boarded her with some of his Company, and took her. She is about 30 Tons, has been fitted as a Privateer, and now mounts several Swivels, and is reported a very fast Sailer.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN JAMES PYNE

Capt<sup>n</sup>. Pyne Sir/

South Carolina Navy Board 24<sup>th</sup> Octo<sup>r</sup> 1777—

The Brigantine of War *Comet* of which you are Captain, being now Compleatly fitted, and ready to proceed on a Cruize, having a full Compliment of Men, Stores, and provisions for Three Months,<sup>1</sup> The Commissioners of the Navy Direct that you do Embrace the first favourable Oppertunity to proceed to Sea, and Continue to Cruize for Three Months from the day you leave Charles Town Barr, in such Latitudes as to you may appear most promising of Success, During which time you are to Take, Sink, Burn, or Distroy, any Ships Vessells, or Goods Belonging to any of the Subjects of the King of Great Britain Except such Vessels or Goods as may belong to the Inhabitants of the Islands of Bermuda or New Providence, and should you be so fortunate as to take any Prize you must be particularly Careful to put on board a proper Officer as prize Master and a Sufficient number of Men to Navigate her, with Orders to proceed to Charles Town, or Some Convenient Inlet in the State of South Carolina, We particularly Recommend that you take the Capt<sup>n</sup>. and Two thirds of the Crews belonging to any Prize (you many take) on board the *Comet*, and that you give directions for Treating your prisoners with the greatest Humanity and Tenderness,

and that you do use your best Endeavours to Enlist as many Seamen for the *Comet* as will keep the Complement to Eighty and that you do Frequently cause [*illeg.*] Vessels Company the Rules of the Navy of this State, & the Third Article of the Rule of Discipline and good Gove[rnment] and that you Endeavour all in your power to Promote Harmo[n]y and good Order among the Officers and Seamen, and that you do Every Month Examine the Accounts of the different Warrant Officers, and when found right that you do sign their Accounts Agreeable to the General Instructions received from this Board and that you do Exercise your people to the Cannon and Small Arms at least once every day, till they are perfect in the use of them, and that you do at all times keep the Vessel Clear and in Readiness to Engage, that you may not be Surprised by the Enemy, and that you do Cause all your officers to Carry a Steady and Regular Command in their different Stations, and prevent as much as possible profane Swearing—

And to prevent any Inconvenience that may arise for want of Credit should you be Obligated to put into any Foreign Ports, you have herewith a Letter of Credit from his Excellency the President, on the Agent of the Continental Congress, Residing at such Ports, and whatever Supplies you may Receive from him for the use of the *Comet*, you are to draw Bills on the Board of the Amount, and advise the Commiss<sup>rs</sup> by every Oppertunity of all such Drafts, and of Every other Transaction worth Communicating during your Cruize—<sup>2</sup> I am Sir by order of the Board [&c.]

Edward Blake first Commiss<sup>r</sup>

To Capt<sup>n</sup> James Pyne  
Commanding the Brigg<sup>t</sup>  
of War *Comet*——

Salley, ed., *South Carolina Commissioners*, 103–4.

1. The Navy Board, on 13 Oct., had ordered Pyne to “Open a House of Rendezvous” and assemble a crew of eighty seamen and officers to man the brigantine *Comet*. On 3 Nov. Pyne and two officers, 1st Lt. James Young and 2d Lt. Richard Wells, received commissions. *Ibid.*, 100, 103–4.

2. For Rutledge’s letter of credit, addressed to a Continental Congress agent in any West Indian island, see *ibid.*, 105.

#### GOVERNOR GEORGE JAMES BRUERE TO LORD GEORGE GERMAIN

[Extract]

N<sup>o</sup> 19

My Lord

Bermuda Octo<sup>r</sup> the 24<sup>th</sup>—1777

The *Duke of Cumberland Packet*, is arrived from S<sup>t</sup> Augustine, and hath brought Me, Your Lordships Dispatch N<sup>o</sup> 3, of the second of April.

His Majestys Sloop of War the *Nautilus*, was getting under Sail, when the Packet arrived and hath left Bermuda to Careen and get Provisions, as there is no Store here, for that purpose.

Therefore I am now left, as I was this time twelve month, when both the *Nautilus* and *Galatea*, left the Coast and went to New York, without one Soldier to Man the Forts, to Guard the entrance, into any of our Harbour. and it is to be feared that no other Ship of War, will arrive before the Packet Sails. or perhaps, not for some months, as last Year, the Men of War left Bermuda, on or about, the 20<sup>th</sup> of October, and did not return, till on or about the 4<sup>th</sup> of January.

My former letters, will demonstrate to Your Lordship, that the People were exasperated, at the Loss of their several Vessels, being seized and Condemned.<sup>1</sup>

And they are at present, in great want of provisions. Indian Corn in particular, to feed their numerous Negroes; or any other Substitute for Bread.—

Our Chief Justice Jonathan Burch Esq<sup>r</sup>, hath not behaved to the Satisfaction of Captain Collins, who hath actually protested against the Chief Justice in due form. Your Lordship will therefore See, the Difficulty of my Situation, in Respect to the Disputes between the Captains of the Men of War, and the People, as the want of every Support by land, Occasions the Captains of the Men of War, and their People, to interfere by land, more than otherwise might be necessary. And Your Lordship must not Expect, that we have any Civil Support; adequate to a proper Care of the Government, even to our internal Security; in the Administration of good Government; which Seventy or eighty Men, might man the Forts and Effect. . . . I have the Honor to be [&c.]

George Ja<sup>s</sup> Bruere

My Lord. If Your Lordship should think proper, I imagine, that Seventy, or eighty Soldiers, from Chelsea Hospital, or some of the out pensioners, might answer the Purpose, of Manning our Forts, and *this* Moderate climate, be Healthy for the old men, not well able to March. or discharged for under Size[,] and Cap<sup>t</sup> Ackland, might bring them out, as His Ship or Packet is large, on His Return.<sup>2</sup>

L, UKLPR, C.O. 37/36. Docketed: "Bermuda 24<sup>th</sup>. Oct<sup>r</sup> 1777/Governor Bruere/(N<sup>o</sup>. 19.)/R 5<sup>th</sup>. Decem-ber./Ent<sup>d</sup>." One paragraph of this letter is not printed. Bruere mentions that he had not received a copy of a recent act of Parliament regarding Americans charged with treason.

1. See NDAR 8: 383–87.

2. On 14 Oct. Bruere had written Germain a similar letter. The governor complained that he had previously asked Vice Adm. Viscount Howe and Gen. Sir William Howe to send additional naval support and soldiers to guard Bermuda's harbors, but the Howes did not answer. Bruere to Germain, 14 Oct. 1777, UKLPR, C.O. 37/36. For Bruere's repeated requests for naval and land reinforcements, see also NDAR 1: 78, 1169–70, 1194, 1298–99; 2: 91–92; 4: 61–62; 5: 537; 9: 152.

#### GOVERNOR EDWARD HAY TO LORD GEORGE GERMAIN

N<sup>o</sup>: 20.

Barbados 24. Oct. 1777.

My Lord

I have had the honour to receive Your Lordship's Two Circular Letters of the 7. and 12. June. The Latter contains a Copy of His Majesty's Speech to Both Houses of Parliament at the Close of the Session on the 6<sup>th</sup>. June.

That of the 7. June incloses a Copy of Your Lordship's Letter to Gov<sup>r</sup> Burt of the same date, with the opinion of the King's Attorney and Sollicitor General relative to the Capture of the Sloop *May* belonging to the Rebellious Colonies by an Armed Vessel called the *Reprisal* belonging to Antigua. I never thought myself authorized to grant Commissions to private Ships of War; and as well before as since I have strictly adhered to this Opinion; but now I have to shew Your Lordship's directions and Orders upon that Subject. The Lords of the Admiralty have sent me a warrant to cause Commissions to be granted upon the application of the Owners of Trading Vessels fitted out here. I shall ever be very cautious how I grant such Commissions. I have no great opinion of many of the Traders and Seafaring people of the West Indies; and I wish such Commissions be not often much abused.

I have also the honour of Your Lordship's Letter N<sup>o</sup>. 8. dated the 9<sup>th</sup>. August, with your kind approbation of my Securing the Crew of the *Musquito* Privateer taken by Capt. Pringle.<sup>1</sup>—Capt. Pringle had then never joined the Admiral, but certainly there were Ships enough which went from hence in the June Convoy to have dispersed these prisoners among them. But by a Letter I since received from Vice Admiral Young, He seemed to be waiting for Instructions upon the Pirate Act;<sup>2</sup> However He promised to give Orders to My Nephew Capt. Drummond (to whom He has given a Command, and who was expected here to take down our Ships) to take off as many prisoners, as he could put on board the Ships. But the Wind has blown so strong Southerly, that Drummond does not appear; The Ships are to sail tomorrow under the Convoy of the *Fly* Sloop, Capt. Garner, by Order of Capt. Pringle, They being both here. There are but Five Vessels from this Island for different Ports. Capt. Pringle refuses to give orders for taking any of the Prisoners, having no Orders from the Admiral. I am extremely concerned about it, because these men would be of less Expence to Government, when landed in England than they can be here; and perhaps there will be no other Convoy bound home from the West Indies these many months.

We have lately heard from Martinico, that upon the Arrival of a Vessel from Old France, an Embargo was immediately laid on all Ships & Provisions in the French Islands. We are at a Loss to conjecture what this may lead to, Though there is no Account of any Number of French Men of War in the West Indies as yet.

I have the honour to transmit to Your Lordship a Copy of an Insolent Letter I received from the Commanders of the Rebel Privateers at Martinico; and the Copy of my Letter to the Governor of Martinico,<sup>3</sup> in answer to His, of which I have already sent Your Lordship a Copy; In my Letter to the French Governor I have inserted a Message to the Rebel Commanders, which I have desired His Excellency to send them.

Every Thing is very quiet here, and the weather has been very favorable for some months, which gives a good prospect of plenty of the Island provisions; but Foreign Provisions are very scarce for the want of the Arrival of Convoys from England & Ireland. I have the honour to be [&c.]

Edw<sup>d</sup>. Hay.

L, UKLPR, C.O. 28/57, 1–2. Addressed below close: "The Right Honourable/The Lord George Germain/&c<sup>a</sup>. &c<sup>a</sup>—." Docketed: "Barbados 24<sup>th</sup>. Oct<sup>r</sup> 1777./Governor Hay./ (N<sup>o</sup>. 20)/R 14<sup>th</sup>. Jan<sup>y</sup> 1778./ (2 Inclosures.)/Ent<sup>d</sup>."

1. After being captured by H.M.S. *Ariadne*, the Virginia Navy brig *Musquito* was taken into the Royal Navy and renamed H.M. armed brigantine *Endeavour*. NDAR 9: 19–20, 323–24. For Governor Hay's earlier request for instructions regarding the disposition of the American prisoners, see NDAR 9: 46.

2. "Act to empower his Majesty to secure and detain persons charged with or suspected of the crime of High Treason committed in any of his Majesty's colonies or plantations in America, or on the high seas, or the crime of Piracy," also known as the "Act for Suspending the Habeus Corpus Act," passed the House of Commons on 17 Feb., and the House of Lords on 24 Feb., 1777, and was the authority under which Americans taken in rebellion were imprisoned without trial. See NDAR 8: 569.

3. Governor Edward Hay to Marquis de Bouillé, Governor of Martinique, 13 Aug. 1777, NDAR 9: 742–43.

#### LORD MACARTNEY TO LORD GEORGE GERMAIN

Grenada  
My Lord

N<sup>o</sup>. 39

St. George's October 22<sup>d</sup>: 1777

As public affairs in this part of the World began to wear a serious aspect, owing to the countenance & protection which the Rebels received from the French, Dutch

and Danes in the neighboring Islands, (not to mention their well wishers in our own,) I some Months since sent a Gentleman, on whom I could depend, to make a little Tour among them, and report to me what he saw and observed. He returned a few days ago, and I now sit down to give your Lordship such information as I have been able to collect from him, together with what has fallen under my own immediate view. I shall begin with Martinique, which ever since the commencement of the Rebellion, has been considered by the Americans as their chief magazine and Asylum in these seas. The Count D'Argout's conduct during his Government was so unjustifiable and he himself so conscious of it, that it became equally his own wish and that of his friends to exchange it for some other appointment, *sauf son honneur*. He is a native of St<sup>e</sup> Domingo, where he possesses a large estate, and has an only Daughter married in old France to the Marquis de Benzols, nephew of the Marshal Duke of Fitz James. Thro the Influence of this Connexion Monsieur D'Argout found means a few months since, to obtain the Command at St<sup>e</sup> Domingo, which fortunately for him had just then fallen vacant by the Death of the Count D'Ennery. He was succeeded at Martinique by the Marquis de Bouillè, whose letter of Notification, together with an account of the language held to me by Monsieur de Kersaint, who brought it, I had the honor of transmitting to your Lordship in my dispatch of the 11<sup>th</sup>. of last July.—<sup>1</sup>

{Since <sup>2</sup> Monsieur de Bouille's arrival at Martinique, I have received no direct Complaints against him, in which the Islands under my Command, were properly concerned, but nevertheless, it is very certain that the Rebels continue to receive great countenance and assistance within his Government. They are permitted to fit out Privateers from thence, to bring in their prizes and to dispose of them without undergoing the ceremony of a tryal or Condemnation—This is done chiefly in the out bays, and the Governor pretends to be totally ignorant of it; In his conversation he affects a perfect Neutrality, says that he is at a loss to distinguish between the Englishman and the American, He does not know which is which, as both speak the same language and so strongly resemble each other, that all nations who bring provisions in time of Scarcity to the French Islands, are welcome to purchase goods, Warlike Stores and other Merchandize in return, and he never enquires what they do with them or where they carry them. "La France desire la paix, mais elle ne craint pas la Guerre."

Such is the language held of late by Monsieur de Bouillè, but that of the Merchants and generality of people at St<sup>e</sup> Pierre's is as hostile as possible. They consist chiefly of Buccaneers, Smugglers and other Adventurers who are eager for plunder and mischief, and expect that a War wou'd amply gratify them in both—} I dont, however, find that the french planters and men of property are of that way of thinking; They chiefly reside upon their estates, keep themselves separate from the trading part, and wish to improve their fortunes in quiet and Security It cant be supposed that they have much affection for us, but it is certain, that they hold the Americans in the utmost contempt. They cannot indeed form a very advantageous Idea of them, for the Americans whom they have seen, are in general of the meanest education, and most unpolished manners, chiefly low traders, ship carpenters, Sailors and Supracargos, but nevertheless dignified with the titles of Colonels and Captains. {There are between 40 and 50 of them now at Martinique, the principal of whom is one Bingham, a native of Pennsylvania. He is about 30 years of age, was bred in a Compting house, and has within these few years travelled the several parts of Europe for the purpose of establishing Commercial Correspondences for the Rebels. He re-

sides at St<sup>e</sup> Pierre's where he is considered as a kind of agent, or Consul, for his Countrymen; He keeps open house and makes a point of inviting to his table all the people of these Islands, who happen to visit Martinique, and I am sorry to say that too many of them have accepted of his hospitality—He corresponds with the Congress, fits out their ships, sells their prizes, and is in general charged with the whole of their affairs there—He prepares all the American Articles for the Martinique Gazette, has constant access to Monsieur Joubert, the Commandant at St<sup>e</sup> Pierre, and is often seen with him in public.—The Americans boast that he is well received at Fort Royal by Monsieur de Bouillè, but all the french officers and Gentlemen absolutely deny it. One part of the harbor at St<sup>e</sup> Pierre seems to be solely appropriated to the Rebel Vessels, and their prizes, which last after being unloaded in the out bays, and passing thro' several fictitious sales, are brought in and entered as American property.} The number however of American privateers in the West Indies, has of late been very much diminished and will probably be less and less every day, as there are now several of our Cruizers at sea, and our Merchant ships seldom sail without Convoy.—There is also another reason. The Rebels find it very difficult to man their ships, ever since we have sent the prisoners to England. This circumstance more than any other deters the french Creoles from entering on board them, altho Monsieur de Bouille says it is principally owing to his prohibition. Some, however, do venture and I understand the principal part of the Crews are composed of foreign desperado's of different nations; {Among the prizes which have fallen into our hands, not a third of the people are natives of America—The french Smugglers and other small Craft have almost all Congress Commissions (perhaps without Monsieur de Bouillè's knowledge) and dont fail to make use of them, when a fair opportunity offers There is generally one American on board, a man of Straw, whom they then pass as the Commander, to justify their captures—} In truth the Genius of all the West Indians, without distinction, seems turned to piracy and freebooting, and I imagine that if the Rebellion was at an end tomorrow, It would be necessary to keep several Cruizers here, at least for some time, till the seas are effectually scoured and the navigation secured.

Most of the Rebels at Martinique are of the sourest leaven, declare for a total independance, look upon a Reconciliation with horror and talk of their own Partizans in England and their Ideas, with Ridicule and Contempt—{The Americans on the Continent are chiefly supplied in the articles of Cloathing and hardware, with British Manufactures, which are sent thither thro the Medium of St<sup>e</sup> Eustatia and Santa Cruz. Gun powder, Artillery, and all kind of Naval and Military Stores, are furnished them by the french—A Merchant at St<sup>e</sup> Pierre's told the Gentleman whom I sent there, that if he wanted 10,000 stands of Arms, he could supply him, and wou'd ship them in ten days, on board a french bottom to any port of America.} It appears that the French, Dutch, and Danes, are prodigious gainers by this trade, whilst America itself is almost exhausted to the last farthing, having no foreign Credit and not being able to purchase a single article, without ready money or an equivalent commodity.

At Martinique, there are near 4000 Regulars well armed, well cloathed and in every respect well appointed, There is also a numerous Militia under good Regulation and discipline—The Coast is sufficiently guarded with batteries, and the Stores amply furnished with arms and ammunition. The only Naval force there at present, consists of one 64 Gun ship, 2 frigates of 32 Guns each and a Couple of small tenders.—Under the General Military superintendence of Martinique, (tho a distinct

Government) is the Island of Guadaloupe, which is supposed to be nearly equal to it in population, culture and produce. The two Islands together contain about 20,000 whites, 160,000 Negros, employ 300 Topsail Vessels, in carrying on their Commerce, and export annually to the value of near two million Sterling.

The Island of St<sup>e</sup> Lucie is also a branch of the Government of Martinique, but it's progress, tho' very Rapid at it's first Establishment, seems to be now at a Stand. It contains about 1200 whites and 14,000 Negros but the Climate is not favorable and the land has proved so much inferior in quality to the first expectation, that numbers have abandoned it and carried their negros off to Trinidada, where the Court of Spain seems to have projected a considerable settlement. The Regular Troops in Guadaloupe and St<sup>e</sup> Lucie put together dont amount to more than 1500 Men. The other smaller french settlements are rather the shelter of Pirates and banditti, than the regular Colonies of a polished Nation. They are chiefly inhabited by the Refuse of Martinique & Guadaloupe.

As to the Great french Establishment of St Domingo, being so far to Leeward, it lay out of the sphere of my friend's observation and enquiry, but I presume that your Lordship must be perfectly instructed of what is going forward there, by your accounts from it's next neighbor, Jamaica.

With regard to our own Islands, I need not mention the strange mixture of people & Complexion which their Inhabitants are composed of—Your Lordship knows that above half of Grenada and the Grenadines are french, There is also a considerable Number of French in Dominique and St<sup>e</sup> Vincents.

These together with the Americans, of whom there are a great many scattered thro our West Indies, are certainly not well affected to us. I have often had reason to suspect that they convey'd intelligence to the Rebels and that several Captures had been made in consequence, but I never have been able to verify my conjectures, by Evidence—If there should be a french War, I imagine that this Island wou'd be a principal object for the Enemy.—The french having formerly been masters of it, are perfectly well acquainted with it's value and importance, and have often exprest their expectations of being able some day or other to recover it. Your Lordship will see by the Monthly returns how little resistance it could make in it's present state—A British fleet alone can effectually protect it, or indeed any of our West India possessions.—And here I think it my duty to mention that for these three months past, the Admiral has paid very particular attention to this Government. Several Vessels of his Squadron have been cruizing round us, and we have had the pleasure of seeing them from time to time in our ports.

Before I conclude this Letter, I must apologize for it's being so long and desultory, but I imagined your Lordship wou'd rather excuse me for trespassing in this manner, than for omitting any thing, which when compared with other intelligence, might possibly tend to remove an Error or clear up a Doubt. I have the honor to be [&c.]

Macartney

{P.S.

Since writing the above, I have certain information that the Governor of Martinique about a fortnight ago received dispatches from Europe, the purport of which was, that probably before that time the War in America wou'd be over, in which case it was not impossible that the English forces and the Americans, (which last are now so well acquainted with all the french Islands,) might pay a visit to Martinique or



some of the other french Colonies—In consequence of this Letter, on the 8<sup>th</sup> Instant an Embargo was laid on all Vessels at Martinique, The Troops have been review'd, The Guards of the Batteries doubled, the free Negros arm'd and Regimented, and every thing put into such order as if hostility was apprehended.} M  
October 24<sup>th</sup>. 1777

L, UKLPR, C.O. 101/21, 63–67. Addressed at foot of first page: "Lord George Germain." Docketed: "St George's Grenada/22<sup>d</sup>. October 1777./Lord Macartney/(N<sup>o</sup>. 39.)/R 12<sup>th</sup> Jan' 1778./Ent<sup>d</sup>."

1. NDAR 9: 267–69.

2. According to a note in the margin, the sections enclosed in brackets were extracted and sent to Lord Weymouth. Braces have been substituted for square brackets in this transcription.

#### LORD MACARTNEY TO LORD GEORGE GERMAIN

Grenada

N<sup>o</sup>. 40

My Lord

St Georges October 24<sup>th</sup>. 1777

Having mentioned the Island of Trinidada in my Letter of yesterday, I think it necessary to speak a little more particularly of it, and to observe that if ever it should come to be well peopled and cultivated, it might prove a painful thorn in the sides of these Windward Islands.

It lies about 5 leagues S.S.W. distant from Tobago, and 30 leagues almost due South from Grenada. To go from Grenada to Trinidad takes at least four or five days on account of the Currents, but the return is generally performed in one.

It seemed to have been entirely neglected by the Spaniards and was chiefly inhabited by Caribs and fugitives from the Main, till a few months ago a new Governor<sup>1</sup> was sent there, who on his arrival published a proclamation inviting people to come and settle at Trinidada, offering every advantage and Encouragement that could be desired. In consequence of it many of the inhabitants of St Lucie, several Bankrupts of this Island, and various other persons of desperate fortunes, embraced the proposal, carried thither their Negroes & began to form Settlements and Plantations.

Among others a french Gentleman of this Island was tempted to try his fortune there, but not much approving either of the people or the Government he soon returned. Inclosed I have the honor to send a Copy of the observations he made during his Stay at Trinidada, and as he is a man of sense and Veracity, I imagine them to be pretty just.

As<sup>2</sup> the passage from Trinidada to Tobago, is often performed in two or three hours, it some times happens that notwithstanding the utmost Vigilance of our people, Spanish Launches and other small Vessels approach the Coast unperceived.—About a Month since, a small Schooner from Trinidada came over in the night to Man of War bay at the North East end of Tobago, where two new Plantations were just begun by Messieurs Meyers and Kelly, landed a number of men and carried off near 40 Slaves and a small Schooner lying at Anchor—The Chief of this Enterprise was one Paschall Bonavitta, a Corsican by birth, who had formerly lived at Martinique and Committed several Piracies and Robberies in these Seas under a pretended American Commission.—The Commission now runs in the name of one White and has already served for several different little pirate Vessels, on board of which this White, who is generally the only American of the Crew, had served at different times.—He was with Paschal Bonavitta on the expedition at Man of War bay, but the Schooner was the property of Paschal and in fact Commanded by him—These plunderers then returned to Trinidada with their booty—

One of the Proprietors of the Slaves immediately came over here from Tobago, & made his Complaint to me, on which I dispatched the *Favorite* Sloop of War which happened to be in the Road here, with a Letter to the Governor of Trinidad, demanding the Slaves to be restored, and the Pirate to be delivered up or severely punished—Neither of which Requisitions was complied with, but in return an evasive, unsatisfactory answer was sent to me, as your Lordship will perceive on reading the inclosed papers, which I have the Honor now to transmit—They consist of my Letter to the Governor of Trinidad and his Answer, also the Deposition of M<sup>r</sup> Meyers whom I had sent in the *Favorite* and who returned in her here, the day before yesterday—<sup>3</sup>

I send also a Letter from the Governor of Trinidad to Captain Fooks on his first arrival at Trinidad, and Captain Fooks's answer, to which no reply was given.<sup>4</sup>

The Negros were certainly landed at Trinidad and disposed of in the manner mentioned in Meyers's Affidavit No other British ship besides the *Favorite* went to Trinidad, or was near the Coast, but the Governor's apprehension had magnified her appearance into five armed Vessels as he mentions in his Letter.—

There is no defence or fortification in the Island, Except a small batterie of four Six pounders, and half a Dozen Soldiers, so that the *favorite's* boats well manned were an over match for the whole force of the Colony.—Captain Fooks behaved with the utmost prudence and discretion offering no offence or hostility whatsoever—But unless the Court of Spain sends orders to the Governor of Trinidad, to observe a different conduct, I am very much affraid that the people of Tobago will take upon themselves to retaliate and tho I shou'd certainly use all my power & Authority to prevent any thing of the kind, it might be very difficult to fix the fact upon the proper persons. I have the Honor to be [&c.]

Macartney

L, UKLPR, C.O. 101/21, 68–69. Addressed at foot of first page: "Lord George Germain." Docketed: "Lord Macartney/(N<sup>o</sup> 40)/R 12<sup>th</sup>. January 1778./(10 Inclosures.)/Ent<sup>d</sup>."

1. Don Manuel Falquez.

2. From this point the contents of the letter were enclosed in brackets. These marked passages were extracted and, along with the enclosures, sent to Lord Weymouth.

3. See above, 8 Oct. and 18 Oct., for the exchange between Lord Macartney and Governor Falquez, and below, 24 Oct., for Meyer's deposition.

4. See above, for the 18 Oct. exchange of letters between Don Manuel Falquez and Commander William Fooks.

#### DEPOSITION OF CHARLES MEYERS

Grenada

The Deposition of Charles Gustavas  
Meyers of the Island of Tobago

The said Charles Meyers being duely sworn on the holy Evangelists deposeth that on or about the 20<sup>th</sup>. of September last in the night time Paschal Bonavitta owner and as this deponent believes principal Commander of a certain Schooner, together with one Joseph White a Bermudian American & several other armed men, landed out of the abovementioned Schooner in a part of the said Island called Man of War Bay. there by force of Arms seized a Schooner belonging to Cap<sup>t</sup> Wilkinson & carried off from said Meyers & Kellys Plantation, Thirty seven Negros, the property of said Meyers & Henry Kelly & two Carib Indians born in the Island of St Vincents & landed the said Negros, and Carib Indians in the Island of Trinidad, that therefore he the said Meyers, came

to Grenada to lay his complaint before His Excellency Lord Macartney, The Governor of Grenada, & Tobago; that the said Lord Macartney ordered a Sloop of War then lying in the Road called the *Favorite* Commanded by Cap<sup>t</sup> William Fooks, to go to Trinidad with dispatches from the said Lord Macartney to the Governor of Trinidad in order to claim the restitution of the said slaves & Carib Indians and that by the said Lord Macartneys orders, he the said Meyers went on board the *Favorite* & proceeded in her to Trinidad, where he was informed that the said Paschal Bonavitta had arrived some time before, that he had landed the Slaves, sold some of them, (six in number,) to the Priest at Port d'espagne, had made a present of one Negro Woman & two Children to the Governor of Trinidad, & that the remainder were then working at a Plantation in the Neighbourhood belonging to one Vidal & the said Paschal Bonavitta in partnership, except the two Caribs which were detained by Paschal on board Captain Wilkinsons Schooner, which the said Paschal had fitted out as a Privateer after he had brought her into Trinidad. That the said Meyers being brought before the Governor did claim the said Slaves, that the Governor Emanuel Falquez said they never had been brought to Trinidad, to which the said Meyers answered that he knew they were there, that A Negrowoman & two children part of those stolen by Paschal Bonavitta from Tobago, were seen that day in the Governors house, that the Priest had purchased some others, & that the rest were at the abovementioned Vidal's. To which the Governor replied that he had a mind to put him the said Meyers in Irons, but that if they were at Trinidad, he would endeavour to find them out & seize them for His Catholic Majestys use together with the Schooner abovementioned That thereupon, He the said Meyers, said that all he desired was to be allowed to go to Vidals and to bring the Slaves before the Governor to prove his property and would then be very well satisfied that the Governor should detain them till the King of Spains Determination was known thereupon; But the said Governor Emanuel Falquez refused—That he the said Meyers was informed that the said Paschal Bonavitta was protected by the said Governor, that the abovementioned White who was with Paschal at the time he carried off the Negros from Tobago had no other Commission but the Copy of a Congress Commission in the said Whites hand writing, which had been used by three different Pirates, whose names were scratched out with a pen & another inserted & that the said Meyers was told this fact by a Person at Trinidad who had seen the Commission, that the said White is not the real Commander of the Schooner but kept on board by Paschal for a Cover That the said Meyers from his information & observation believes that the said Governor of Trinidad Emanuel Falquez, has in the whole transaction done every thing in his power to protect the said Paschal & to countenance him in his Piracy.—& that no Justice is to be expected from the said Governor by any of His British Majestys subjects in a case of this nature.—That he believes the answer given by the said Governor to Lord Macartneys letter upon the subject,<sup>1</sup> is not only evasive, but absolutely false & contrary to the Truth.—

Sworn to before me this

24<sup>th</sup> day of October 1777

Edmund Thornton

D, UKLPR, C.O. 101/21, 74–75. Docketed: "Deposition of M<sup>r</sup> Meyers of/Tobago, relative to the Negros/carried to Trinidad by a Pirate/called Paschal Bonavitta—/Sworn at Grenada/October 24. 1777—." Docketed in another hand: "In Lord Macartney's/(N<sup>o</sup>. 40) of 24<sup>th</sup> October 1777./ (3)."

1. See Don Manuel Falquez to Lord Macartney, 18 Oct., above.

October 25

## MASSACHUSETTS COUNCIL TO THE MASSACHUSETTS COMMISSARY OF PRISONERS

State of Massachusetts Bay

Council Chamber Octo<sup>r</sup> 25. 1777.

Whereas the Commissary of Prisoners has represented to this Board, that the Prisoners of War on board the Prison Ship *Kingston*, behave in a very turbulent insolent manner; swearing they are not Prisoners, and that they will not be confined. Therefore Ordered that, the Commissary of Prisoners be and he hereby is directed in case of absolute necessity in the Judgment of the Captain of the Prison Ship *Kingston* and not otherwise to Order the Guard on board said ship to fire upon the said Prisoners and repeat the same untill they can bring the said Prisoners to a due Submission.—and that this order be publicly read in the hearing of the Prisoners on board said ship Seven days successively at Eleven O.Clock on Each day

D, M-Ar, Mass. Archives Collection, vol. 167 (Council Papers), 367. A second order the same day directed the commander of the Boston Regiment of Militia to send a detachment of one subaltern, three sergeants, three corporals and twenty-five privates to stand guard duty on the *Kingston* for two months under Maj. Gen. William Heath's direction. *Ibid.*, p. 368.

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War Office Boston 25<sup>th</sup> Oct<sup>r</sup> 1777

Ordered that S A Otis deliver 9 bushells potatoes to Cap<sup>t</sup> Samson for use of Brig<sup>t</sup> *Hazzard*

That the Com<sup>y</sup> Gen<sup>l</sup> deliver 4 Cord Wood to Cap<sup>t</sup> Samson use of Brig<sup>t</sup> *Hazzard*—  
That Tim<sup>o</sup> Parsons fix the Ship *Gruel* for Sea—

That Tim<sup>o</sup> Parsons be paid £50 for the above purpose. . . .

That the Com<sup>ce</sup> of Sequestration deliver to Cap<sup>t</sup> Harris<sup>1</sup> for the use of the Brig<sup>t</sup>

*Penet*

1 doz knives & forks	½ doz bowls
1 doz Cups & Saucers	a fryingpan
p <sup>r</sup> Bellows	½ hour Glass
Candlesticks	2 Muggs & a Tea Pot. . . .

That Cap<sup>t</sup> Samson have for Brig<sup>t</sup> *Hazzard* of C Hopkins<sup>2</sup> for his Rendezvous, 4 G<sup>lls</sup> Rum—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 57–58.

1. Capt. John Harris.

2. Caleb Hopkins.

## DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 25<sup>th</sup> Oct<sup>r</sup> 1777 Thick rainy weather most part of last night, and this day. Wind E.S.E.

About 12 last night a party of near 100 Rebels came forward, and commenced a brisk fire upon our Sentries at Howland's bridge & Commonfence Neck. Our Sen-

tries withdrew after returning their fire; and the Rebels having advanced pretty near, they were saluted with the Guns at the bridge Redoubt, & Commonfence; and also the 12 p<sup>r</sup> at Bristol Redoubt, on which they retired. A New Whaleboat, marked N<sup>o</sup> 28, was found on the beach beyond Howland's bridge this morning, and brought in by some of our men, in spite of a party of Rebels who endeavored to prevent them.

A 12 p<sup>r</sup> was brought from Bristol Redoubt this morning, & placed in that at Howland's bridge, where it will be of much service.

Mackenzie, *Diary* 1: 201.

JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777

[At an Anchor off Polipus Island <sup>1</sup> near the Cheavaux de Frize]

Friday 24

at 9 A.M. Came down the River and Anchor'd here the Galley's <sup>2</sup> and Transports.

[At an Anchor off Polipus Island near the Cheavaux de Frize]

[at Noon] d<sup>o</sup>. Weather [Little wind and Hazy] Fir'd a Gun and made the Signal for the Fleet to Weigh d<sup>o</sup>. Weigh'd and Came to Sail emp<sup>d</sup>. turning down the River, Fir'd several Guns loaded with Round & Grape Shot at the Rebels, who were Firing at us from each side of the Shore.

Saturday 25

Employed turning down the River

Fresh breezes & Hazy at 1 P.M Struck the Ground, run out a Hawser to the *Crane* Galley & haul'd off

D, UkLPR, Adm. 51/600.

1. Pollepel Is.

2. The advanced squadron under Capt. Sir James Wallace, including H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON

Dear General

Fishkill Oct<sup>r</sup>: 25<sup>th</sup> 1777

I have been hon<sup>rd</sup>. with the recep<sup>t</sup>: of your two Favours of the 15<sup>th</sup> & 19<sup>th</sup> Ins<sup>t</sup>: <sup>1</sup>— and have the pleasure to acquaint you that after a Tedious march we are returned to this place, The Fleet passed down by here yesterday, & did but little dammage on their return

Some heavy Artillery & a reinforcement of Continental troops, I am Informed by Gen<sup>l</sup> Gates, are on their way to Join me—by a deserter & two of our people, who escaped from the Enemy, at Verplanks point, day before yesterday I am Informed, that four Regiments are gone from Nyork to reinforce Gen<sup>l</sup> How which Caused Gen<sup>l</sup> Vaughns hasty return down the river, probably to increase the reinforcement as fifteen hundred of the york militia are ordered to be draughted to Supply their place at Nyork—I Trust & hope the succour they are Sending will arrive too late to relieve Gen<sup>l</sup> How

we have Collected Twenty three Boats that escaped the Enemy, Some of which want repairing—besides the boats Supposed to be left up Esopus creek <sup>2</sup> and the Row Galley,<sup>3</sup> which have not been reconnoitured—

I Shall order the boats that want repairing to be repaired & Some new Ones to be built immediatly With esteem & respect I am [&c.]

Israel Putnam

L, DLC, George Washington Papers, Series 4. Addressed at foot: "His Excellency Gen<sup>l</sup> Washington—." Docketed: "Fishkill 25<sup>th</sup>: Octob. 1777/from/Gen<sup>l</sup> Putnam/Ans<sup>d</sup>. 31<sup>st</sup>."

1. In his letter of 15 Oct. Washington anticipated that the British would destroy all the vessels along the banks of the Hudson and advised that a number of flat boats be built immediately at Peekskill to transport Continental troops across the river. Washington on 19 Oct. stated that Sir Henry Clinton's obvious intention was to relieve Burgoyne, and, now that Burgoyne had surrendered, he expected the British would make an expeditious return down the Hudson. DLC, George Washington Papers, Series 4.

2. Rondout Creek (Esopus Creek).

3. Continental Army galley *Lady Washington*.

#### JOURNAL OF H.M. SLOOP *RAVEN*, COMMANDER JOHN STANHOPE

October 1777

Saturday 25

Laying off Pecks Kill in the North River.

at 6 AM) came an Officer from the *Tarter* with Orders, to go to Fort Clinton, D<sup>o</sup> got under way and worked up the River at 7 came on board Orders to go back on our Station again at 9 D<sup>o</sup> came too again with the small Bower vaired to  $\frac{1}{2}$  of Cable received on board [ ]<sup>1</sup> bls of fresh Beef.

Laying off Pecks Kill in the North River.

These 24 Hours D<sup>o</sup> breezes and cloudy [PM] moored with a Kedge & hawser at 2 AM) [PM] Anch<sup>d</sup> alongside the Tender at 8 D<sup>o</sup> came up the *Hotham* Tender D<sup>o</sup> Passed by His Majesty's Ship *Mercury* & *Tarter* and Gallies <sup>2</sup> w<sup>h</sup>. Transports &c<sup>a</sup> after Evacuat'ng Fort Vaughan <sup>3</sup> &c<sup>a</sup> at 10 weigh'd and brought up the rear

D, UKLPR, Adm. 51/771.

1. Left blank.

2. H.M. galleys *Crane* and *Spitfire*.

3. Formerly Fort Clinton.

#### CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO GEORGE WASHINGTON

Continental Navy Board

May it please your Excellency,

Borden Town 25<sup>th</sup> Oct<sup>r</sup> 1777

We thought proper to forward the enclosed Letter<sup>1</sup> for your Perusal, partly because it contains a pretty circumstantial Account of the late action at Red Bank<sup>2</sup> & the burning two of the Enemy's Ships of War;<sup>3</sup> but principally on Account of the Declaration in the last Paragraph of a Want of Ammunition in the garrison & Fleet.

We have, whilst at this Place, exerted ourselves in supplying our Ships with necessities, which is the Reason Capt<sup>n</sup>. Robinson has applied to us for Cartridges & Ball; but as it is altogether out of our Power to furnish those articles, and a Scarcity of them may be attended with very serious Consequences, we thought it most prudent

to inform your Excellency of the Requisition made not doubting but you will give such Orders as may have a sure & speedy Effect.

Sincerely wishing you Health & Success we have the honour to be [&c.]

Fra<sup>s</sup>. Hopkinson

John Wharton

P.S. We wish your Excell<sup>y</sup> would be so good as to return Cap<sup>t</sup> Robinson's Letter by the Bearer—

L, DLC, George Washington Papers, Series 4. Addressed at the bottom of the letter: "His Excell<sup>y</sup> Gen<sup>l</sup> Washington."

1. Perhaps a letter, not found, from Capt. Isaiah Robinson to the Continental Navy Board of the Middle Department.

2. The attack on Fort Mercer, 21 Oct. 1777.

3. H.M.S. *Augusta* and H.M. sloop *Merlin*.

#### MAJOR BENJAMIN EYRE TO GEORGE WASHINGTON

[Extract]

Sir

Bordentown October th 25: 1777

Capt Doherdey<sup>1</sup> has Just Come to this plaice he informs me that we are in want of musket Cartridges 32 pound Shot & Grape Shot<sup>2</sup>—Eight waggons Loaded with powder left Burlington this morning they went by the way of mountholley the British troops that Crossed has Gone back their is four two Deckkers Come up threw the lore Chevackdefriez the Comodore wants afew men in the Galleys but they Cannot be had from here as thier is only men Sufficent to take Care of the frigggates<sup>3</sup>. . . . I am [&c.]

Benj<sup>n</sup>. Eyre

L, DLC, George Washington Papers, Series 4. Eleven lines of this letter are not printed here. They describe the status of American reinforcements en route to Red Bank, British casualties in the attack on Fort Mercer, and the removal of military stores from Bordentown. Addressed: "His Excellency/General Washington/P<sup>r</sup> Express." Docketed: "From Maj: Eyre/25<sup>th</sup> Octob/1777—."

1. Probably a reference to Capt. Henry Dougherty, who served in the Pennsylvania Navy until 14 May 1777.

2. Eyre was attempting to collect ammunition for the American fleet. Lieutenant Colonel Tench Tilghman to Major Benjamin Eyre, 14 Oct., above.

3. Continental Navy frigates *Effingham* and *Washington*.

#### GEORGE WASHINGTON TO THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

Gentlemen

Head Quarters 25<sup>th</sup>. Octob<sup>r</sup>. 1777.

The applications of Commodore Hazelwood for Seamen, & the necessity there is of his being Supplied, if possible induce me to submit it to the Consideration of your Board, whether those in the Frigates near Burlington<sup>1</sup> cannot be more beneficially employed with him, than where they now are—

The importance of defending the Navigation below, or in other words of preventing the Enemy from becoming the Masters of it, is obvious to all. If they cannot effect this, we may hope, that they will be obliged, either to evacuate the City—or to expose themselves to great hazard, if not ruin, by Sending out frequent Detachments for procuring & convoying provisions & other necessary supplies. Under these Ideas, I think there should be every possible, prudent exertion to provide the Commodore with a Suitable number of hands for manning his Vessels.

The Ground, I presume, for retaining the Sailors on board the Frigates is their Security. This I fear, from their unfinish'd—unwieldy State could not be provided for, in case the Enemy should attempt to take them. I am certain of it. Will it not be more advisable therefore to Try other means for their safety? I mean to scuttle them, If they can be raised again. I am not a judge of such matters, but if it can be done, I should think the measure highly expedient. The Commodore might then be reinforced & the Frigates would be Secure against any present efforts, which the enemy can make to possess or destroy 'em. These are not the only good consequences that may be pointed out. I will mention one more of great weight. If the Frigates should be taken by the Enemy, of which there is great danger in my opinion, they will make them exceedingly formidable against our little Navy.—So much so that in Conjunction with the *Delaware*<sup>2</sup> and Such other Vessels, as they may equip, there will be the Strongest reason to apprehend their falling a Sacrifice. I have written to Commodore Hazelwood for his Sentiments & those of the Navy Officers upon the Subject and practicability weirghing them, if they should be sunk, which I shall take the Liberty of laying before you by the earliest opportunity after they are obtained. I have the honor to be [&c.]

G<sup>o</sup>. Wa—n

L, DLC, George Washington Papers, Series 4. Addressed: "The Honb<sup>le</sup> Continental/Navy Board—Bordenton/25<sup>th</sup>. Octob<sup>r</sup> 1777."

1. Continental Navy frigates *Effingham* and *Washington*.
2. Former Continental Navy frigate, captured by the British on 27 Sept. 1777.

#### GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Head Quarters [*Whitpain, Pa.*] 25<sup>th</sup>: October 1777

I was last night fav<sup>d</sup>. with yours of the 23<sup>d</sup>.<sup>1</sup> Give me leave to congratulate you upon your Victory, and return my thanks to the Officers and men for their gallant behaviour, to those particularly who were more immediately engaged. I hope Col<sup>o</sup>. Green's success by land added to yours upon the Water, will make the Enemy cautious of attempting either again. You may depend upon being supplied with ammunition while there is a possibility of conveying to you. 1000 Cartridges for 18<sup>lb</sup>. and 640 for 24 pounders were upon the way down when you wrote, and I hope have arrived before this. I have also this morning ordered down two Waggon loads of ammunition from hence.

I will do every thing in my power, ill as I can afford the Men, to reinforce the fleet. In the mean time you must make the best shift you can by borrowing of Col<sup>o</sup>. Green upon an emergency. There are about 100 seamen employed in the new Frigates<sup>2</sup> that lay up at Whitehill. I have been thinking that they might be scutled and sunk for the present, and all the Men, except a few to be left for ferry men, sent down to you. I have wrote to the Continental Navy Board at Bordentown for their opinion upon the expediency of this matter,<sup>3</sup> and shall be obliged to you for yours. I have another Reason for scutling them, which is, that I fear the Enemy will possess themselves of them, and with the Assistance of them and the *Delaware* Frigate very much annoy your Rear—I am—

Df, DLC, George Washington Papers, Series 4. Docketed: "25<sup>th</sup>: October 1777/to/Com: Hazelwood."

1. Above.
2. Continental Navy frigates *Effingham* and *Washington*.
3. Above, at 25 Oct.







JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct<sup>r</sup>  
Saturday 25

Billingsfort SW  $\frac{1}{2}$  S  $\frac{1}{2}$  a Mile.

At 10 AM the Rebels came down with their Galleys & Boats to the *Augusta's* Wreck Fir'd many Guns at them as did the *Liverpool* & *Cornwallis*. At 11 the Sig<sup>l</sup> was made on board the *Isis* for all Lieutenants,  $\frac{1}{2}$  past 11 Weigh'd, run further down & Anchor'd with the Sheet Anchor in 5 f<sup>m</sup> & veer'd to  $\frac{1}{2}$  of a Cable. Billingsfort bearing SbW.

Billingsfort SbW.

The first & middle part light Airs the latter d<sup>o</sup> & Cloudy. PM shifted the end of the Small B<sup>r</sup> Cable forward, & got it in at the Sheet Hawse hole. Carpenters stocking the spare Anchor. Sent a Corporal of Marines at 10 Private on board the *Isis*.

D, UKLPR, Adm. 51/675.

JOURNAL OF H.M. SLOOP *ZEBRA*, COMMANDER JOHN ORDE

Oct 77  
Saturday 25

D<sup>o</sup>: [at Single <anchor> abreast of the middle of Tencham  
<*Tinicum Island*>]

AM at 7 came down Sundry Rebel Gallies & boats to plunder the Wreck<sup>1</sup> on whom our Ship fired which made them retreat

D<sup>o</sup>.

Little W<sup>d</sup>. & Cloudy mid & latter fresh breezes & small rain PM Employed Occasionally

D, UKLPR, Adm. 51/1100.

1. The wreck of H.M.S. *Augusta*.

MASTER'S LOG OF H.M.S. *SOMERSET*, CAPTAIN GEORGE OURRY

Remarks on board the *Somerset* Saturday October 25<sup>th</sup> 1777 [lying Off Chester]

at 8 [AM] Receiv'd Orders to get 4 of the lower Deck Guns into the Gun Boat<sup>1</sup> [At] 10 Three of the Flat Boats Return'd from Duty [At] 12 [Noon] D<sup>o</sup> Weather [Thick Cloudy with Some Rain] [At] 2 [PM] Mod<sup>t</sup> & Calm at 3 got in the 4 lower Deck Guns at 4 the Flat Boats went up with Provisions for the Army D<sup>o</sup>. Receiv'd on board 220 men Officers & C<sup>a</sup> Belonging to the *Augusta*

D, UKLPR, Adm. 52/2000.

1. H.M. galley *Cornwallis*.

## VICE ADMIRAL VISCOUNT HOWE TO PHILIP STEPHENS

Number 43.

*Eagle* In the Delaware  
October the 25<sup>th</sup>: 1777.

Sir,

The Lords Commissioners of the Admiralty will be informed by my last Letter of the 28<sup>th</sup>: of August,<sup>1</sup> of the Arrival of the Fleet at the Head of Chesepeak-Bay, and Debarkation of the Army the 25<sup>th</sup>: in the River Elk.

The Provision, Military Stores and Baggage required, having been landed under the Direction of Captain Duncan by the 7<sup>th</sup> of the next Month, the Army advanced towards the Rebel Forces assembled near Wilmington on the Side of the Delaware.

The Enemy confiding in the Strength of their Situation, and waiting the Approach of the Army, were charged the 11<sup>th</sup> in the Evening—with so much Spirit, that notwithstanding the Advantages of their post, they were quickly forced on every part; and retreated in great Confusion towards the Town of Philadelphia.

When this Account was forwarded, the Loss in either Army was not ascertained. But twelve pieces of Cannon had been taken in the Field; And the Victory would have probably been complete, but for the great Fatigue of the King's Forces in a long and difficult March round by the Forks of the Brandywine, to arrive in the destined position for the Commencement of the Attack.

Upon Intelligence of this Event received the 13<sup>th</sup>, Preparation was made for taking the first favorable Opportunity to move the Fleet round to a proper Anchorage for preserving a free Communication with the Army in this River.

The Progress down the Bay was considerably retarded by the State of the Weather and Intricacy of the Navigation, which did not admit of continuing under Sail during the Night. Wherefore, tho' quitting the Elk the 14<sup>th</sup>, the Fleet could not put to Sea from the Capes of Virginia until the 23<sup>d</sup> of the same Month. I then proceeded forward in the *Eagle* with the *Vigilant* and *Isis*, and a small Division of the Transports in which some Articles of Provisions and Military Stores likely to be soonest wanted for the Army, had been for that purpose embarked And left the Body of the Fleet to be conducted by Captain Griffith, with the rest of the Ships of War.

Having had very tempestuous Weather, of some Duration, to the Northward, in the passage down Chesapeake Bay, the prospect was favorable for the speedy Arrival of the Fleet in the Delaware.

But when the two Divisions (little separated) were advanced within a few Leagues of the Entrance of the River, the wind changed in a sudden Squall from the Southward in the Evening of the 25<sup>th</sup>; And having continued between the North West and North East with a Degree of Force much too great for the Transports to make any way against it, I was unable to get into the River (followed a few days after by the first Convoy, which I had left in the Care of Captain Cornwallis when the Weather became more settled.) until the Evening of the 4<sup>th</sup> Instant.

The larger Convoy with Captain Griffith, tho' much more dispersed, arrived between the 6<sup>th</sup> and 8<sup>th</sup> of the Month: with no other material Accident except the Loss of the Transport named the *Father's Good-Will*, which having sprung a Leak when no Assistance could be given—during the bad Weather, sunk at Sea. But the Crew were saved.

The Ships of War and Transports were anchored in the most convenient Situations on the Western Shore from Newcastle down towards Reedy Island.

On my Arrival off of Chester on the 6<sup>th</sup> Instant I learnt that the Rebel Army, since the 11<sup>th</sup> of last Month, had always been retiring with precipitation to avoid a general Action. Sometimes attempting Advantages by Surprise; But the King's Forces maintaining their usual Ascendancy on every Occasion.

The General was in possession of Philadelphia and a Frigate of thirty-two Guns, named the *Delaware*, attempted to be passed above the Town, had been taken by the Troops which were first posted there.<sup>2</sup>

Captain Hamond (who was returned here in the *Roebuck*) had moved up the River with the *Pearl*, *Camilla* and *Liverpool*, as the Army advanced.

When I came to this Station, he was lying with those Frigates off of Billingsport, where the Rebels had nearly completed a very extensive Work, for defending the Approach to the first double Line of sunk Frames, or Chevaux de Frize, which crossed the Navigable Channel in that part of the River.

The General having a few Days before appointed a strong Corps of Infantry to be landed on the Jersey Shore, to dislodge the Enemy from that post, they abandoned it at his Approach. The Front to the River had thereupon been destroyed, and the Troops that Evening withdrawn.

A Trial had in the mean time been begun for opening a passage through that first Obstruction, which the Enemy with their Fire-Rafts, Gallies and other Armed Craft, repeatedly endeavored to prevent under Cover of the Night; But without any material Injury to the Frigates. And a sufficient Channel was at length (tho' not without much Difficulty) made for the larger Ships, by the advanced Squadron; the Conduct of which was on every Occasion to be much approved.

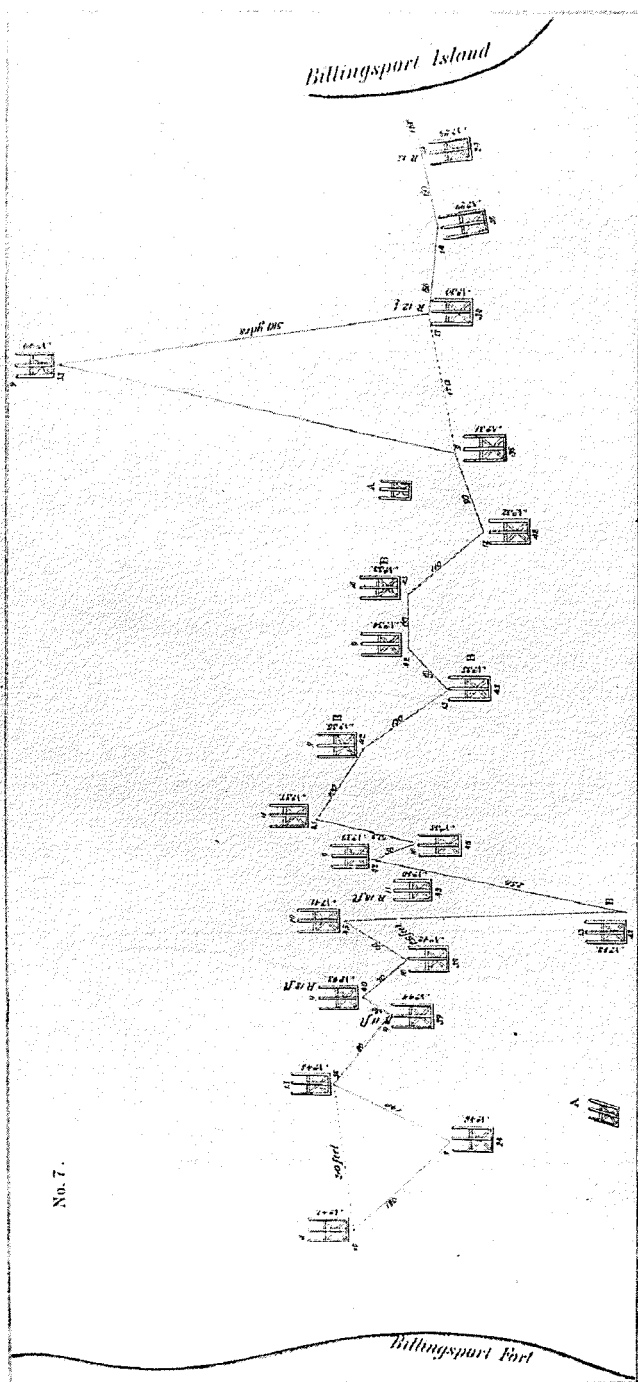
The remaining Obstructions to an uninterrupted Communication with the Town of Philadelphia, consisted of an enclosed Work erected on a flat, muddy Island, named Fort Island, a little Distance below the Entrance of the Schuylkill, strengthened by four Block-Houses; with two floating Batteries of nine Guns each, and twelve or fourteen Gallies mounting heavy Cannon: Besides many other Armed Craft of lesser Force, and several Fire Ships. Opposite thereto on the Eastern Shore, at Red Bank above Manto Creek, a Redoubt was constructed, under which their movable Water Force could find protection occasionally.

In the Front of these Defences, to the Extent of half a Mile or more below the Island (being the part of the Channel where the Navigation was contracted in the Width to about one hundred Fathoms) several Rows of the Chevaux de Frize were sunk so as intirely to render the nearer Approach of the Ships impracticable. And no Attempt could be made for moving the sunk Frames or otherwise clearing the Channel, until the Command of the Shores on each Side of the River could be obtained.

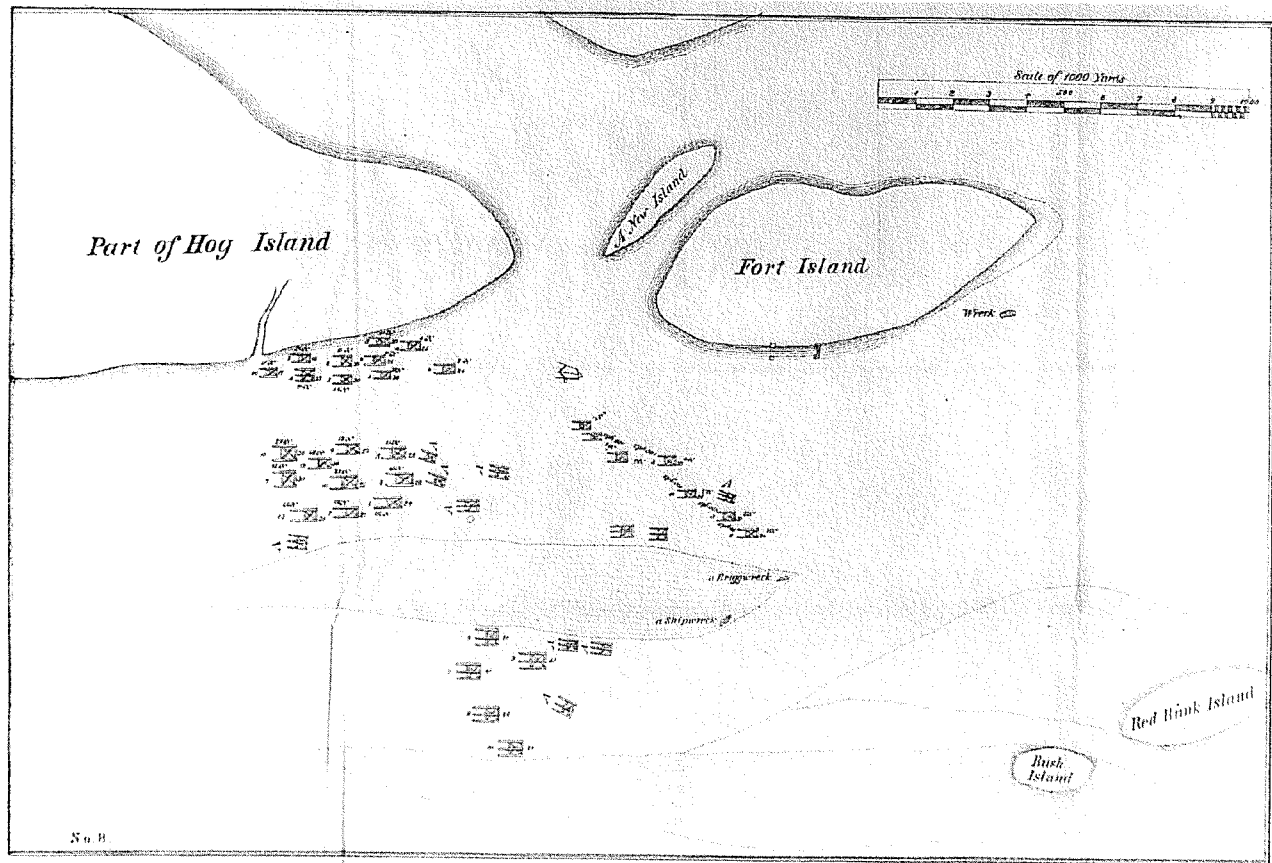
For these purposes, the General ordered some Batteries to be erected on the Western Shore to dislodge the Enemy from the Island; And a Body of Troops to be landed for forcing the Redoubt on Red-Bank.

It was intended that the *Vigilant* should pass through a shallow and very confined Channel between Hog Island (next below Fort-Island) and the Pennsylvania Shore: To arrive and act upon the Rear and less defensible part of the Work. And the Circumstances of the Navigation not admitting of a more serious Attack for the Reasons before-mentioned a Diversion was proposed to be made at the same time by the advanced Frigates, together with the *Isis* and *Augusta*, in the Eastern or main Channel of the River: As well for engaging the Attention of the Enemy at Fort Island and the Redoubt, as to restrain the motions of the Gallies and other Armed Craft, which had retired under the Works at Red-Bank, when they discovered the Danger they would be exposed to in their former Stations near Fort Island, from our Batteries on the Western Shore.

The Wind continuing from the Northward several successive days, the *Vigilant* could not proceed according to her Destination, at the Time intended. The *Augusta*, *Roebuck*, *Liverpool* and *Pearl*, were nevertheless—ordered above the first Line of



Plan of Chevaux-de-Frise at Billingsport



Plan of Chevaux-de-Frise at Mud Island

Chevaux de Frize the 22<sup>d</sup>: Instant, to be in Readiness for such Service as they should be able to render when the Redoubt should be attacked. And Captain Reynolds, being the Senior Officer, succeeded to the Command of the advanced Squadron.

The Detachment of the Army, consisting of Hessian Troops under Colonel Donop appointed to attack the Redoubt, crossed the Delaware opposite to Philadelphia the 21<sup>st</sup>: Instant, in a Division of Flat Boats which Captain Clayton conducted in the Night by Fort-Island, along the Western Shore for that purpose.

The Attack of the Redoubt being observed to take place the Evening of the 22<sup>d</sup>: just upon the Close of Day, Captain Reynolds immediately slipped and advanced with the Squadron (to which the *Merlin* had been joined) as fast as he was able with the Flood; to second the Attempt of the Troops which were seen to be very warmly engaged. But the Change in the natural Course of the River caused by the Obstructions, appearing to have altered the Channel, the *Augusta* and *Merlin* unfortunately grounded some distance below the second Line of Chevaux de Frize. And the fresh north wind which then prevailed greatly checking the Rising of the Tide, they could not be got afloat on the subsequent Flood.

The Diversion was endeavored to be continued by the Frigates at which the Fire from the Enemy's Gallies was chiefly pointed for some Time. But as the Night advanced, the Hessian Detachment having been repulsed, the Firing ceased.

The Rebels discovering the State of the *Augusta* and *Merlin* in the Morning of the 23<sup>d</sup>: renewed the Fire from their Gallies, Works and floating Batteries. But their movable Force approaching little nearer than a Random-Shot, the Injury was inconsiderable to the Ships. And by the Alertness and Spirit of the Officers and Seamen (of the Transports as well as Ships of War) attached in the Boats of the Fleet on this Occasion, four Fire-Vessels directed against the *Augusta*, were sent without Effect.

The *Isis* was at this Time warping through between the lower Chevaux de Frize. Empty Transports had been ordered up from the Fleet and other preparations made for lightening the *Augusta*; when by some Accident, no otherway connected with the Circumstances of the Action but as it was probably caused by the Wads from her Guns, the Ship took Fire abaft. And it spread with such Rapidity, that all Endeavors to extinguish it were used in vain. The Men were thereupon taken out, except a very small Number not yet ascertained. The second Lieutenant Baldock, the Chaplain and Gunner appear to be of that Number.

In this State of the Proceeding it was necessary to withdraw the Frigates, for securing them from the Effect of the Blast. And as the *Merlin* could not be protected from the same Injury, I judged it requisite to give Order for the Sloop to be evacuated and destroyed. The other Ships dropped down nearer to Billingport.

Much Commendation is due to the several Captains, inferior Officers and Seamen concerned in this Service: And particularly in their resolute Exertions to assist in saving the Crew of the *Augusta*.

The Packet being to sail immediately with the General's Dispatches, I have only to mention, that as the Appointment of the Ships for the Winter-Season must be regulated by the Motions of the Army; I am not at this Time able to submit any particular Ideas for their Lordship's Information thereon, in Addition to the enclosed Return of their present Disposition.

A State of the Ships is sent herewith.<sup>3</sup> And I have the Mortification of being obliged to observe, with respect to the Health of the Seamen that I fear it will be far-



ther very much impaired on Account of the small Proportion of Slops which (as I collect from my last Letter of the 31<sup>st</sup> of May from the Commissioners of the Navy) are arrived in the *Buffalo*. The Fatigues which the few Seamen capable of doing Duty in Boat Service necessarily undergo, gives great Cause to apprehend how much it may operate in its Consequences, on the future Service of the Ships attending upon the Army. I am [&c.]

Howe

L, UKLPR, Adm. 1/488, 71–77. The words “Navy Board,” in a different hand, appear in the left margin on the last page. Addressed at foot of first page: “Philip Stephens Esq<sup>r</sup>/Secretary of the Admiralty.” Docketed: “R<sup>t</sup> Hon<sup>ble</sup> Lord Howe’s Letter (N<sup>o</sup>. 43)/dated 25<sup>th</sup>. 1777—.” Endorsed: “R. 1. Dec<sup>r</sup> by Maj<sup>r</sup> Cuyler” under the place and date line on the first page, and, “Ans<sup>d</sup>. 7. Jan<sup>ry</sup>/1778” in the left margin on first page.

1. NDAR 9: 835–37.
2. For documentation on the capture of this vessel by a Royal Artillery battery, see NDAR 9: 972–74, 975, 976, 977, 984.
3. Not printed.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

*Eagle* off Chester Oct<sup>r</sup> 25<sup>th</sup>. 1777—

I am favoured with your letter<sup>1</sup> in answer to my last,<sup>2</sup> containing your sentiments upon the Matters recommended to your consideration

Being much pressed in time yesterday I could not wait to have the pleasure of seeing you And therefore desired Capt<sup>n</sup> Hammond to mention my wishes about the position of the Ships, And trial to be made for widening the Channel through the lower Cheveaux de frize—

A Detachment of 200 Men from the 71 Regiment has been ordered here for occupying a Post at Billingsport, they will proceed up the river to morrow with the Addition of the Marines which can be furnished from the Ships here for enabling them to establish themselves in the manner judged Expedient.

You will Please to Afford them such assistance as you can render from the Ships, for the purpose of their appointment as the Commander of the Party for the time being may request, & such farther Addition of the Marines from the *Roebuck* and *Isis* as may compleat their force to about 350 Men—.

It is proposed to re-embark a part or the whole of the Marines when the Post is made tenable for the troops which are to remain in it.

The time for landing this Corps and re-embarking the whole, or any part is to depend upon the application of the Commanding Officer.

Transports will be Ordered up for the Detachment of the 71: And the Marines may be taken for the time into the *Isis* & *Roebuck* I am [&c.]

Howe

Twenty four flat boats are to go up this Evening with provisions for the Army of which measure I am directed to apprise Capt<sup>n</sup> Cornwallis

Roger Curtis

LB, NH*i*, William Cornwallis Papers, Letter Book, 62–63. Addressed at foot of last page: “Honble Capt<sup>n</sup> Cornwallis.”

1. 24 Oct., above.
2. 23 Oct., above.

## VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS

Sir,

I beg leave to acquaint their Lordships that this comes by His Majesty's Ship *pallas*, who with the armed Ship *Bute* sails from hence to morrow with the Trade to Bluefields, and from thence to proceed with the Convoy to England and I have given Capt<sup>m</sup> Cotton my usual Order to Keep in company with the worst sailing Ships; Nothing has occur'd since my last to their Lordships by the Pacquet,<sup>1</sup> a duplicate of which I transmit inclosed, together with Copies of several Letters, Affidavits & Petitions which are more particularly set forth in the Schedule<sup>2</sup>

The *Porcupine* Sloop who sailed in Company with the *Lively* Captain Bishop, and who was Struck with Lightning, which accident shiver'd her Mast all to pieces and which occasioned her to be towed in to S<sup>t</sup> Augustine Harbor there to get a Mast and refit, but there not being a Mast to be had (sufficiently large for said Sloop) Captain Cadogan, was under the Necessity of converting her into a Brig, which he did, and she is now arrived and at the careening Wharf to repair the damage she sustained when on shore on the Bar of S<sup>t</sup> Augustine and I hope she will soon be ready for Sea

His Majesty's Sloop *diligence* whom I sent to the Mosquito Shore and Bay of Honduras, met with a like accident and lost her Mast which was replaced and she is arrived and fitting for Sea

I beg leave to acquaint their Lordships that I send by His Majesty's Ships *pallas* and *Bute* a Number of Americans and Frenchmen who were taken in Rebel Vessels and some in Arms against His Majesty, among them is a notorious pirate whose Name is Murfee, him and his Officers I have order'd to be confined in Irons, untill the Ships arrive and their Lordships pleasure is Known; he was taken by Captain Atkins in His Majesty's Ship *Æolus* but had thrown his Guns overboard before she came up with him, his being taken is a most favorable circumstance for the Trade of this Island as he intended (after completing his complement to 100 Men) to come to the North side and cut Vessels out of the different Harbors: I beg leave to inclose his Commission and Instructions from the Rebel Congress as also a List of his Officers, he had only 28 Men on board when taken but purposed going to Cape Francois to complete his complement to One hundred with French Men and then proceed as I have herein before informed their Lordships, which he undoubtedly wou'd have affected had he [not been taken by Captain Atkins,]<sup>3</sup>

The [Squadron under my Command] is employed as follows. The *Antelope* ready to proceed to England soon after I am relieved by the Admiral Sir Peter Parker, The *Winchelsea*, *Glasgow* and *Stork* are on a Cruize, The *Southampton* is just from the Careening Wharf and fitting for Sea, The *Æolus* is at the Careening Wharf to be hove down, The *Lowestoffe* almost ready to proceed again on a Cruize, The *Atalanta* continues at pensacola, The *Racehorse* armed Sloop is stationed at the North side this Island to protect the Trade, The *Florida* and *West Florida* Sloops are on their Stations agreeable to their Lordships Orders, The *Hornet* is gone to Cape Francois with my dispatches to the Governor of Hispaniola to demand restitution for Acts of Violence committed by the French Kings Subjects on the Loyal Subjects of Great Britain, [which] their Lordships will observe by [the Copies of] those dispatches which I inclose for their Lordships information.<sup>4</sup>

The *Porpoise* Capt<sup>n</sup>. Haynes at the request of the Governor of this Island is gone to remove Troops from one part of the Island to the other, this request I granted 'tho' I have not any directions in my instructions for that Service & I must beg their Lordships will be pleased to direct me how to proceed in future on the like occasion, particularly in time of War, when Ships are wanted to Cruize against the Enemy<sup>5</sup>

As to the *Badger* I beg leave to acquaint their Lordships that she arrived so very leaky (which I signified to their Lordships in my last) that I am surprized how she ever reach'd this port, I have order'd every thing to be done to make her fit for Service, but I am doubtful that can not be accomplished; in that case I shall order her to be Surveyed and if condemned will purchase an other armed Vessel in her room, which I hope will meet their Lordships approbation<sup>6</sup>

I also beg leave to acquaint their Lordships that I purpose sending the *Lord Amherst* armed Ordnance Transport to England in december with a Convoy if there shou'd be any, or without, as she is leaky and y<sup>e</sup> term for which she was hired will expire by the time she arrives in England

I likewise beg leave to acquaint their Lordships that the Squadron, under my Command, being much augmented and no Launches fit for Service I find the Sloop *Flying Fish* is not sufficient to Water the Ships with that dispatch which the Service at present requires I have therefore purchased an other small Vessel for that purpose, both which Vessels will be very useful to unload Storeships as they will contain the Men that are sent on that Service & thereby prevent a Frigate being sent to Greenwich where many Men are lost.<sup>7</sup>

I further beg leave to acquaint their Lordships, that Lieu<sup>t</sup>. M<sup>c</sup>Nemara whom I appointed to y<sup>e</sup> *Racehorse* armed Sloop, being so much indisposed with a fever, that he was not able to go out in the said Sloop, I therefore order'd M<sup>r</sup>. Charles Jordan, my acting Lieutenant, to take upon him the charge and Command of said Sloop during the Indisposition of her Commander, & proceed with her round to the North side this Island, to protect the Trade and Convoy the Ships to Bluefields to join the Fleet; and I have the pleasure to inform their Lordships that Two days ago, I received a Letter from the acting Lieutenant M<sup>r</sup>. Jordan, acquainting me that had taken a Rebel privateer of 12 Carriage and 16 Swivel Guns, & between 90 & 100 Men, almost all French-men, after having engaged her upwards of Two hours; M<sup>r</sup>. Jordan in the *Racehorse* had 10 Carriage Guns (three pounders) 8 Swivels & 4 Musquetoons and 37 Men, The Privateer had 16 Men Kill'd and 40 Wounded, The *Racehorse* had 1 Man Kill'd & 8 wounded and took her by boarding. For this very Gallant behaviour I beg leave to recommend M<sup>r</sup>. Jordan to their Lordships favor, as also his People & Officers, I inclose with the other papers a Copy of the acting Lieutenant Jordan's Letter to me for their Lordships further information[.]<sup>8</sup> I purpose giving M<sup>r</sup>. Jordan a Lieutenants Commission, and hope it will meet their Lordships approbation<sup>9</sup>

I likewise beg leave to inclose the State and Condition of His Majesty's Ships in Port, a List of Officers made & removed since my last & A List of prizes taken by His Majesty's Ships under my Command to this date. I am [&c.]

Clark Gayton

*Antelope* in Port Royal  
Harbor Jamaica 25<sup>th</sup>.  
October 1777.

L, UKLPR, Adm. 1/240, 430–33. Addressed at foot of first page: “Philip Stephens Es<sup>r</sup>.” Noted on first page: “Rec<sup>d</sup> 15 Jan<sup>y</sup> 1778/Ans<sup>d</sup> 6 Feby.” A tear on the third page obliterates two lines of text. Missing words, transcribed in brackets, have been supplied from a typescript prepared by William Bell Clark.

1. NDAR 9: 894.

2. UKLPR, Adm. 1/240, 435. The calendar lists thirteen enclosures, most of which are mentioned by Gayton in this letter.

3. See NDAR 9: 921, for the capture of the privateer sloop *Swallow*. Owned by Clarke & Nightingale of Providence, R.I., the sloop had been commissioned on 13 Aug. 1777. On 23 Jan. 1778 nineteen of *Swallow*'s crew, including Captain John Murphy and his officers, were committed to Forton Prison. Timothy Connor, “A Yankee Privateersman in Prison in England, 1777–1779,” *New England Historical and Genealogical Register* 30 (Boston, 1879): 36–39.

4. See above, Vice Admiral Clark Gayton to Comte d'Argout, 10 Oct.

5. At this paragraph, and in three succeeding paragraphs, Philip Stephens inserted a mark in the margin that referred to a notation attached to this letter, wherein he indicated his endorsement of Gayton's actions.

6. A mark in the margin indicated Stephens's approval.

7. A mark in the margin indicated Stephens's approval.

8. Acting Lieutenant Charles Jordan, R.N., to Vice Admiral Clark Gayton, 19 Oct., above.

9. A mark in the margin indicated Stephens's approval.

#### JOURNAL OF H.M.S. *PORTLAND*, CAPTAIN THOMAS DUMARESQ

October

Saturday 25<sup>th</sup>

At the Pitch Kettle Moorings in English Harbour Antigua Fresh Breezes and some Calms, Receiv'd 1659 Gall<sup>s</sup> of Rum. Came in His Majesty's Brig *Sandwich* from Dominica. In her Passage here under Guadalupe Met with a Schooner American Privateer of 10 Guns, which attack'd her, & engaged very close for 2 hours the Privateer throwing 2 Stinkpots Powder Flasks & c<sup>a</sup> on board, but y<sup>e</sup> *Sandwich* after killing several of her Men, forced her under a battery to take protection, or y<sup>e</sup> *Sandwich* would have taken her, the *Sandwich* had 2 Men wounded Shrouds rigging & Sails much damaged, fired away [*illeg.*] 2 pound round Shot 14 Grape 12 Tin Case D<sup>o</sup> 40 double headed Shot [*illeg.*] Paper Cartridges. Sailed hence y<sup>e</sup> *Seaford* for Dominica & after y<sup>e</sup> Privateer.

D, UKLPR, Adm. 51/711.

#### LORD MACARTNEY TO LORD GEORGE GERMAIN

Grenada

My Lord

No. 41

St. Georges October 25<sup>th</sup>. 1777

A few days since a Privateer Brig, called the *Revenge* belonging to this Port, brought in here a large Brig called the *Venus* of Liverpoole, which she retook ten leagues to the Windward of Martinique.<sup>1</sup>

The *Venus* had been fitted out last Spring from Liverpoole for the Green land fishery, from whence she was returning laden with blubber when she was taken in the month of August last in the North seas, by a Rebel Sloop called the *Revenge*, fitted out at Dunkirk on the 17<sup>th</sup>. of last July and commanded by one Gustavus Cunningham, the same person who had taken the Harwich packet some time before.<sup>2</sup>

When the *Venus* was brought in here, she had onboard nine French men who had all entered at Dunkirk, Two Englishmen, one Scotsman, and one American, John

Hucheson by name, who commanded her. They had orders from Cunningham to carry her to Martinique and declare her up to Bingham the Rebel agent there. Having secured all these people in Goal and ordered them  $\frac{2}{3}$ ds. allowance out of the King's Stores, I now wait for your Lordships Instructions in what manner I am to dispose of them farther. In my humble opinion they ought on no account to be set at liberty, but either to be kept prisoners here or sent under confinement to England. In case the latter mode is adopted, It is necessary for me to mention that none of the Men of War will take them from me, unless they have particular orders from home to do it—

I am informed that most of the Prisoners belonging to the *Oliver Cromwell*, after I had delivered them up to the officer who convoyed the Fleet from hence, were distributed on board the homeward bound Merchant Men, and were set at liberty on their arrival in England by the Masters of the Vessels who had the Charge of them, in stead of being delivered up to a Magistrate to be secured till his Majestys pleasure should be known.<sup>3</sup> I need not observe that releasing the Rebel Prisoners in this manner, must only serve to prolong the War, Whereas if we were to keep all the people we take onboard their Vessels, Their Trade, their Fishery, and their Privateering wou'd soon be at an end, for as our Cruizers pick up their shipping very fast, we should in a short time have all their Seamen in our hands. I have the honor to be [&c.]

Macartney

P.S. Inclosed I send Hutchesons answers to the Standing Interrogatories,<sup>4</sup> in consequence of which if not contradicted by other Evidence I shall release Leverick & Gelle, two of the prisoners.—

L, UklPR, C.O. 101/21, 91–92. Addressed at foot of first page: “Lord George Germain.” Written in left margin of first page: “[Copy] to the Admiralty.” Docketed: “St. George's Grenada/25<sup>th</sup> October 1777./Lord Macartney./ (N<sup>o</sup>. 41.)/R 12<sup>th</sup> Jan<sup>y</sup> 1778./ (1 Inclosure.)/Ent<sup>d</sup>.”

1. The British privateer *Revenge* was commanded by Daniel Campbell. See below, *The Gazette of the State of South Carolina*, December 2, 1777. The Continental Navy cutter *Revenge*, Gustavus Conyngham, captured the brig *Venus* on 3 Aug. After removing the prisoners from *Venus*, Conyngham placed John Hutchinson on board as prizemaster. NDAR 9: 562, 600.

2. On 2 May 1777, the Continental lugger *Surprise*, Gustavus Conyngham, captured the *Prince of Orange* packet while she was en route from Harwich, England, to Holland. When Conyngham sent the prize to Dunkirk, vigorous British protests compelled Comte de Vergennes to arrest the American and his crew. Shortly thereafter the French released Conyngham and returned *Prince of Orange* to her owners. For documents related to the affair, see NDAR 8 and 9.

3. See NDAR 8: 999, 1029, for the capture of the Pennsylvania privateer ship *Oliver Cromwell* and the disposal of the prisoners ashore at Grenada.

4. See Deposition of John Hutchason, Prize Master of the Brig *Venus*, above at 17 Oct.

## October 26 (Sunday)

CAPTAIN HECTOR MCNEILL TO JOHN HANCOCK

[*Boston, between 14 and 26 October 1777*]<sup>1</sup>

... by which means I have got the Ship<sup>2</sup> ready for the Sea (there being nothing to take in at this present time but the Sea provisions the powder & a few Small Stores)—yet for want of money we are Obligated to put off the discharged men with Tears in their eyes & are unable to Enter new men haveing no money Either to pay the former or ingage the Latter

The incessant Complaints I am Obliged to hear of those poor men who want their wages, & the poor women whose husbands are in Captivity while they & their children are Starveing—is Verely discouraging circumstances, and must in the end be fattal to the Service for Gods Sake, & for your own Sake & your countrys be pleased to take Some Steps whereby those complaints may be redress'd wishing you health & evrey blessing I am Sir

LB, MHi, Hector McNeill Letter Book. Addressed at foot: "To The Hon<sup>ble</sup> Jn<sup>o</sup> Hancock." The first part of the letter is missing.

1. The date is approximate, being based on its placement after 14 Oct. at the end of the letter book and on content. On 26 Oct. the Continental Marine Committee wrote the Navy Board of the Eastern Department, acknowledging a letter from McNeill in which he said that he expected to man the *Boston* despite obstructions and difficulties. See the letter from the Continental Marine Committee below.

2. Continental Navy frigate *Boston*.

#### GOVERNOR GEORGE CLINTON TO MAJOR GENERAL HORATIO GATES

[Extract]

Poughkeepsie 26th October 1777 2 o'Clock P.M.

Dear Sir,

... The Situation of the Enemy being very different from what you must have supposed at the Time of writing me will of Course occasion some Alteration in the Measures you proposed to pursue against them. On the 23d their Fleet fell down from Saagertjes<sup>1</sup> where they had for some Time lay to Kingston, came too there that Evening & next Morning came under Sail passed down the River & the last Account I had of them yesterday were out of sight from New Windsor but this not in such Manner as to be depended on tho I believe it to be true. . . .

It appears to me essentially necessary that we should take some Post on the River where we may be able to prevent the Enemy's getting above us with their Shipping without great Difficulty. This with the Artillery mentioned in Col. Malcom's Letter I think may be effected at the Cheveaux Defrize near New Windsor or perhaps at Fort Constitution<sup>2</sup> & the lower down the River the better. I am clearly of Oppinion the Enemy will not Attempt any Thing Capital up the River since the Object which induced them to venture up it, is by your Important Successes over Genl. Burgoyne's Army, (on which happy Occassion I most heartilly congratulate you) now at an End. . . . I am [&c.]

Geo. Clinton

*Public Papers of George Clinton* 2: 481–83, no. 885. Addressed in the original: "To the Hon<sup>ble</sup>/Major Gen<sup>l</sup> Gates." Docketed in the original: "D<sup>r</sup> Letters to Gen<sup>l</sup> Gates & Col<sup>l</sup>/Lamb./26<sup>th</sup> Octob<sup>r</sup> 1777." N-Ar, George Clinton Papers, box 9, doc. 885.

1. Saugerties, across the river from Livingston's Manor.

2. In 1778 another chain was laid across the Hudson from West Point to Fort Constitution.

#### JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct<sup>r</sup> 1777

[off Puloiples Isl<sup>d</sup>.]<sup>1</sup>

Sunday 26

at 10 AM Weighd and Stood Down the River in C<sup>o</sup> the Gally<sup>2</sup> at  
Noon Past Fort Montgomery  
Steering Down the River

The first Part Fresh Breezes & Cloudy Middle & Latter attended with Rain at 4 PM Joind H M Gally the *Spitfire* and Armed Sloop *Hotham* and *Friendship* Transport at 8 Came too Small B<sup>r</sup> in 6 f<sup>m</sup> off Phillips's farm in C<sup>o</sup> the *Spitfire* & *Dependence* Gallies

D, UKLPR, Adm. 51/4163.

1. Pollepel Island.
2. *Dependence*.

JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777

Sunday 26

Employed turning down the River

[AM] at 7 Weigh'd and Came to Sail down the River at 9 Anchor'd off Plank Point<sup>1</sup> in 8 f<sup>ms</sup>. Water

At an Anchor off Plank Point

Fresh breezes and Cloudy at Noon Weigh'd and Came to Sail, bringing up the Rear of the Fleet at 6 [PM] Anchor'd off Spiken devel Creek<sup>2</sup> with the B<sup>t</sup> B<sup>r</sup> Anchor, the Fleet still continueing their Course for New York, except the *Crane* & *Spitfire* Galley's

D, UKLPR, Adm. 51/600.

1. Verplanck Point.
2. Spuyten Duyvil Creek.

JOURNAL OF H.M. SLOOP *RAVEN*, COMMANDER JOHN STANHOPE

October 1777

Sunday 26

Laying off Pecks Kill in the North River.

(AM) at 3 passed Terry Town a Transp<sup>t</sup> a Ground with 3 Gallies at Anch<sup>d</sup> alongside<sup>1</sup> at 7 came too with the small Bower in 7 f<sup>m</sup>. water little above Spite Divil Creek<sup>2</sup> found riding her[e] his Majestys Ship *Mercury* & 2 Transports came on board Capt<sup>n</sup> Stanhope with the people in the flatt boats and from the Tender<sup>3</sup>

D, UKLPR, Adm. 51/771.

1. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.
2. Spuyten Duyvil Creek.
3. Sloop tender *Hotham*.

JOURNAL OF H.M.S. *TARTAR*, CAPTAIN CORNTHWAITE OMMANNEY

October 1777

Sunday 26

At a Single Anchor of Fort Montgomery and Clinton at 8 AM the Transports came down the River with the *Mercury*, and all the Troops came off from Fort. Montgomery and Clinton, at 10 Fird a Gun and made the Sign<sup>l</sup> to get under way, d<sup>o</sup> came to Sail with the Transports and Small Craft at Noon Stoney point WNW, and Planks p<sup>t</sup>.<sup>1</sup> East

Sailing down the River Stoney point WNW and Planks point East

D<sup>o</sup>. W<sup>r</sup> [Mod<sup>t</sup>. and hazey] at 8 PM Anch<sup>d</sup>. with the S B<sup>r</sup> in 7 f<sup>m</sup>. and veerd to a whole Cable, Polers Hook <sup>2</sup> WSW, the old Church EbN ½ N

D, UklPR, Adm. 51/972.

1. Verplanck Point.
2. Paulus Hook.

MAJOR GENERAL JOHN VAUGHAN TO  
LIEUTENANT GENERAL SIR HENRY CLINTON

Copy  
Sir

I had the Honor of proceeding by your Orders with the Troops under my Command on the 15<sup>th</sup>. Ins<sup>t</sup> and destroyed all the Enemys Vessels and Houses till our Arrival off Esopus on the 17<sup>th</sup>.<sup>1</sup> and upon my Reconnoitring the Rebel Situation there, I perceived a Battery of 5 Pieces of Cannon with a Breast Work lined with Troops; and also a Work with nine Pieces more, It being proper for me to proceed further up the River, to get every Information possible relative to General Burgoynes Situation, I found it absolutely necessary to dispossess the Rebels of Esopus, in order to Secure my Communication with Fort Vaughan,<sup>2</sup> and to prevent the Enemys assembling there in Force to harrass me on our Return—Soon after landing the Troops, they dispersed the Rebels and took their Cannon, but they retired into the Town,<sup>3</sup> and fired out of the Houses, which was a very sufficient Reason for destroying it, but I had a much greater Inducement as the Congress and M<sup>r</sup> Clinton had taken Refuge there that Morning and its being a Town notorious for harbouring the most rebellious People in that Part of the Country.

After reimbarking the Troops I proceeded up the River and detached two People with Letters to General Burgoyne, and had the Honor to transmit to you the Information I received on their Return, and also dispatched the next Day the Messenger that came from General Burgoyne—From the Accounts I had received of his Situation, I found it impracticable to give him any further Assistance; And as M<sup>r</sup> Putnam had taken post with 5000 Men on my Right, and Clinton or Parsons with 1500 on my Left, I determined to return to Fort Vaughan where I arrived on the 26<sup>th</sup>. Ins<sup>t</sup> without any thing further material happening; and agreeable to your Directions, ordered the Troops destined for Philadelphia to sail immediately for New York.

I can't be too thankful to Sir James Wallace Captain Stanhope, and the rest of the Officers of the Navy for their great Attention and Assistance upon that Expedition.

On the other Side I have given you the best Account I could collect of the Cannon &c taken and of the Houses and Stores destroyed. I have the Honor to be [&c.]

(Signed)—John Vaughan  
Major General.

Fort Vaughan 26<sup>th</sup> Oct<sup>r</sup> 1777.

Destroyed and taken upon the Expedition under Major General Vaughan up the North River since the taking of the Forts in the Highlands.



Taken  
 14 Pieces of Cannon  
 150 Stands of Arms  
 12 Barrels of Flints  
 6 Sloops loaded with Provisions of all  
   Kinds &ca: &ca: &ca:  
 Destroyed.  
 1150 Stands of Arms  
   44 Barrels of Gunpowder  
   80 Small Vessels  
 400 Houses, Barns, Mills &ca.  
(Signed) Henry Clinton

Copy, UKLPR, C.O. 5/95, 10–11. Enclosed in General Sir William Howe's letter No. 74, 29 Nov. 1777, to Lord George Germain.

1. The advanced squadron under Capt. Sir James Wallace arrived off Esopus on 16 Oct. See Captain's Journals of H.M. brig *Diligent* and H.M. galley *Dependence*, 16 Oct., above.
2. Formerly Fort Clinton.
3. Kingston.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
 GEORGE WASHINGTON

Continental Navy Board  
 Borden Town 26<sup>th</sup>. Oct<sup>r</sup> 1777—

Sir

As soon as we had the Honour of receiving your Letter of Yesterday, we ordered exact Returns to be immediately made of every Man on Board the Frigates *Washington* & *Effingham*; these Returns we have enclosed for your Inspection.

We have the fullest Conviction of the necessity there is to exert every Power for the Defence of the Pass near Fort Mifflin, & happy should we be; could we furnish Men in the least likely to be of service there. But as these Frigates have been only officer'd & no Attempt ever made to man them, we have few or no Seamen on board. The Men we have are, for the most part, Militia left sick at Burlington & Bristol & being found on the Recovery were taken on Board merely to assist in getting the Ships up to this Place. With these Hands, such as they are, & the Assistance of a few on Board private Vessels that have taken Shelter here, we have put the Frigates in as good a Posture of Defence as we could, against small armed Boats; not apprehending Danger from any large Force by Water, on Account of the Difficulties of the Channel

Your Excellency's Desires shall always be a Law to us, & if you think the men in the enclosed Returns will be of more service in our Fleet, they shall be immediately ordered down. Every thing may be got ready for scuttling the Frigates in Case of impending Danger, but we apprehend that Business may be safely deferred at least till the Enemy have got up to the City with their Shipping.

We have removed the chief of our Stores to Easton, particularly our Canvass, of which we have a considerable Quantity; agreeable to Orders we saw from your Excellency some Time ago.

There are a number of Shallop men, & a few Sailors on Board the Vessels here, which, if you think proper to un-man our Frigates, we will endeavour to enlist for a

temporary service. But as there are but few of these, & fewer still, we fear will be reduced by any Means to leave their Vessels destitute, we apprehend little can be expected from such an Expedient

One thing your Excellency may depend upon, that whatever method you may point out in our Line, for the public Service; our Abilities shall be exerted to the utmost to fulfill your Desires. We have the Honour to be [&c.]

Fra<sup>s</sup>. Hopkinson  
John Wharton

L, DLC, George Washington Papers, Series 4. Addressed at foot of last page: "Gen<sup>l</sup> Washington." Docketed: "26th: October 1777/from/Navy Board at/Bordentown—."

#### JOURNAL OF CAPTAIN JOHN MONTRESOR

[*Carpenters Island, Pa.*]

[*October*] 26th. Wind at N.E. and thick moist weather. An Agent of Transports arrived before day from the Fleet with 24 flat bottomed boats with provisions. This evening returns leaving 8. This night went the mail for England but not yet to sail. This day the marines of the Fleet took possession again of Billingsport in New Jersey.

Montresor, *Journals*, 471.

#### LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

Sir

Fort Mifflin 26<sup>th</sup> Oct<sup>r</sup> 1777

... I am Clearly of Opinion if we had a Commodore who would do his Duty, it would be impossible for the Enemy ever to get Possession of this fort, without we are properly guarded the Enemy may be with us before we can form. the Channell which they are to Cross is So narrow, in the Night they may bring their Boats & Embark opposite to us without our Seeing them. the Baron <sup>1</sup> has just rec<sup>d</sup>. an Answer to a Request he made for the Galleys, to be Sent early & begging that 6 might be Sent three to guard above Reed House who would rake all that part of the Island and three between Hog Island & the Battery, with this Guard (if they would do their duty) Sir Williams Army could not take the fort, his Answer <sup>2</sup> the Baron inclosed you. ... I Have the Honor to be [&.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Three paragraphs of this letter are not printed here. They relate to a dispute between Samuel Smith and Christopher Greene over command, the state of Fort Mifflin's defences, enemy activity on Province Island, and the need for clothing and blankets for Fort Mifflin's garrison. Docketed: "Fort Mifflin 26<sup>th</sup>. Octo<sup>b</sup>. /1777/from/L<sup>t</sup> Col<sup>o</sup> Smith."

1. Col. Henry Leonard Philip Baron D'Arendt.

2. Commodore John Hazelwood to Colonel Henry Leonard Philip Baron D'Arendt and Lieutenant Colonel Samuel Smith, 26 Oct., below.

COLONEL HENRY LEONARD PHILIP BARON D'ARENDT TO  
LIEUTENANT COLONEL ALEXANDER HAMILTON

[Extract]

Monsieur,

Vous aures la bonte d'informer Son Exçellence que j'ai reçu aujourd'hui l'ammunition, que le LColonel Schmidt avait demandé, et que j'ai fait l'arrangement de prendre autant icy qu'il ne nous manque pas dans une attaque, et que le reste doit être donné a notre flotte pour le garder.

J'ai fait travailler toujours, pour garantir les lieux foibles autant qu'il est possible, j'avancerois mieux Si les obstacles allegués dans ma derniere lettre<sup>1</sup> ne m'empechoint point.

Je suis toujours très convaincu que la guarnison du fort est de beaucoaup trop foible, pour border l'envers par un rang des Soldats il faudroit plus de 800 homme. Mr. le Major Fleury est de mon opinion. On ne peut pas faire une resistance vigoureux avec la Guarnison qui y est presentement, ce sera a Son Exçellence d'en decider. Pour remedier en quelque façon a ce defaut et pour garantir ce fort d'une surprise nocturne qui seroit la plus dangereuse pour nous, j'ai prie le Colonel Green d'envoyer tous les soirs cent hommes icy de la Red-Banck, qui y retourneront a la pointe de jour. La plus grande defense de cette place consiste selon mon opinion d'empêcher l'ennemi, qu'il ne mette pas pied a terre, mais comme dans la nuit on ne voit rien et que les coups de Canon ne porteroient pas juste, toute cette partie de la defense depend de la flotte. Il seroit donc très convenable que toute notre flotte se mettoit icy pendant la nuit pour être a portée d'abord car elle viendrait trop tard au Signal convenû. Le Commodore<sup>2</sup> ne nous envoie que quelques fois quelques Galeres quelquefois rien que des Battaux armés, qui sont bons pour la garde mais pas pour la defense, et encore a'arrivent ils que dans la nuit. Je lui fait faire toujours des instances pour cette raison.

La dernier nuit nous eumes une fausse allarme, on atiendoit ramer quelques battaux, je mettais d'abord mon monde sous les armes, mais ce n'était, il me semble, que quelques battaux ennemis, qui était de garde. J'ai appris aujourd'hui que 16 Battaux ennemis charges des troupes, dont le nombre n'est pas connu, avait passé le Schulkil pour les débarque dans Prov'd. Island, si c'est vrai, on aurait a craindre cette nuit Instant comme il fera très obfus, étant tems de pluy; je seroit bien sus mes gardes, pour qu'il ne me surprenne point, j'ai envoyé avertes le Commodore. . . .

Fort Mifflin

Votre très humble Servite[ur]

26<sup>me</sup>. Octbr

Baron Arendt

Je viens d'apprendre tout a l'heure que la flotte a gardé l'ammunition pour elle, disant que c'était sa destination, et qu'elle n'était pas a nous. . . .

8 heures le Soir.

Je viens de recevoir ce moment une lettre du Commodore<sup>3</sup> dans la quelle il me dit, qu'il m'envoie 4 galieres et quelques battaux armés, mais disant en même tems, que si le vent commenroit a Souffler, les galeres ne pouvoit pas rester icy et nous soutenir, et qu'il ne pouvoit pas donner de secours a nous avec sa flotte, ainsi nous ne devons comptes que Sur nous mêmes, voyes sa lettre cy incluse. . . .

[Translation]

The Amunition which Col. Smith wrote for, is arrived—I have only kept in this place a Sufficiency in case of Attack, and given the rest into the Custody of the Fleet.

I continue to employ our men in Strengthening the weak parts of our Fort, and should make a greater progress but for the reasons alledged in my last.<sup>1</sup>

I am still Clearly of opinion that our Garrison is vastly too weak—it would take 800 men to line the Works with a single Rank—M<sup>r</sup> Fleury is of the same opinion. We could not make a vigorous Resistance with the present Garrison—To remedy this defect in some measure and to guard against a nocturnal Surprise which we dread most, I have desired Col Green to spare us every night an hundred men from Red bank to be return'd to him each morning at day break—The best defence this place can make is by distant fight, the Enemy must be kept at bay and not Suffer'd to land—but as we can see nothing at night and cannot bring the Canon to bear, all this part of the defence depends upon the Fleet. It would therefore be proper to have the whole Fleet stationed here at night in order to be at hand—for they would not arrive in time upon our giving the Signal for them. The Commodore<sup>2</sup> sometimes only sends us Galleys, sometimes nothing more than armed boats, which may serve to keep a Lookout but would be of no avail for defence, besides they are not sent to us 'till night—I have made frequent Remonstrances to the Commodore on these points.

Last night we had a false alarm—we heard the Sound of Oars and my Garrison was immediately under Arms. but it proved to be only some of the Enemies Guard-boats.

I have been inform'd to day that 16 Boats laden with Troops the number of which is not known, had cross'd the Schuylkil to land at Province Island—if this be true, we shall have reason to be apprehensive to night, as it will be very dark on account of the rainy weather, I shall be upon my guard to avoid Surprise, and have sent to give the Commodore notice. . . . I have just learnt that the Fleet retains the Amunition for its own use, their officers pretending it was destined for them and not for us. . . .

8 OClock at night—

I have just received a Letter from the Commodore,<sup>3</sup> which I inclose, you will see from thence that we are left to defend ourselves. . . .

L, NN, T. B. Myers Collection #1437; Translation, DLC, George Washington Papers, Series 4. The latter is docketed: "Major Fleury/26<sup>th</sup>-27<sup>th</sup> Octobr.," and "Extract of Major Fleury's." Four paragraphs of this letter are not printed here. They describe Arendt's poor health, his intention to relinquish command of Fort Mifflin to Lt. Col. Smith, and the state of Fort Mifflin's defenses.

1. Colonel Henry Leonard Philip Baron D'Arendt to George Washington, 24 Oct., above.

2. John Hazelwood.

3. Commodore John Hazelwood to Colonel Henry Leonard Philip Baron D'Arendt and Lieutenant Colonel Samuel Smith, 26 Oct., below.

WILLIAM BRADFORD TO THOMAS WHARTON, JR.

Sr:

Off Red Bank October 26 1777

I have been absent from this Place for some Time up to Burlington, Borden Town & Trenton, after necessities for the Fleet, and to hurry the Commissaries<sup>1</sup> in this Duty—Last Monday Evening<sup>2</sup> was returning, but when I got within two Miles of Coopers Ferry, I was informed the Enemy had just landed a Number of Troops, which

obliged me to return; by which I lost, by all Accounts, one of the finest Sights ever saw in these Parts. My absence prevented me sending your Excellency an Account of the Action, but Shall mention something of it now.

The 22<sup>d</sup>. Instant about 4 o'Clock the Enemy to the Number of about 1500 appeared before the Fort at Red Bank and immediately began a most furious Cannonade, for about 15 Minutes, when they rushed on with great Resolution to Storm the Fort, and got into the upper Part of the Old Works which were not finished, and gave three Cheers, thinking all was their Own, but were received so warmly that they were glad to get out. They endeavoured to force thro' the abettes [*abatis*] that were before the Fort, and some even got over the Ditch and were killed within the Pickets—After about 40 Minutes Action they took to their Heels and ran off with great Precipitation. The Enemy had about 100 killed on the Field, among which were one Lieut. Colonel and four Captains. They left about 80 wounded, among which were Count Denope their Commander, who lays at Red Bank with his Thigh Broke; and his Brigade Major wounded in three Places<sup>3</sup>—Near 30 of their Wounded are since Dead—We had in the Fort at Red Bank Two Regiments of Rhode Island Troops under the Command of Col. Green consisting of about 600 Men & Officers. We are informed the Enemy carried over to Philadelphia not less than 300 Wounded. The Inhabitants that saw the Enemy march Down say, they had 14 pieces of Cannon with them & returned with Six. If this should be the Case they must have thrown them into Timber Creek, as we have taken none—

The next Day the 23<sup>d</sup>. the *Augusta* of 64 Guns, the *Roebuck* of 44. Two Frigates and the *Merlin* of 18 Guns came up as near as they dare to the upper Chevaux de Frize, when a most furious Engagement ensued between the Gallies & Floating Battery, with the Enemys Ships, the Fire was so incessant, that by all Accounts, the Elements seemed to be in Flames. About 12 o'Clock the *Augusta* Blew up, whether by Accident or from our Shot is unknow, having taken Fire some Time before. Here presented a glorious Sight before she blew, She laying Broadside too aground, and the Flames issuing thro every Port she had. The Action Still continued with the other Ships, and at Three oClock the *Merlin* took Fire & Blew up also, being aground, and then the Fire soon ceased. Thus ended two glorious Days—Yesterday the Commodore ordered five Galleys down to the Wrecks. Two Frigates that lay near them immediately weighed and went down as low as the lower Chevaux de Frize—Many of the Boats went on board and I had the Pleasure of being on board of Part of a 64 Gun Ship—Most of her Guns are in the Wreck and We brought off two of her 24 Poundsers, and this Day are preparing to get the rest, if the Ships do not come too near us—The smaller Ships Guns are also easily to be got, I think they are Nine Poundsers, which make me think she is a 20 Gun Ship and not the *Merlin*—The People on board the *Augusta* must have gone off with great Precipitation, as we have among the Rubbish found great number of Cloaths, part of their Books &c. &c. that they seem to have taken nothing with them but what they had on—

Three of the Fire Brigs and one Fire Ship were sent down on the Enemy, but their Shot flew so thick around them and indeed cut their rigging so much, that the Crews got frightned and set them on Fire so soon, that they were burnt in vain—The last Action reduced our Ammunition very low; but this Day we have recieved a Supply of near 1400 Cartridges—One Waggon load was lost coming over Timber Creek with the Ammunition on it—I am [&c.]

W<sup>m</sup>. Bradford

L, PHi, Gratz Autograph Collection. Addressed: "His Excellency/Tho<sup>s</sup> Wharton Esq<sup>r</sup>/President of the State of Pennsylvania/at/Lancaster." Docketed: "From Col Bradford/Off Red Bank October 26. 1777/recd. Nov<sup>r</sup> 5. 1777"; and "Rec<sup>d</sup> Novem<sup>r</sup> 5. 1777." Notation at head of letter: "Col. Bradford to Pres<sup>t</sup> Wharton 1777."

1. William Crispin was commissary for the Pennsylvania Navy.
2. Monday, 20 Oct.
3. The names of the killed and wounded Hessian officers are listed in Johann von Ewald, *Diary of the American War: A Hessian Journal*, trans. and ed. Joseph P. Tustin (New Haven, Conn.: Yale University Press, 1979), 99, 102, 399 n. 141.

WILLIAM CRISPIN TO THOMAS WHARTON, JR.

Sir,

At Red Bank, Oct<sup>r</sup> 26th, 1777,

I received your Letter Dated Lan<sup>r</sup> y<sup>e</sup> 17<sup>th</sup> Instant, The fleet is Plentifully supplied with every Necessary, The Greatest Difficulty will be to get rum as we are just out, I should be glad if I could get some whiskey from Lancaster as there is None to be got here; I this Morning spoke to Mr Hog who purchases Cattle for the Continental army; & showed him your Requests Relative to the Price of Beef, & Pork; He said that there could None be got for that Price; & that the Country would Rise if they thought their Cattle would be taken at that Price, in short it seems not Practable; I shall want some Money, & I Think 5 or six Thousand Pound will do for the present as Mr. Bradford the Bearer hereof is a safe Hand, Not knowing when I shall have the like opportunity; I had a Letter from Mr. Savage at the State Salt Works, sent him Three hundred Pounds which he rote to me for he informs me that he has Salt by him, & is Daily Making more, & says that he can procure Beef, for salt & Desired if he was to put it up that I would send him a Cooper for that purpose Ever since I have Been here the Move-ments of the Enemy has been such that I have had no opportunity of Getting one; I Desired him to send salt to Bordentown, Direct to the Care of Mr. Borden, & To Mor-row I Intend to set of for that Place, if Not Blocked in here as the Enemy has this Morn-ing Landed a Number of Men below at Billingsport; What their Designs is Cannot yet Learn. I think if Mr. Borden will undertake to Put up Pork for our State he would be a good hand, should be glad of your Direction in that Matter. I am [&c.]

Wm. Crispin, Com<sup>ys</sup>

*Pennsylvania Archives*, 1st ser., 5: 706–707. Addressed: "To His Excellency Thomas Wharton, President of The State of Pennsylvania/Favoured by/Mr. Bradford."

CAPTAIN WILLIAM CORNWALLIS, R.N., TO VICE ADMIRAL VISCOUNT HOWE

My Lord

[*Isis off Billingsport*] 26 Oct<sup>r</sup> 1777

The Detachment of Marines & 71 regiment have taken Post at Billingsport, we therefore judged that Place being now secure, that we might drop up above the Che-veaux de friezies as it would effectually prevent the Rebels getting any thing out of the wrecks<sup>1</sup> and we shall lay full as convenient for assisting our people on Shore, the *Isis* has moved up & the *Roebuck* means to follow I have the honor to be [&c.]

W Cornwallis

LB, NHi, William Cornwallis Papers, Letter Book, 65. Addressed flush left below signature line: "The Vist Howe &c &c &c."

1. Wrecks of H.M.S. *Augusta* and H.M. sloop *Merlin*.

## JOURNAL OF H.M.S. PEARL, CAPTAIN JOHN LINZEE

Oct<sup>r</sup>

Billingsfort SbW.

Sunday 26

AM Unbent the S: Br<sup>r</sup> Cable. & bent it to the Sheet Anchor  
Landed a number of Marines from the different Ships at Billings-  
fort. At 10 Weigh'd & run further up, Anch<sup>d</sup> with the Small Br<sup>r</sup>  
soon after in 5 f<sup>m</sup>: Fired several Shot at the Rebels who were  
about the Wreck.<sup>1</sup> Billingsfort SWbW dist<sup>t</sup>  $\frac{3}{4}$  of a Mile

Billingsfort SWbW dist<sup>t</sup>  $\frac{3}{4}$  of a Mile

Mostly dark Clouds. w<sup>th</sup> rain. PM His Majesty's Ship *Liverpool* at-  
tempting to Weigh the Chiveaux de frize. At 4 our sig<sup>l</sup> was made  
on board the *Isis* for a Petty Officer. Row'd guard.

D, UKLPR, Adm. 51/675, 25.

1. The wreck of H.M.S. *Augusta*.

## COMMODORE JOHN HAZELWOOD TO GEORGE WASHINGTON

Sir

On board *Chatham* Galley Oct<sup>r</sup> 26<sup>th</sup>. 1777

By your Excellency's pressing in your last letter,<sup>1</sup> so much for me keeping up  
harmony with the Fleet & Army, I apprehended some letters had been wrote as tho'  
a difference subsisted here—As to my own part [I] can lay my hand on my heart &  
declare I have taken every step in my power to keep from the least shadow of a dif-  
ference, & did not know that any one had the least complaint to make among the  
Continental Fleet or Army, as I had not ever heard the least mention of any such  
thing, & perfect harmony always appearing—Calling on Cap<sup>t</sup> Robinson I found he  
had wrote a Letter to your Excellency concerning a Council of War that was held, &  
am sorry to find he had given such a representation of it, & beg leave to relate mat-  
ters as it was—The 19<sup>th</sup> day of Oct<sup>r</sup> I hoisted a Signal for all Captains to come on  
board the Galley in which the Flag was hoisted. They came, among which was Cap<sup>t</sup>  
Robinson & some other Officers of the Continental Fleet. Finding the Galley too  
small, I desired the Captains to remove on board the floating Battery where we should  
have more room, & acquainted Cap<sup>t</sup> Robinson my design was to hold a Council, he  
then reply'd, he supposed there was no occasion for him or his Officers; I told him  
there was, & I expected him to attend, but he left the Galley & did not come to the  
Council—This is the state of facts which he represents as a partial or absurd Coun-  
cil & says, I knew he would not give his consent; When he nor myself could not pos-  
sibly tell what the determination of the Council would be—

Cap<sup>t</sup> Robinson & myself have always had an exceeding good understanding, but  
am astonish'd at his unkind treatment in his Letter to your Excellency, But as I look  
on him as a good Officer, this shall not in the least interrupt that harmony I have  
hitherto kept with him—

Your Excellency may be assured that every thing that tends to promote peace,  
good order & friendship between me & the Officers of the Fleet & Army shall be  
done to the utmost of my power.

I wrote to Your Excellency in my last,<sup>2</sup> of the destruction of two of the enemys  
Ships, I shall now be more particular—The 22<sup>d</sup>, While the Fort at Red Bank was at-

tacked, the *Augusta* of 64 Guns, the *Roebuck* of 44, Two Frigates,<sup>3</sup> the *Merlin* of 18 & a Galley<sup>4</sup> came up through the lower Chevaux de Frieze, which were attack'd by the floating Batterys & some of the Galleys, while the rest of the Galleys was flanking the enemy that were attacking the Fort, where the Galleys did much execution—As soon as the enemy was repuls'd at the Fort, the Ships finding so hot a fire, endeavour'd to fall down, but the *Augusta* & *Merlin* ran aground—Early next morning the Galleys & floating Batterys attackd them when an incessant fire was kept up—About 11 OClock I believe one of our Ships set the *Augusta* on fire, & at 12 she blew up, being aground—The engagement continued with the other Ships, & at 3 in the afternoon, the *Merlin* we think [*illeg.*] took fire & blew up, then the fire ceased on both sides—The *Roebuck* dropped [down?] to the lower Chevaux de Frieze & went thro'—Yesterday I went down to the Wrecks, & find the Guns of both Ships may be got out if the Enemy's Ships can be kept at a proper distance—We brought off two 24 Pounders, & as soon as possible shall endeavour for the rest—

This day we can see great numbers of the enemy crossing Webb's Ferry & we are told have large numbers of Fascines with them, by which I suppose they intend a grand attack on Fort Mifflin. We are also assured this day they landed a number of Troops at Billinsport, so that we are apprehensive they intend to attack both Forts at one time—

The Fleet is now so poorly Mann'd, & the constant cry from Fort Mifflin is to guard that Post, that I know not how to act without more assistance.

Col<sup>l</sup>. Green & Angel can spare no men [as] they are afraid of being attacked And as to the Vessels<sup>5</sup> at Borden-town I am informed they have not Twenty private Men on board, so that I expect no assistance from there—

This night it blows hard, & I fear the Galleys will not be able to lay near Fort Mifflin, as when the swell is great, they must get under a safe place Having not to add, Am [&c.]

John Hazelwood

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/George Washington Esq<sup>r</sup>/Head Quarters." Docketed: "Comodore Hazelwood/26 Octo 1777."

1. 21 Oct., above.
2. 23 Oct., above.
3. H.M.S. *Pearl* and H.M.S. *Liverpool*.
4. H.M. galley *Cornwallis*.
5. Continental Navy frigates *Effingham* and *Washington*.

COMMODORE JOHN HAZELWOOD TO  
COLONEL HENRY LEONARD PHILIP BARON D'ARENDT AND  
LIEUTENANT COLONEL SAMUEL SMITH

Sir

[*Delaware River, Pennsylvania Galley Chatham*]

I, have sent you fouer Gallys wich is all I, Can man to go on that Station with 4 armed Boats & thay are gone other wise would ordred Them whare you wanted them, all our armed Boats we have left mand is only five & we cannot fully man but five Galleys & if there is Much wind & sea going that Cannot keep The river with them, but must make a Harbor som ware, & while its Still weather Thay Can lay to gard you, but when it Blows If you Can not defend the Island with The Trupes, you Can not de-



pend on us Nor Could we Row them over to your Assistance you have now a State of Our Situation that you may Act Acordingly I, am [&c.]

Octobr: 26<sup>th</sup>: 1777

John Hazelwood

L, DLC, George Washington Papers, Series 4. Addressed: "To/Baron Arendle &/Corn<sup>l</sup>: Smith."

JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEW

October 1777

In the River Delaware

Sund<sup>y</sup> 26<sup>th</sup>

dropt lower down & Swept the Cheveaux de frise with 2 Hawsers in Order to widen the Passage lost a boats Grapnell, rec<sup>d</sup>. one Hawser from the *Vigilant*

In the River Delaware

D<sup>o</sup>. w<sup>t</sup>: [Fresh breezes & hazy] with rain at 5 PM the *Isis* warp'd above the Cheveaux de frise, Employ'd Occasionally

D, UKLPR, Adm. 51/548.

CONTINENTAL MARINE COMMITTEE TO THE NAVY BOARD OF THE EASTERN DEPARTMENT

Commissioners of the Navy Board

at Boston

Gentlemen

York October 26<sup>th</sup> 1777

Your several letters of the 3<sup>d</sup> & 9<sup>th</sup> of September and of October 11<sup>th</sup> have come to hand, but the removal of Congress & the necessary attendance to other very important matters has hitherto prevented an attention to them. You are doubtless to have a general superintendance over the Agents for building the Continental Ships, as well as to furnish them with such articles as you shall judge Necessary, but as they were constituted Agents before your appointment, they are to continue their more immediate attention to that busines. We enclose you a resolution of Congress empowering any two of your Board to act in the absence of the third; but it is the expectation that this will happen as seldom as possible. Enclosed you also have two Warrants one upon the Loan office of Massachusetts Bay for 50,000 Dollars, and the other for the like sum upon the Loan office of Rhode Island.<sup>1</sup> You are sensible of the great call for money from every quarter. The drafts upon these Loan Offices have lately been large as well as upon every other.

Should there not be money sufficient for the immediate payment of the whole of these sums, yet we apprehend the whole will not immediately be wanted, and you'll draw only as you want, that other drafts may stand an equal chance, where the monies are as much or more wanted—doubtless you'll be able to satisfy some demands with the loan office Certificates which these Warrants will enable you to procure, and which we recommend always to be attended to when it can be done. we also inclose you a resolution of Congress making an additional allowance to your Clerk and giving you power to appoint another if absolutely necessary<sup>2</sup>—The Navy Board however in this Department has but one. You will have inclosed a List of the several Ships names and their Commanders and we have directed the Navy Board of this Department now sitting at Bordentown to send you a number of the printed resolutions of

Congress. The getting the ships out of Providence River and the Ship *Trumbull* out of Connecticut River is a matter of great importance, and what Congress has much at heart; the procuring this with the hazard that may attend it, may be left to your prudence and the good conduct of their Commanders. We are sorry to find that a disaffection subsists between Captain McNeill and his Officers & Seamen. This Ship must be got to sea at all events. Captain McNeill writes us that he expects to be able to man her notwithstanding the obstructions and difficulties he meets with.<sup>3</sup> But if you find he is unable to do this, you must appoint some other Commander to the ship at least for the present cruize in whom you can confide, and Captain McNeill must be otherwise provided for, more especially as an enquiry must be had (if not a Court Martial) upon the Conduct of the late Cruize, with Captain Manly, but which its apprehended cannot be fairly done till captain Manly is exchanged. Captain McNeill seems to think such a measure necessary. We think in justice to his Character, as well as to the public good, it is so. You have inclosed a Resolution empowering you to suspend any officer 'till the pleasure of Congress shall be known—This power we doubt not will be exercised with proper prudence. By the words commander in Chief must since the suspension of Commodore Hopkins necessarily mean and intend the oldest Commander in Rank of the Continental Ships or vessels of war in any One Port or Harbor. Or when Court Martials are necessary, the oldest Commander within your district that can be applied to. The procuring Iron & Flour we must leave to be done when absolutely necessary, by such means as would think prudent and proper under a like necessity acting for yourselves. Lead is not to be obtained here, but orders are sending to the Eastward for that article for the Army. We hear a very considerable quantity has lately arrived there, we think at Bedford, perhaps the whole may not be taken up. We have no immediate employ for Captain Tucker, but shall attend to the appointment of Commanders for the Ships building at Salsbury and Norwich<sup>4</sup>—In the mean time you'll please to transmit us the names of such persons within your district as you can recommend for Captains and officers of them paying attention to such as are at present in Commission but out of actual service, informing us at the same time of their particular Merits and pretentions. Captain McNeill has already Instructions where his Ship is to proceed viz to france—A form of like Instructions is herewith enclosed, to be by you given to each of the Commanders of the Ships at Providence. We are [&c.]

P:S: the Warrants for the Money are not enclosed but will be forwarded by the President of Congress—

LB, DNA, Marine Committee Letter Book, 106–7 (M332, roll 6).

1. See Journal of the Continental Congress, 23 Oct., above.
2. Ibid.
3. See Captain Hector McNeill to the Continental Marine Committee, 9 Oct., above.
4. Continental Navy frigates *Alliance* and *Confederacy*, respectively.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

*Eagle* off Chester Oct<sup>r</sup> 26. 1777

I very much approve the Conduct you have pursued in passing the Cheveaux de frize after having seen the detachment posted at Billingsport more Especially as you

will in that situation be able to give greater security to the return of the Boats which I expect back this Night from the delivery of a lading of Provisions in the Schylkill

Being in doubt whether the detachment would be able to establish itself so soon, I postponed mentioning my Wishes to that Effect—But as I judged the Detachment would have been better sustained by continuing the *Roebuck* on this side the Cheveaux de frize, I should have recommended that arrangement to your Consideration—you will nevertheless determine therein as upon further reflection appears most fit I am [&c.]

Howe

P.S: you mentioned in your last <sup>1</sup> that a trial was to have been yesterday made to over-set one of the Cheveaux de frize but have not Said with what Effect—

LB, NHi, William Cornwallis Papers, Letter Book, 66–67. Addressed at foot of first page: "Honble Capt<sup>n</sup> Cornwallis."

1. 25 Oct., above.

#### MASTER'S LOG OF H.M.S. *SOMERSET*, CAPTAIN GEORGE OURRY

Remarks on board the *Somerset* Sunday Oct<sup>r</sup> 26<sup>th</sup> 1777 [lying Off Chester]

[At] 12 [Midnight] D<sup>o</sup> Wea<sup>r</sup>. [Mod<sup>t</sup> & Calm] with Small rain at 4 [AM] Sent a Captain 2 Lieutenants 2 Serjants 4 Corporals a Drum<sup>r</sup> and 60 Private marines on Shore on Duty <sup>tho</sup> Order of Lord Howe to Assist mking a Fort on Billings Point with 300 Soldiers of the 71 Reg<sup>t</sup> & a Party of Marines from the Admiral<sup>1</sup> & *Roebuck* [At] 12 [Noon] D<sup>o</sup> Wea<sup>r</sup> [At] 2 [PM] Cloudy with rain [At] 8 D<sup>o</sup> with Small rain

D, UKLPR, Adm. 52/2000.

1. H.M.S. *Eagle*, Vice Adm. Viscount Howe's flagship.

MUSTER ROLL OF THE CONTINENTAL NAVY FRIGATE *WASHINGTON*Muster Roll of the Frigate *Washington's* Crew Thomas Read Esquire Commander Abreast of Whitehill 26<sup>th</sup> October 1777—

Names	Stations	To what Regiment they belong	Colonels Names	Captains name to whose Comp <sup>y</sup> they belong
John Angus—	Lieutenant			
Abel Morgan—	L <sup>t</sup> Marines			
John Feares—	Carp <sup>tr</sup> Mate			
James Fearis—	d <sup>o</sup> : yeoman			
Robert Dougherty—	Serj <sup>t</sup> Marines			
David Finney—	Seaman			
William Midcalf—	Landsman			
Patrick Hayes—	d <sup>o</sup> :			
William Ewing—	d <sup>o</sup>			
William Galloway—	d <sup>o</sup>			
John Cherry (Negro)—	Cook			
Benjamin Stewart—	Marine			
Soldiers Viz <sup>t</sup> —				
Jacob Smock—	Sergeant	8 <sup>th</sup> . Virginia	.....	Rob <sup>t</sup> Higg[ins]
Jeremiah Smith—	Private	Pennsylv <sup>a</sup>	Patten	Allen M <sup>c</sup> Clean
Silas Dollahide—	d <sup>o</sup> :	1 <sup>st</sup> N <sup>o</sup> : Carolina	Clark	Thompson
Thomas Ridder—	d <sup>o</sup> .	15 <sup>th</sup> : Virginia	Mason	Jn <sup>o</sup> : Griggory
John Farrel—	d <sup>o</sup> .	4 <sup>th</sup> . Jirsey	Martin	Holmes
John Smith—	d <sup>o</sup> :	ditto	ditto	Martin

D, DLC, George Washington Papers, Series 4. Docketed: "Frigate *Washingtons*/Return 26<sup>th</sup> Oct<sup>r</sup> 1777."

## GILBERT DU LION TO COMTE D'ARBAUD

Copie de la Lettre de M. Gilbert Du Lion Commandant au Port Louis, à M. le Comte D'arbaud en datte du 26 8<sup>bre</sup>. 1777.

Mon Général.

J'ai l'honneur de vous donner avis, qu'il est arrivée hier au Port Louis un Corsaire du Congrès qu'il y à Conduit une Prise d'un Brigantin d'Irlande,<sup>1</sup> chargé du Boeuf, Lard, Beure, et Farine, avec des caisses de fusils, Beaucoup de Poudre et Balles, Expédié pour le Missisipi. il y à apparence que ce Batiment à été expédié pour l'armée des Royalistes. J'ai notifié à ce Capitaine du Corsaire les ordres que vous m'avés données par vôtre Lettre du 6. Juin dernier, et que vous me renouvelles dans celle du 13. de ce mois. il m'a demandé le tenir de faire de l'eau et du bois, j'ai mis abord de la prise deux hommes de garde pour empecher qu'il ne mit rien à terre. J'ai fait ces opérations en présence du M. De La Saulais avec lequel j'en ai Conferés.

Cette prise chargée comme elle est de Comestibles auroit été d'un grand secours dans ces quartiers ci ou nous manquons généralement de tout, enfin, mon Général, nous manquons de Pain c'est tout vous dire. Si vous aviés la la bonté d'approuver qu'il en fit sa vente ici vous nous rendriés un grand service surtout à la veille d'une Guerre. Jugés des obligations que vous auroit la Colonie. Je Suis &<sup>a</sup>

Signé Gilbert du Lion.

[Translation]

Copy of a Letter from Gilbert du Lion Commandant at Port Louis to Comte d'Arbaud 26 October 1777.

My General.

I have the honor to inform you, that a privateer of the congress arrived yesterday in Port Louis; it conducted a prize a brigantine from Ireland,<sup>1</sup> which was freighted with beef, lard, butter and wheat, with some boxes of muskets, much powder and balls, sent to the Mississippi. It appears that this ship was dispatched for the royalist army. I notified this privateer captain of the orders you gave me in your letter of 6 June last, and which you repeated in the letter dated the 13th of this month. He asked me to permit him to take on water and wood. I have placed on board the prize two guardsmen to prevent anything from being taken ashore. I carried out these operations in the presence of M. de la Saulais, with whom I conferred about it.

This prize, loaded as it was with foodstuffs, would have been a godsend in these parts, where we lack everything generally, even bread, and I need not say more, General. If you would be good enough to approve it for sale here, you would render us a great service, especially, on the eve of a war. The colony would be in your debt. I am &<sup>a</sup>.

Signed Gilbert du Lion.

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525. Noted at top of document: "[illeg.] 7 fevrier 1778." Noted above address: "10 9<sup>bre</sup> 1777."

1. The prize was the brigantine *Rainbow*, Gordon, master, captured by a privateer sloop commanded by Plangue. William Mathew Burt to Comte d'Arbaud, 31 Oct., below.

October 27

## WILLIAM GARDNER TO CAPTAIN JOHN PAUL JONES

Sir

Portsmouth Oct<sup>o</sup>. 27<sup>th</sup>. 1777

Inclos'd you have the Original & Copy of your Acco<sup>t</sup>.<sup>1</sup> against the Honble Marine Committee, the latter of which is drawn much fairer & more methodical than the former, having carr<sup>d</sup> off the Currency in place instead of adding at the foot; therefore would recommend that it sh<sup>d</sup>. be presented to the Board in lieu of the other. You will take notice that an alteration is made in the Ballance—owing to the omitting altering Tillinghast's.<sup>2</sup> Acco<sup>t</sup>. v<sup>s</sup>. the *Providence* (on Saturday last) from Lawf<sup>r</sup>. M<sup>y</sup> to Pennsylv<sup>a</sup>. Currency, which reduces it to £1538.5.6  $\frac{3}{4}$ . I am [&c.]

W<sup>m</sup>. Gardner.<sup>3</sup>

L, DLC, Peter Force Collection, Papers of John Paul Jones, vol. 1, no. 6652. Addressed: "Jn<sup>o</sup> Paul Jones Esq<sup>r</sup>." Docketed: "35/W<sup>m</sup>. Gardner/27 Oct<sup>o</sup> 1777."

1. Neither account has been found, although Jones forwarded them by Gardner to the Continental Navy Board of the Eastern Department. John Paul Jones to the Continental Navy Board of the Eastern Department, 31 Oct. 1777, below.

2. Daniel Tillinghast, Continental Agent for Rhode Island.

3. Deputy Continental Agent for New Hampshire.

RECEIPT FOR FLINTS FOR THE CONTINENTAL NAVY SHIP *RANGER*Portsmouth Oct<sup>r</sup>. 27<sup>th</sup>. 1777

Rec<sup>d</sup>. of Col<sup>o</sup>. John Langdon five hundred of flints for the Use of the Ship *Ranger*—

⌘ Sa<sup>d</sup> Wallingford<sup>1</sup>

DS, NhHi, John Langdon Papers, Receipts (1 August–29 December 1777).

1. Lieutenant, Continental Marines.

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War Office Boston 27<sup>th</sup> Oct<sup>r</sup> 1777

Ordered . . . That John Harris's bill disbursements upon the Bg<sup>t</sup>. *Penet* bound to France be paid—28 . . . 3 . . . 10

Ordered That Cap<sup>t</sup> Samson receive of the Com<sup>y</sup> for use of the Brig<sup>t</sup> *Hazzard*—  
60 b<sup>ls</sup> beef. 56 bushells peas. 150<sup>bl</sup> bread.

42<sup>bl</sup> flour. 2<sup>bl</sup> 2<sup>qr</sup> 10<sup>l</sup><sup>[?]</sup>  Goendsay butter.

75 G<sup>ls</sup>. Vinegar 16<sup>lb</sup>. 0.8 Cheese. 100 bushells potatoes—

That Peter Segourney be p<sup>d</sup> £48 full 8 p<sup>r</sup> pistols Brig<sup>t</sup> *Hazzard* . . .

That Cap<sup>t</sup> Hopkins<sup>1</sup> deliver to Cap<sup>t</sup> Harris for the *Penet* 2 Swivel Guns and appurtenances also 4 small arms—

That Cap<sup>t</sup> Pulling deliver for the *Penet* 4 lb powder & 34 Swivel Cartridges—  
(from Laboratory)—

That the Com<sup>y</sup> deliver for the Brig<sup>t</sup> *Penet*—1 b<sup>l</sup> flour 1<sup>bl</sup> bread 50<sup>lb</sup>. butter  
1<sup>qa</sup>. fish 1 G<sup>l</sup>. Vinegar—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 70–71.

1. Caleb Hopkins.

## MEMORIAL OF THOMAS CUSHING TO THE MASSACHUSETTS COUNCIL

To The Honourable the Council of  
the State of Massachusetts Bay

The Memorial of Thomas Cushing humbly sheweth

That he has occasion for about one Thousand Weight of Bar lead for the Use of y<sup>e</sup> Ships<sup>1</sup> he is Building on Account of y<sup>e</sup> United States and as he finds it difficult to Obtain it unless he Can procure it of the Board of War he therefore prays y<sup>r</sup> Honors would give him an order on y<sup>e</sup> Board of War for the same and shall ever Pray &c

Thomas Cushing

In Council Oct<sup>r</sup> 27<sup>c</sup> 1777

Ordered that the Board of War be and they hereby are directed to deliver Honble Thomas Cushing Esq 1000 lb of barr Lead for the Use of the Continental Ships building on Acc<sup>t</sup> of the united States

Jn<sup>o</sup>. Avery D<sup>y</sup> Sec<sup>y</sup>

L, M-Ar, vol. 173 (Council Papers), 515.

1. Continental Navy frigate *Alliance*, 36 guns, building on the Merrimack River at Salisbury and a 74-gun ship of the line building at Boston.

## BRIGADIER GENERAL EZEKIEL CORNELL TO GOVERNOR NICHOLAS COOKE

Sir

Tiverton [*Rhode Island*] 27<sup>th</sup>. Octo<sup>r</sup>. 1777—

As many and various have been the reports Concerning the Intended Expedition to Rhode Island, I have thought it my duty to give you the following Narrative of the proceeding in that Affair, and then leave the impartial World to Judge as I know it would be in vain for me to pretend to Justify myself before an Insulting Populace. On the 21<sup>st</sup>. of Sep<sup>r</sup> last I rec<sup>d</sup>. Gen<sup>l</sup>. Spencers Orders to Collect all the Boats on the Western Shore, and forward them to Tiverton, which business I undertook with Cheerfulness and prosecuted the same with all the Zeal I was Master of, but for the Want of proper Assistance the Business went on dull[.] On Monday the 22<sup>nd</sup>. of Sep<sup>r</sup> the Gen<sup>l</sup>. Assembly thought fit to give me the Command of a Brigade of Militia, I was then Ordered by Gen<sup>l</sup>. Spencer to repair to Narraganset Collect the remainder of the Boats, and bring them forward as aforesaid also to March all the Troops on the Western Shore and Militia to Tiverton, the same I accomplished as Soon as possible with great difficulty. On Monday the 13<sup>th</sup> of Octo<sup>r</sup> I arrived at Tiverton after Assisting Col<sup>o</sup>. Sherburne<sup>1</sup> in getting upwards of One Hundred Boats repaired at Warren that I expected was repaired before by Order of Major Munro—When I arrived at Tiverton I found the Militia badly Armed from this State and Massachusetts Bay, it was Unanimously Agreed to send to Bedford [*in Dartmouth*] and Taunton for Continental Arms—To Boston and Bedford for Flints, as there was not one in Camp all which Arrived the 15<sup>th</sup>. Oct<sup>r</sup> the Troops not all Supplied with Cartridges and None in the Laboratory. on the 16<sup>th</sup> they Arrived in Camp from Providence, at which time by Gen<sup>l</sup>. Spencers Order all the Brigades, were to be under Arms for Embarkation that Night, the Night was favourable, but the Troops Unsupplied with the Arms, that is two Brigades, the Boats not Allotted to each Brigade, One Brigade was not formed, neither Could the Brigad<sup>ts</sup>. find them, that Night. On Sunday following<sup>2</sup> the Troops were called out again,

and Paraded on the Shore below Fogland Point Gen<sup>l</sup> Douglass,<sup>3</sup> Col<sup>o</sup>. Sherburne and myself, had our Boats and Men ready for Embarkation, The Boats of Two Brigades Coming round from Howlands Ferry were discovered by the Enemy, as many of them did not set out till the Moons Rising and fired upon by their Cannon, One Man killed, the others frightened, and left one half their Boats between Fogland and Quakite,<sup>4</sup> the Boats not Coming, the Wind very fresh at S. West, the Ship a little below,<sup>5</sup> it was thought best for the Troops to return to their Barracks,

the Enemy then got Intelligence of our design, fortified at our Intended landing place. Upon full Consideration of all the Gen<sup>l</sup> Officers they appeared to be Unanimous to remove the Boats across the land to Sapowite,<sup>6</sup> which we Immediately Set about and Accomplished in good Season except two Brigades who were again in the Rear, and did not get their Boats ready. The Wind at N.E. the Weather wet and dull, Embarkation laid Aside for that Night. the Weather continuing heavy, many of the Troops deserting Some Sick others Mutinous and disaffected, not more than, Five Thousand, three hundred & Sixty Seven Officers and Boatmen Included could be brought into the Field, many of them Appeared more like a Rabble than an Army it was thought fit to Dismiss them and lay aside the Intended Expedition—

The above and foregoing Contains Some of the Most Material transactions and Movements of the Army that was Collected at Tiverton in Order to make a Descent on Rhode Island

All which is humbly Submitted by your Honours [&c.]

Ezekiel Cornell

L, R-Ar, Letters to the Governor (1777–1778), vol. 11, 62. Addressed at foot of letter: "Govenour Cooke."

1. Col. Henry Sherburne, Continental Army.
2. October 19.
3. Brig. Gen. John Douglas, Connecticut Militia.
4. Nannaquaket Pond.
5. H.M. sloop *Kingsfisher*.
6. Sapowet Point.

#### DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 27<sup>th</sup> Oct<sup>r</sup>—Rain most of the day, with a strong wind at N.E. Everything quiet.

... A body of about 400 Rebels, with their arms and knapsacks were seen yesterday evening marching up the Boston road from Howland's ferry. ...

The Naval force is disposed of as follows—

- |                    |   |
|--------------------|---|
| The <i>Chatham</i> | — In the harbour opposite the town.   |
| The <i>Renown</i>  | — In the West, or Naraganset passage,<br>between Cononicut <sup>1</sup> and the Naraganset shore                              |
| The <i>Amazon</i>  | — Above Hope Island; W. of Prudence.  |
| The <i>Orpheus</i> | — About a mile above Dyer's Island, between Prudence<br>and Rhode Island.   |
| The <i>Juno</i>    | — In the same Channel, & nearly equidistant from<br>Prudence, Papasquash point, <sup>2</sup> Hog-Island, and Rhode<br>Island. |



The *Kingsfisher* — About a Mile below Black point, Seconnet passage.<sup>3</sup>  
 The *Unicorn* }  
 The *Syren* } Between the *Kingsfisher*, & Sachawest point.<sup>4</sup>  
 The *Alarm Galley* }  
 & *Lady Parker*, } Ahead of the *Kingsfisher*, & near Blackpoint.  
 Armed Schooner }

As The whole force of the Rebels appears to be collected on the Eastern shore, we have turned our attention almost entirely that way; but I think we should not neglect the defence of the W. side so much as we have done. The placing the *Orpheus* in the passage between Cononicut & Prudence, would prevent the Enemy from making any attempt from that quarter, and would render the W. side much more secure. She would answer any Naval purpose full as well there as in her present station; for any wind which brings an Enemy down to attack the *Juno*, prevents the *Orpheus* from going to her assistance; and if the *Juno* should be obliged to quit her station, she might as well run down to the *Orpheus* in the proposed station, as to that in which she now lies. The proposed station would also enable the *Orpheus* to go to the assistance of the *Amazon*, or the *Renown*; or to proceed to the town.

If during an attack at Howland's or any part of the E. side of the Island, the Rebels were to land but 50 men on the W. side, which they might easily do by coming from Warwick point down the W. side of Prudence, the alarm they would occasion, and the uncertainty, until daylight of their numbers and situation, would cause considerable diversion, & might be attended with ill consequences to us.

Mackenzie, *Diary* 1: 202–5.

1. Conanicut Island.
2. Popasquash Point.
3. Sakonnet Passage.
4. Sachuest Point.

#### A RETURN OF THE CREW OF THE CONTINENTAL NAVY FRIGATE *EFFINGHAM*

A Return of the People on Board the Frigate *Effingham* John Barry Esq<sup>r</sup> Commander. . . . Oct<sup>r</sup> 27<sup>th</sup>. 1777—

Am<sup>t</sup> slops

Nicholas Hayes belongs to Cap<sup>t</sup> Ashmead @ 5/⌘ day  
 Robert Taylor . . . . . D<sup>o</sup> . . . . . @ D<sup>o</sup>—  
 Nicholas Deane . . . . . Midshipman  
 Matthew Clarkson . . D<sup>o</sup> . . . . 2 Jackets (inside & outside). . . . . 4. 0. 11  
 Edward O'Hara . . . . Clerk . . . . 1 Jacket 20/ & Shirt. . . . .  
 John Little . . . . . Armourer. . . . 1 p<sup>r</sup> Breeches 48/9 & Shirt. . . . .  
 William Barry . . . . . @ 10/⌘ day  
 Cap<sup>t</sup> Ryan . . . . . of Militia  
 Lieu<sup>t</sup> Leshen . . . . . of . . . D<sup>o</sup>  
 John Fanny . . . . . of . . . D<sup>o</sup> 1 p<sup>r</sup> Trowsers 36/9 & 1 p<sup>r</sup> Shoes 25/. . . . . 3. 1. 9  
 Conrad Houseman . . of . . . D<sup>o</sup>  
 Jacob Shaffer . . . . . of . . . D<sup>o</sup>

John Campbell . . . . .	of . . . . D <sup>o</sup> .	1 Jacket 18/10 & 1 p <sup>r</sup> Shoes 25/ . . . . .	2 . 3 . 10
James Smart . . . . .	of . . . . D <sup>o</sup> .	1 Shirt . . . . .	
James Long . . . . .	of . . . . D <sup>o</sup> .		
John Capelle . . . . .	of . . . . D <sup>o</sup> .	1 p <sup>r</sup> Shoe . . . . .	1 . 5 . 0
Henry Wannell . . . . .	of . . . . D <sup>o</sup> .	1 Shirt . . . . .	
Zachariah Davis . . . . .	of . . . . D <sup>o</sup> .	1 p <sup>r</sup> Trowsers 36/9 & 1 Shirt . . . . .	
John Pindle . 8 <sup>th</sup> Pensylv <sup>a</sup> Reg <sup>t</sup> .	Col <sup>o</sup> .	Broadhead & Cap <sup>t</sup> . Montgomerys }	
	Compan <sup>y</sup> .	1 p <sup>r</sup> Breeches . . . . .	2 . 8 . 9
William Jump			
Samuel Jones . 12 <sup>th</sup> .	Virg <sup>a</sup> Reg <sup>t</sup> Col <sup>o</sup>	Woods, Cap <sup>t</sup> Wagner 1 green Jacket	
James Curtis . 15 <sup>th</sup> .	D <sup>o</sup> .	Col <sup>o</sup> Mason, Cap <sup>t</sup> Gray— 1 p <sup>r</sup> Shoes . . . . .	1 . 5 . 0
Francis Litchfield . 9 <sup>th</sup> .	D <sup>o</sup> .	Col <sup>o</sup> Matthews. Cap <sup>t</sup> Snead 1 p <sup>r</sup> D <sup>o</sup> . . . . .	1 . 5 . 0
Joseph Grice . . . . .	Carpt <sup>r</sup>		
Joshua Phillips . . . . .	Negro.	1 Jacket . . . . .	3 . 4 . 11
James Bryan . . . . .	D <sup>o</sup> .		
Jeffrey Matthews . . . . .	D <sup>o</sup> .		
Isaac McLaughlin . . . . .			
David Edminston . . . . .		1 green Jacket & 1 Shirt . . . . .	

D, DLC, George Washington Papers, Series 4. Endorsed: "Our Captain has inserted in the Other Return some Accounts of Cloathing not necessary for your Notice, which we hope you will excuse.—/F: H./J. W—." The initials following the endorsement are those of Francis Hopkinson and John Wharton, members of the Continental Navy Board of the Middle Department.

#### ROBERT MORRIS TO JOHN ROWE

John Rowe Esq<sup>r</sup>  
Sir

Manheim Octob<sup>r</sup> 27<sup>th</sup>. 1777

It is now a Week since I received your favour of the 29<sup>th</sup>. Sept<sup>r</sup>. continued to the first Inst on the road from York Town to this place where my Family now reside—I then desired M<sup>r</sup> Coleman to continue his Journey to York & gave him back the Letters requesting he would deliver them to M<sup>r</sup> Hancock with my Comp<sup>ts</sup>. & that I desired he would read them to Congress in order that they might be prepared against my return when I should bring this Matter before them in form as a piece of business, Accordingly I returned to York last Week but found Congress so closely pursuing business of Importance that I did not think it right to interrupt it & as M<sup>r</sup> Coleman seems impatient at the Delay I have concluded to dispatch him with my own Sentiments relative to the Portugueseze Snow<sup>1</sup> & trust to some other conveyance to hand you any determinations of Congress relative to that affair—I can not help thinking that Capt<sup>n</sup>. Cunninghame's<sup>2</sup> conduct in seizing this Snow if she is really & truly Portugueseze property is extremely reprehensible for I do not believe that M<sup>r</sup> Braxton<sup>3</sup> cou'd or wou'd give him orders to capture such property at a time when no Resolves of Congress authorized it but even if he has such orders those who gave them are much to blame & I do suppose the Transaction will appear in this light to all the World—However as the Vessell & Cargo are sent in I suppose there must be a Tryal in the Admiralty Court because the Crew of the Privateer wou'd not be content that the Owners shou'd dismiss her without Trial neither have they a right or Authority to do so that I know off—

I hope however for the sake of Justice & for the Honour of the United States of America that a righteous Judgement may be pronounced on her, & that she will not be condemned as prize unless upon the Trial Circumstances turn up to prove her Justly, fairly, & equitably within the True Intent & Meaning of those Laws of Congress which describe what shall be deemed Lawfull Prize I should be truly sorry if any hard strained Constructions or political distinctions and considerations should procure a Condemnation, & to prove to you Sir how much I am in earnest I do solemnly declare that I will not as a part Owner receive any part of or benefit from this Capture unless circumstances turn up to prove her what I have said above—I do not expect this will be the case but suppose she will be acquitted & ordered to be restored the former Owners & I shall propose to Congress that they should interfere in this business & if that happens the Capt<sup>n</sup> of the *Snow* & some of his People being sent away she can not be restored to him & shou'd the Owners of the *Phœnix* be ordered to restore her they must run great risque in Attempting to do it for I apprehend if they should put an American Master onboard & send her to Fayall with proper Certificates from the Admiralty Court the Commanders of British Cruizers woud pay no regard to such proceedings They woud consider her as a Prize under the Act of Parliament & as such woud proceed against & condemn her the Owners of the *Phœnix* woud then be exposed to future Lawsuits & damages by the prosecution of the Portuguese Owners—should the Owners of the *Phœnix* proceed to sell vessell & Cargo for Account of the former Owners where Shall the property center untill they can remit it to Portugal? it must not be divided amongst them & with whom shall they trust it so that all may be satisfied—I know not—My design is therefore to propose that Congress shall order Vessell & Cargo to be sold & the ꝓceeds to be vested in the Publick Funds bearing Interest for the Benefit of the Proprietors that our Commissioners at the Court of France inform the Court of Portugal of this Transaction & grant Passports to the Owners of this *Snow* to send one or more Vessells to any Port or Ports in these United States with Publick Assurance that the N<sup>t</sup> ꝓceeds will be immediately paid to them or their Att<sup>y</sup> or Agent & that leave will be granted to purchase therewith such produce of this Country as they chuse & leave to carry it away in their Vessells This will put it in the Owners power to make good Fortune out of bad they will have their property restored in a Way that will amply recompence any disappointments they have experienced by the seizure of it & if the Court of Portugal procure Passports from Britain they will do this with perfect Security—This Idea I have communicated to some of my Colleagues in Congress & it meets the Approbation of all I have mentioned it to. under this Idea then I give you my opinion that the Vessell & Cargo shou'd be tryed in the Admiralty Court if she is there condemned I have nothing further to say (only to judge for myself hereafter whether she is a prize that I can with a safe conscience benefit from or not) but if she is Acquitted & ordered to be restored to the former Owners, that you shoud then cause her to be taken good care of, either by Authority of the State, of the Court, or of your own Authority as Agent for the Owners which ever may be judged most proper let no Plunder or Embezzlement take place but inform me instantly by Express or otherways of the Acquittal I will instantly bring the Matter to a determination & transmit you back their resolutions with full Orders for what is then to be done—I have no opportunity of consulting M<sup>r</sup> Braxton or any other Owners of the *Phœnix* respecting this business therefore I do not presume to give any Directions for your proceedings in case of Condemnation my whole care is to guard

them from any Ill consequences that might arise to them from Injustice or Ill Management in case of Acquittal & to preserve to the former Owners their property with a Secure Mode of recovering it in all which I presume I shall have the Approbation of all good Men—I am expecting from you a Translation of the Papers found onboard the Snow & remain [&c.]

(Copy)

Rob<sup>t</sup> Morris

Copy, DNA, PCC, item 44, pp. 29–32 (M247, roll 58). Docketed: “Copy of a letter to Jn<sup>o</sup> Rowe Esq/Mannheim 27 Oct<sup>r</sup> 1777—/from RM—/N<sup>o</sup> 2.”

1. *Nostra Senhora de Carmo e Santo Antonio*.
2. Massachusetts privateer schooner *Phoenix*, Capt. Joseph Cunningham.
3. Carter Braxton.

#### MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[27 October 1777]<sup>1</sup>

Lancaster

Ordered, That Jacob Howell be sent to Red Bank, with Money for the Navy Board from the Treasurer.—Ordered That Mr. Jacob S. Howell be authorized & empowered, to borrow, if he finds it necessary for the immediate use of the Navy, any Sum of Money, not exceeding Ten thousand Dollars, which this Council will pay to the lenders, in a very short time—Ordered That Commodore Hazelwood, be authorized & empowered to seize & take the necessary Provisions for the Fleet under his Command where it may be found in this State, giving to the Owners Certificates for the same, which shall be paid for at rates hereafter to be fixed, by this Council; And all Magistrates & Civil Officers, are hereby required to aid & assist Commodore Hazelwood herein—

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6, 161.

1. Date is approximate. Previous council minutes are dated Friday, 24 Oct. 1777; the following minutes are dated Tuesday, 28 Oct. 1777.

#### GEORGE WASHINGTON TO THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

Gent<sup>n</sup>.

15<sup>th</sup>. Mile Stone on the Skippach Road Oct. 27—77

The more I reflect upon the evil that may arise from the Enemy's possessing themselves of our unfinished Frigates up the Delaware,<sup>1</sup> the more convinced I am of the indispensable obligation we are under to prevent it, effectually.—If no other method could be devised, I should be for absolutely burning them; but scuttling & sinking with, or without Ballast, as those who are best acquainted with the difficulties of raising them in either State, at this Season may determine will, in my Judgment answer the end.<sup>2</sup>

We all know that the Enemy have made one vigorous (tho unsuccessful) effort to dispossess us of our Forts, and drive off our vessels, which defend the Cheveaux de frize in the River—we know also, that besides having the *Delaware* Frigate, they are busily employed in preparing two other large Armd vessells at the City—If in addition to these, they should by Surprise, or force, obtain the Frigates above Bordentown, and bring the whole in aid of their Ships in a general attack upon our lit-

the Fleet (thus surrounded) we may, but too easily without the spirit of divination foretell the consequences—their destruction will be certain & inevitable.

At present, these Frigates are of no use to us, whilst the hands are greatly wanted.—considered therefore in this point of view, simply, the measure proposed in my opinion, is highly expedient; and under the prevailing Sentiment that the Enemy cannot hold Phil<sup>a</sup>. unless their Shipping got up, it appears absolutely necessary.—

The fatal consequences which may result from suffering the Frigates to fall into the Enemys hands, are too obvious to need more arguments to prove them, and when it is considered of how little importance they are to us in their present Situation prudence requires that they should be so disposed of as to be hereafter useful; and out of the way of being destroyed by the Enemy or being rendered serviceable to them.—

Upon the whole, I take the liberty of delivering it to you as my clear opinion, that the Frigates ought to be immediately, and with the utmost secrecy, Sunk, either with, or without Ballast (so as to make it next to impossible to raise them without Mens diving, either to unlade, or fix their purchases) and that their Crews should be sent down to the Fleet below, where Sailors are exceedingly wanted.—

If I have stepped out of the line of my duty to make this request, I am persuaded you will excuse it when I add, that the good of the Service not only in my judgment, but in that of others, absolutely requires it to be carried into execution. I have the hon<sup>r</sup> to be [&c.]

G<sup>o</sup>: Washington

L, DLC, George Washington Papers, Series 4. Addressed: "To/The Con<sup>l</sup> Navy Board/Octob: 27: 1777."

1. Continental Navy frigates *Washington* and *Effingham*.

2. For the Navy Board's view on the issue of what to do with the frigates, see Continental Navy Board of the Eastern Department to George Washington, 26 Oct., above.

#### GEORGE WASHINGTON TO THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

Gentlemen

Head Quarters 27<sup>th</sup>. October 1777

I this morning rec<sup>d</sup> your fav<sup>r</sup>. of the 26<sup>th</sup>. I refer you to a letter which I wrote you a few hours ago urging the necessity of scuttling the Frigates immediately. I then imagined that there were a considerable number of seamen on Board of them, but since I have seen the Returns, I think the necessity more pressing. The people on board could not defend them against a couple of armed Boats. An intelligent lad from Philad<sup>a</sup> says they have been bringing Seamen and flat Boats from the Fleet below, and it is more than probable that they may have their Eye upon the Frigates above, I therefore would advise you to sink not only them immediately upon the Rec<sup>d</sup> of this, but every other Vessel capable of being converted into an armed Vessel. The smaller craft and flat Boats that are not wanted to transport troops occasionally to be carried as high up the Creeks and River as possible. The soldiers that were on board the Frigates to be sent under the care of an officer to join their Regiments and the few seamen down to our Fleet. If those Watermen that you mention who are on board private Vessels could be prevailed upon by any means to serve in our fleet till the Frost, it would answer a very valuable purpose, and rather than miss of them I would offer handsome terms. but not so much as to occasion jealousy & uneasiness in these already in Service

L, DLC, George Washington Papers, Series 4. Addressed: "to/Navy Board at/Bordentown—."

## GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Head Quarters [Whitpain, Pa.] October 27<sup>th</sup>: 1777

I am very apprehensive that the Enemy are preparing armed Boats, floating Batteries<sup>1</sup> and Fire Rafts at Philad<sup>a</sup>: with an intent to fall down upon your fleet when they are finished. The *Delaware* Frigate will be of the greatest Advantage to them in covering their smaller Vessels should they attack you. In my opinion there is much greater danger from an attack of this kind, than one directly in your front, because there you have the Chevaux de frise as a defence. I therefore would suggest the expediency of making an attempt to destroy the Frigate and what other preparations they are making, by surprise. I will not pretend to point out the mode to you who must be much better acquainted with things of this kind than I can possibly be, but if you think it can be done no means should be left untried to effect it. I am & P.S. Could not the Frigate be fired as she lays at Anchor in a dark Night—

Df, DLC, Papers of George Washington, Series 4. Docketed: "27 [October] 1777/to/Com: Hazelwood."

1. Washington first received intelligence of the enemy's intention to build floating batteries nine days earlier. On 18 Oct. he wrote Col. Christopher Greene, the commanding officer at Fort Mercer: "I have just received information, that the Enemy are preparing a number of floating Batteries; this is a circumstance that ought seriously to be attended to. Inform the Commodore of it." Washington to Greene, 18 Oct., in Washington, *Writings* 9: 392–94.

## JOSEPH REED TO THOMAS WHARTON, JR.

[Extract]

Norriton, October 27<sup>th</sup>, 1777.

I gave you a short sketch of our affairs and situation to the 25<sup>th</sup> inst. The repulse at Red Bank, and the destruction of a Sixty-four gun ship and frigate,<sup>1</sup> in their attempt on Mud Island Fort, you must have been particularly acquainted with long before this reaches you. Though I have seen many who were witnesses of the whole, I cannot yet satisfy myself whether the ships were destroyed by the fire ships sent down, or red hot balls, but am rather of opinion it was the latter. The enemy had been successful enough to raise the lower chevaux de frise. The gallantry of our brave fellows in the fort has been emulated by the row galleys. Every mouth is open in their praise; and I can assure you, from the best intelligence, that they will come in for a full share of the honour acquired in the defence of the river. I am well informed none of them lay further than half a mile from the enemy, and many much nearer. The sixty-four gun ship, to get clear of a fire ship, was obliged to part with her stern spring, by which means she grounded, with her stern exposed to the dreadful fire of the fort and galleys, which raked her fore and aft. We cannot ascertain the enemy's loss, in that attack, but as there was a boat alongside when she blew up, we may be sure all the hands were not taken off. Many must have been killed during the engagement, and probably more while they were burning, as the galleys kept up an incessant fire of grape-shot on the burning ships and boats which came to their relief. . . . The communication with their shipping has hitherto been kept from the mouth of Bow Creek, (which divides Carpenter's Island from Tinicum,) on the bank, which they have repaired, and so by the Blue Bell. But whether they will think this longer practicable, I very much doubt.

On Saturday I was in Chester, off which lay the *Eagle* and *Somerset* men-of-war, some frigates and transports, about forty in number. None of their people are permitted to come on shore. Wilmington is perfectly evacuated; but their sailors come on shore unarmed at New castle in considerable numbers. . . . I am [&c.]

Transcript, DLC, Peter Force Transcripts, Miscellaneous Letters, R, 2101–5. Three paragraphs of this letter are not printed here. They discuss the British attack on Red Bank, enemy troop movements and designs, the trafficking in goods between the people of Chester County and the British army, and the position of Washington's army. Addressed at top left corner: "Colonel Reed to/Thomas Wharton."

1. H.M.S. *Augusta* and H.M. sloop *Merlin*.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO VICE ADMIRAL VISCOUNT HOWE

My Lord

*Isis* off Billingsport 27 Oct<sup>r</sup> 1777

The *Liverpool* swept one of the Prongs of the Cheveaux de frize Yesterday morning but could not make a trial for want of good hawsers we could not spare ours as we were warping thro' the Weather is too bad to day, but a trial will be made as soon as possible, the success of which I will lose no time in informing your lordship of; I gave particular directions to Capt<sup>n</sup> Linzie who is the advanced Ship & sent an Officer last night to be careful in Protecting as much as possible the return of the Boats, which your Lordship did me the honor to mention in your letter,<sup>1</sup> last night—they saw nothing of the Boats, but Capt<sup>n</sup> Linzie informs me five rebel. Gallies, moved over to Fort Island, Yesterday in the Evening & returned again this Morning, probably this movement was with a view to intercept any boats that might attempt to pass which I thought Proper your lordship should be informed of I have the Honor to be [&c.]

W<sup>m</sup>. Cornwallis

LB, NH*i*, William Cornwallis Papers, Letter Book, 69. Addressed at foot of page: "To/*vis* Howe &c &c &c."

1. 26 Oct. 1777, above.

CAPTAIN HENRY BELLEW, R.N., TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

*Liverpool* off Billingsport  
27 October 1777—

His Majesty's Ship under my Command having on board a Number of Men in a most miserable and distressed situation for want of Beds, Shirts, Frocks, trowsers Stockings & Caps must beg you will be pleased to order a Small supply of each sort from the *Isis* I am [&c.]

Henry Bellew.

LB, NH*i*, William Cornwallis Papers, Letter Book, 70. Addressed at foot of page: "Honble Capt<sup>n</sup> Cornwallis."

CAPTAIN WILLIAM CORNWALLIS, R.N., TO CAPTAIN HENRY BELLEW, R.N.

Sir

*Isis* off Billingsport 27 Oct<sup>r</sup> 1777

I received your letter of this date <sup>1</sup> representing the distress many of the men belonging to his Majesty's Ship under your Command are in for want of Beds & Slops & desiring a supply from the *Isis*—I should have great Pleasure in complying with

your request if it were in my Power; we have a Number of Men in the same situation and no slops to give them I am [&c.]

W<sup>m</sup>. Cornwallis

LB, NHi, William Cornwallis Papers, Letter Book, 71. Addressed at foot of page: "Captain Bellew/*Liverpool*."  
1. Above.

# JOURNAL OF THE CONTINENTAL CONGRESS

[*York*] Monday, October 27, 1777

A letter, of the 24, from General Washington, enclosing copy of a letter from Commodore Hazelwood dated 23; one, of the 23, from Samuel Ward, at Red Bank and of one, of the same date from Robert Ballard, were read:

*Ordered*, That the same be referred to the Committee of Intelligence.

JCC 9: 841.

VICE ADMIRAL VISCOUNT HOWE TO LIEUTENANT GENERAL SIR HENRY CLINTON

*Eagle* Octr the 27 1777 [*in Delaware River*]

Sir

I received and transmitted by the earliest opportunities, the unsealed letters you did me the honor to intrust me with, for Sir W<sup>m</sup>. Howe.

At the same time that I make my acknowledgements for those instances of your obliging confidence, I beg to add my congratulations on the brilliant Success of your Expedition up the North River; which must have been attended with very happy consequences, if Genl Burgoyne had been in a situation to profit by the Diversion. I have the honor to be [&c.]

Howe

L, MiU-C, Henry Clinton Papers. Addressed at foot of first page: "Sir H: Clinton K. B &c &c—."

CAPTAIN ROGER CURTIS, R.N., TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

*Eagle*, [*Off Chester*] October 27<sup>th</sup>. 1777

The Admiral having occasion for as many flat boats as can be collected, desires you will send down Lieut<sup>t</sup> Christian with the Galley<sup>1</sup> and as many of the flat boats he has with him as you can spare, reserving with you, including the Flat boats with the several Ships, as many as are sufficient to embark the detachment at Billingsport should there be occasion for it; but whatever boats you are forced to detain of those that went up with M<sup>r</sup> Christian; it is hoped you will be able to send us the men belonging to them, and that you will have it in your Power to man'n these Boats from the Ships with you strengthen'd as they are by the Men from the *Augusta* I am &c &c

Roger Curtis

LB, NHi, William Cornwallis Papers, Letter Book, 73. Addressed at foot of page: "Honble Capt<sup>n</sup> Cornwallis/*Isis*."

1. H.M. galley *Cornwallis*.



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

October 1777.  
Monday 27<sup>th</sup>

At Single Anchor in Hampton Road  
at 9 AM Fired a Gun and made the Signal for all Boats Mann'd  
and Arm'd which proceeded to the assistance of a Sloop coming  
in. At 11 made Signal for all Boats to Tow the *Carisfort* which Ship  
Weigh'd and Tow'd down to cover the other Boats.

At Single Anchor in Hampton Road  
At noon a Galley and 2 Pilot Boats<sup>1</sup> in pursuit of the Sloop which  
our Boats set on Fire. The *Carisfort* still in Chace Light Winds and  
Rain At 2 Pm the Boats ret<sup>d</sup> having taken [the] Men out of the  
Sloop from Bermudas bound to the Fleet. At 3 the *Carisfort* anchor'd

D, UklPR, Adm. 51/694.

1. Most likely Virginia Navy galley *Hero* and armed boats *Liberty* and *Patriot*. See note to Journal of H.M.S. *Emerald*, Captain Benjamin Caldwell, 4 Oct. 1777, above.

JOURNAL OF H.M.S. *CARYSFORT*, CAPTAIN ROBERT FANSHAWE

October 1777.  
Monday 27<sup>th</sup>

D<sup>o</sup> [At anchor in Hampton Road Virginia]  
At 9 AM Returned Empty Casks, At ½ past 10 the *Phœnix* made  
the Signal to man & arm all Pinnaces D<sup>o</sup> immediately After,  
made the Signal for their chaceing to the NE which we complied  
with, at ½ past 11 she made our Signal to weigh & sent a pilot on  
board us D<sup>o</sup> weigh'd & came to Sail & with the assistance of sev-  
eral Boats from the Fleet to Tow, we gave chace to a Galley & 2  
Armed Vessels, belonging to the Rebels.<sup>1</sup> At Noon point Comfort  
NEbE 1½ mile

First part Mod & Hazy w<sup>th</sup> Rain Middle Fresh Gales Later calm.  
at 2 PM the Rebel Galley & Armed Vessels, Entered the Swatch  
of the Horse shoe & Steered for Back River D<sup>o</sup> fired a Swivel at a  
Schooner Rigged Boat, orderd an officer of one of the Ships with  
his Boats Crew to board her D<sup>o</sup> orderd Her to the *Phœnix* & all  
the Boats to their respective Ships At 3 PM bore up for Hamp-  
ton Road—At 4 anchor'd in Hampton Road in 10 fa<sup>m</sup> water Soft  
ground, Sowels point.

D, UklPR, Adm. 51/168.

1. Most likely Virginia Navy galley *Hero* and armed boats *Liberty* and *Patriot*. See note to Journal of H.M.S. *Emerald*, Captain Benjamin Caldwell, 4 Oct. 1777, above.

MASTER'S LOG OF H.M.S. *RICHMOND*, CAPTAIN JOHN LEWIS GIDOIN

October 1777  
Monday 27

in Hampton Road The Town of Hampton N½W 6 or 7 m<sup>s</sup>  
Sewels P<sup>t</sup> SSE 3 or 4 m<sup>s</sup> & newp<sup>t</sup> news p<sup>t</sup> WBN 5 or 6 m<sup>s</sup>  
AM at 9 Sighted the Anch<sup>r</sup> & Dropt it again. The *Phœnix* m<sup>d</sup> the  
Sig<sup>l</sup> f<sup>t</sup> all Barges & pinnaces mand & arm<sup>d</sup>. D<sup>o</sup> Sent the Barge to  
asist a Sloop Coming into the Road ½ p<sup>t</sup> the *Phœnix* m<sup>d</sup> the Sig<sup>l</sup>

f<sup>r</sup> all Boats to assist the *Carysfort* W<sup>h</sup>. was under Sail to prevent a Galley & 2 Schooners<sup>1</sup> f<sup>m</sup>. hurting the Boats. at noon the Boats Ret<sup>d</sup>. having Set fire to the Sloop Emp<sup>d</sup>. Stocking the Spare Anch<sup>r</sup> Mod<sup>t</sup>. Breezes w<sup>th</sup>. Rain PM Anch<sup>d</sup>. here H.M. Ship *Carysfort*

D, UklPR, Adm. 52/687.

1. Most likely Virginia Navy galley *Hero* and armed boats *Liberty* and *Patriot*. See note to Journal of H.M.S. *Emerald*, Captain Benjamin Caldwell, 4 Oct. 1777, above.

# JOURNAL OF H.M. SLOOP *SENEGAL*, COMMANDER ANTHONY J. P. MOLLOY

October 1777

Point Comfort NEbN 3 Lea<sup>s</sup>.

Monday 27.

Moderate & cloudy wea<sup>r</sup> with some rain laterly: Carpenters emp<sup>d</sup> in stocking the Anchor. At 10 AM: got the Anchor over the side. At 10 a Sloop & schooner standing in the [Bay] the *Phoenix* made the signal for all boats manned & armed & sent them after the sloop.<sup>1</sup> saw two row gallies<sup>2</sup> standing out of Hampton, His Majestys Ship *Carysfort* weighed & gave chase assisted by boats from each ship—

D, UklPR, Adm. 51/885.

1. The sloop was from Bermuda bound to the fleet and was burned to avoid capture by Virginia Navy galleys. See Journal of H.M.S. *Phoenix*, Captain Hyde Parker, Jr., 27 Oct. 1777, above.

2. Most likely Virginia Navy armed boats, *Liberty*, Capt. James Barron, and *Patriot*, Capt. Richard Barron, stationed at Hampton. See note to Journal of H.M.S. *Emerald*, Captain Benjamin Caldwell, 4 Oct. 1777, above.

## VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS

N<sup>o</sup>. 1

Antigua 27<sup>th</sup>. October 1777

Sir

The last dispatch I forwarded you, to be communicated to my Lords Commissioners of the Admiralty; was dated the 24<sup>th</sup>. August;<sup>1</sup> and sent by Captain Everett of His Majesty's Armed Brigantine *Badger* to Jamaica; in Expectation of his getting there in time to save the Packet for England, that had left these Islands only a few days before Captain Everett's arrival; a Duplicate of which I shall also transmit you by this opportunity.

I have the pleasure to inform their Lordships the prosecutions which had been carried on by the Owners of the Non Commissioned Armed Sloop called the *Hammond*; against me, and Captain Dumaresq; are now withdrawn;<sup>2</sup> and that matter finally accommodated; by a Communication of Lord George Germain's Letters, which have given hopes to the Owners of the other Non Commissioned Armed Vessels, that had taken sundry American Vessels; (Condemned as Droit of the Admiralty, but the proceeds to remain in the hands of the Captors 'till his Majesty's farther pleasure was known) that the King will be graciously pleased to give up the proceeds of the whole to the Owners & Crew of such Armed Vessels, as had made Capture of them; they have therefore Voluntarily made a Subscription to pay the Owners of the *Hammond*, such Expences as they had been at, in fitting out &c, of that Vessel, on Condition of satisfaction being entered up in the different Offices, belonging to the Courts of Law here for the Verdicts obtained against me and Captain Dumaresq, which has been complied with; and the whole contest dropped.<sup>3</sup>

Captain Robinson of His Majesty's Ship *Proteus* arrived here from Quebec the 14<sup>th</sup> Instant; and I have ordered him to be assisted by His Majesty's Sloop the *Beaver's Prize*, and to take under Convoy the Trade from these Islands, to Great Britain, and Ireland; with which they are to Sail from S<sup>c</sup> Christophers the 4<sup>th</sup> November; & as complaint has been made to me that it has lately become a practice, for several of the Merchant Vessels, to put to Sea so very badly fitted; it is impossible they can proceed the Voyage, without having their wants supplied at Sea, by the Kings Ships appointed to Convoy them; which assistance the Masters of said Vessels rely on; and thereby occasion great delay in prosecuting the Voyage; and as such practices must prove very prejudicial to His Majesty's Service, by occasioning a needless Expence of Naval Stores; sent out at Great Expence for the necessary Supply of the Kings Ships. I have therefore thought it proper (as it may also prove of particular benefit to the Underwriters) to direct Captain Colpoys (who sees the Trade as far as Latitude 30° N<sup>o</sup>) to take the Captains of the *Proteus*, and *Beaver's Prize*, to his assistance; and go on board all the Merchant Vessels that have applied for Convoy, and strictly to examine & Inspect into their State and Condition and see they are fitted in a proper manner to proceed to Europe at this Season of the Year; and if it should appear to them any of the Merchant Vessels are not so: they are directed to report the same to me, and transmit a Duplicate of such report to the Admiralty board; and not to give any Sailing Instructions to such Merchant Vessels as they judge unfit to proceed the Voyage:

I flatter myself their Lordships will approve of my giving these Orders and directions (and continuing the same hereafter) to the Kings Ships that may be sent to convoy the homeward bound Trade from these Islands. I am [&c.]

Jam<sup>s</sup>: Young.

L., UKLPR, Adm. 1/310. Addressed below close: "Philip Stephens Esquire." Noted on first page: "rec<sup>d</sup> 12 Jan<sup>y</sup> 78."

1. NDAR 9: 800–802.

2. For the legal proceedings initiated by the owners of the Antiguan privateer sloop *Hammond*, see NDAR 8: 64; NDAR 9: 98–99, 800–801, 937–38.

3. Philip Stephens enclosed this paragraph in brackets and made the following notation: "12 Jan<sup>y</sup> Send Ext. [this much] to L<sup>d</sup> G G. for H M inform<sup>n</sup>."

## October 28

CAPTAIN RICHARD PEARSON, R.N., TO VICE ADMIRAL VISCOUNT HOWE

Copy

*Garland*, off Quebec, Octob<sup>r</sup>: 28<sup>th</sup>: 1777.

My Lord,

I beg leave to inform Your Lordship, that after General Burgoyne had passed Ticonderoga and Lake George, and had proceeded on His March towards Albany, I judged it necessary to withdraw Captain Lutwidge<sup>1</sup> and the *Triton's* Men from the Lake Service, with the Approbation of General Sir Guy Carleton, he being of Opinion, as well as myself that the detention of her any longer in this River would be unnecessary; I therefore dispatched Her on a Cruize agreeable to Your Lordship's Orders in that behalf—But in Order to point out more clearly to Your Lordship the past, as well as the present Transactions relative to the Service in Canada, I herewith beg leave to inclose to your Lordship Copies of such Letters, Orders & C<sup>a</sup>: as will fully explain the Situation of Affairs on the Lakes, as well as in the River S<sup>c</sup> Laurence.

On the Receipt of General Sir Guy Carleton's Letter from St<sup>t</sup> Johns the 24<sup>th</sup>. Ultimo, I immediately set out for the Lakes, and took with me Captain Graves<sup>2</sup> of the *Viper* and Sixty Men from the *Garland* but on our Arrival at St<sup>t</sup> Johns I found the Rebels had failed in their Attempt to Storm Ticonderoga, and afterwards at Diamond Island, and that they were intirely dispersed with great Loss. After having remained a few Days at St<sup>t</sup> Johns, in which time I made a proper Arrangement of the Vessels and Men for the defence of the Lakes &c., I returned with Sir Guy Carleton to Quebec, leaving Captain Graves (at the request of His Excellency) to Command the Naval Armament on the Lakes till farther Order.

In a few Days after my return to the *Garland*, I received from Captain Graves the inclosed Letter with the State and Condition of His Majesty's Armed Vessels employed upon the Lakes;<sup>3</sup> in Consequence of which, as well as having daily Accounts of the probability of General Burgoyne's Army being obliged to retreat again into Canada, from His being surrounded by numbers. I thought it expedient (as did General Sir Guy Carleton) that as many Officers and Men should be sent from His Majesty's Ships here, as could possibly be spared [to] give Assistance in securing the Retreat of the said Army across the Lakes; I therefore instantly, for that purpose, sent off Captain Lutwidge of His Majesty's Ship *Triton* (She being at this Time returned to Quebec) with one Lieut<sup>t</sup>, three Mates, three Midshipmen and Eighty Seamen from the *Garland* and *Triton*, none of which with twenty eight I sent up from the *Garland* a few [days] before, are included in the inclosed State of the Lakes.

Two Hundred and Twenty Seamen with Lieutenant Brown<sup>4</sup> of the *Apollo*, Lieutenant Schank<sup>5</sup> of the *Canceaux* and three or four petty Officers crossed Lake George with the Army to Hudson's River, all which I fear from the Accounts we have had lately, are either killed or fallen into the Hands of the Rebels with General Burgoyne and His whole Army; they having been by every late Account said to be surrounded by thirty or forty thousand [Men] between Stillwater and Saratoga, And by the last Account that they had been obliged to Capitulate on the 16<sup>th</sup>. instant.

This will sufficiently point out the urgent Necessity for having a large Reinforcement sent out to this p[lace] as early as it is possible in the Spring.

I must also beg Leave to inform Your Lordship that His Majesty's Schooner the *Magdalen* being found by Survey to be totally unfit for His Majesty's Service, and not capable of being repaired I thought it best and most for the Good of the Service to put Her out of Commission and put her up to Sale at a public Auction—I herewith inclose to Your Lordship the Bill of Sale with a Copy of the Report of the said Survey;<sup>6</sup> and as Her Sails, Stores and every part of her Tackle must have been unavoidably spoiled by letting Her continue the ensuing Winter in her bad Condition, I hope what I have done will meet with Your Lordship's Approbation, having, in this Business, as well as all others, used the utmost of my Endeavors to do every thing for the good of the Service.

His Majesty's Ship *Warwick* being sent out by the Admiralty with a Convoy to this place, arrived at Coudré the 8<sup>th</sup>. instant, And Sailed from thence the 25<sup>th</sup>. agreeable to their Lordship's Order with the Trade of this Province for England. I have the Honor to be [&c.]

R<sup>d</sup>: Pearson.

Copy, UKLPR, Adm. 1/488, 144–45. Addressed at foot of first page: "The R<sup>t</sup> Hon<sup>ble</sup>: Lord Viscount Howe &c. &c. &c." Endorsed: "In Lord Howe's Letter/No 51." Docketed: "Copy/Letter from Captain Pearson to the Viscount Howe dated/28<sup>th</sup>. October 1777."

1. Capt. Skeffington Lutwidge.
2. Capt. Samuel Graves [2].
3. See State and Condition of Armed Vessels on Lake Champlain and Return of Men on Lakes Champlain and George and Hudson River, 13 Oct. 1777, above.
4. Lt. William Brown.
5. Lt. John Schank.
6. Not printed.

## CAPTAIN HECTOR MCNEILL TO THE MASSACHUSETTS COUNCIL

To The Hon<sup>ble</sup>. Council of the Massachusetts State  
Gentlemen

Boston 28<sup>th</sup>. Octo<sup>r</sup>. 1777—

Last Lords day week a certain M<sup>r</sup> Baker who calls himself a Warden did insult a Centinel which I had placed for the Security of the Ships Stores, now altogether on Shore at the head of the Hon<sup>ble</sup>. M<sup>r</sup> Hancocks Wharfe, the Lower Store on that Wharfe is full of them and the Cannon, Cables, Topmasts, yards, Shott and Water Casks takes up the whole Wharfe as far up as the said Store—The Centinel had receiv'd orders to Let no Person Trample upon, nor even go amongst those Articles thus Exposed, either in the Night time, or on the Sabbath, as the officers of the Ship and most of the Men, were then supposed to be absent, either taking their natural rest, or at some place of Publick Worship,—

The reason why Such orders had been givin the Centinel, was—that several attempts had been made Secretly to Stop up the Vents of our Cannon as they lay on the Wharfe—

These with the Cables, Yards, Topmasts, Anchors, Shott Water Casks &c being all Expos'd on the open Wharfe none other Security could be obtained for them Except the Care of the Centinel.—

I therefore Conceive it was my duty to appoint one and that I had an undoubted right to give such orders, and shall still do what I know to be my duty in this respect, oppose it who will—

One thing I am sure of, that none but bad Men would oppose such a Measure, as the Safety of the Ship and Stores depends on the care that we who are intrusted with them may take of the whole—

On Saturday last a Person who call'd himself a Peace Officer, tho' unknown to me applied desiring I would deliver up that person who had been Centinel on the preceeding Sabbath with whom M<sup>r</sup> Baker had the dispute,—this I refused to do being perfectly assured that the Man had only done his duty—and as perfectly Satisfied that M<sup>r</sup> Bakers proceedings was vexatious, Litigious & Spitefull which has been Sufficiently proved by his vile Conduct Last Lords day, for instead of observing the Solemnity of the Sabbath—he (M<sup>r</sup> Baker) had made it his Bussiness to assemble a band of ruffians, who came down the Wharfe in a Body, attack'd and partly disarm'd the Centinel, some of them Seising him behind his back, others attempting to wrest his firelock out of his hand, and one of them actually Snatch'd the Bayonet from the Muzell of the peice, with it Stab'd the Said Centinel, and another person who came to his assistance,—Crying out all the time they were about this unhallowed work, that they would Support Civil Government—

If Civil Government cannot be Supported without such measures as these—let it be remember'd that all Men may make the same pretences for Committing any outrage whatever.—

My reason for not permitting the officer to go on board the ship is obvious to all Men who know the nature of Shipping and the Character of Seamen—in the first place, all Possible Excuses for doing Mischiefe or committing irregularity's Shou'd be totally taken away from Seamen, their boisterous rude nature being but too apt to catch at any occasion that may offer as a pretext for their Leaping the bounds of good Government—for this reason they ought to be Strictly governed and closely employ'd about their duty as much as Possible—This I have made my Study and have Govern'd that Ships Company for several Months last Winter alongside of the Wharfe, without having one Complaint against any of them, and I think I can bid defiance to all who shall accuse them with unruly behaviour out of the Ship, either on the Sabbath or any other day since the Ship has been in this Port—if this be truth as I can abundantly prove, with what face can it be expected I should give up a faithfull Centinel to the Mallice of an officious dirty fellow, who so far from observing the design of his own appointment, was the first who broke through the rules of decency and good order by attacking and disarming a Centinel placed on our own bounds to take proper care of the Stores belonging to the Ship—

Another reason I have for not Suffering Constables to board the Ship, is that every pettyfogger of the Law have it in their power to send such creatures as Constables on their dirty Bussiness—

In this way, groundless, Malicious Prosecutions may be sett on foot—this we have Suffer'd in the Course of last Winter more than once—it may be said the Law points out a remedy—I confess it does,—but I answer that we have something else to do with our time and Money than to spend them both in disputes at Law—

A third reason I have against permitting Constables to Search Ships—is the moral certainty of their receiving ill treatment in the operation,—this would be almost impossible to prevent,—nay I shou'd think from what I know of Seaman that such a man on such an errand would be likely to Loose his life or some of his Limbs—rather then find the person he was in pursuit of.—

Therefore I am sure it will only tend to farther mischief to insist upon it.—

If the Men belonging to the Ship I Command Committ any disorder in the Town or injure the meanest Inhabitant, I Promise to do my utmost that he may be punished according to Law, but if any person comes on board the Ship, or amongst the Ships Stores, or into the Store House hired for the use of the Ship, and there quarrells with my people—I Think they ought to reap the fruits of their own folly.—

On the Contrary whenever a Complaint is brought to me against one of my Men for committing an unlawfull Action, I will deliver up that Man to the officer of Justice ashore,—but I cannot think it prudent to permitt an officer to follow a Man on board the Ship, where it is more than probable he will meet with Dammage rather than find the person he wants.—

The reason of my troubling you with this affair, is that I understand a complaint has been made to your Hon<sup>ble</sup>: Board concerning my refusing Constables Wardens &c a permission to search the Ship—whatever that complaint may be I am ready and willing to make my defence when call'd upon before your Honours, where I make no doubt I shall be heard with Candour—I am [&c.]

Hector McNeill

## JOHN DESHON TO CAPTAIN ABRAHAM WHIPPLE

Sir

Providence Oct<sup>r</sup> 28<sup>th</sup> 1777

I am informed the Ship of[ ] Hog Island is moved,<sup>1</sup> if so (the wind in the Corner it now is, & blowing hard) if you have a pilot on board for N. London you will in my Opinion be Very Safe in Sailing for that port—it is Necessary your Pilott be aquanted in Fishers Island Sound, as it will be Much to your Advantage to Sail that passage in Case you Should be Chaced, however at this time I belive there is but little Danger, the Expedition to Rhode Island I belive is Given Over, which Makes me Very Desirous you Should if Posable Get out of this River<sup>2</sup>—if you agree with me in Opinion, & this wheather Should Continue till to Morrow Morning, & your Ship Can be Got under Way as soon as light, you will no Doubt make Tryal, I wish you to go as Strong maned as you Posabley Can (& the Soldgiers you have on board Volonteers must be Discharged if they Chuse it) at N. London—I shall be Glad to meet you at N London—am [&c.]

John Deshon

L, MiU-C, Abraham Whipple Papers. A copy is at RHi, Abraham Whipple Papers. Deshon was the only member of the Continental Navy Board of the Eastern Department present at Providence, the other board members having returned to Boston.

1. H.M. frigate *Juno*.
2. Providence River.

## BRIGADIER GENERAL JOHN DOUGLAS TO GOVERNOR JONATHAN TRUMBULL

Hon<sup>d</sup>. SirTivertown [*Rhode Island*] Oct<sup>r</sup> 28<sup>th</sup>. 1777

when I wrote last I flatterd myself that before this time I should have had Something more agreeable to write, but have the mortification to inform that after all the fateague & expence that has been made the expedition is given over without affecting the purpose

the troops from the Differant States were generally on the ground before those from Connecticut and it was propigated thro the army that they only waited for connecticut Troops, But that was not the case—

our men was on the ground before it was possible to prepar & collect the boats from the Differant Parts, and to make the Distribution & other preparations that were necessary for the expedition. and I Should not Do Justice to Officers or men if I Did not say they have so conducted that I have the Satisfaction to think they are in as good Standing as any part of the army without exception—

the necessary preparations were so far Compleated and the prospect so good that the Differant Brigades were ordered to parade on thursday the 16<sup>th</sup>. Ins<sup>t</sup>. Ready for embarkation which they Did and appeard in good Spirits, especially the connecticut & Rhoad Island Brigades—

But on the whole it was found that many preparations were Still absolutely necessary to be made before it would be anywise Justifiable to so embark, for which Reasons the Troops were orderd to their Quarters that night, the night following Proved Stormy & so continued the next Day untill too late to collect an army like this Scattered for want of tents or Barracks Perhaps not less than 16 or 18 miles Distant

They were orderd in again Sunday night the 19<sup>th</sup> Ins<sup>t</sup>. & peraded on the Shoar at their Boats below fogland Ferry, the Boats all properly Placed except a part that

belonged to Generals Palmer<sup>1</sup> & Lovel<sup>2</sup> who were so late in coming round the Point<sup>3</sup> that by the light of the moon they were Discoverd & fired upon by the enemy & one man killd & many of their Boats never came up. and what was Still unfavourable to our Design there was so great a Southerly wind that it was Judged impracticable for Boats to pass with troops at that time, it was also fair to Bring the man of war Instantly among us,<sup>4</sup> who then lay not more than 2 or 3 miles Distant, from the movements of that night the enemy Discoverd where the attack was to have been made and the next Tuesday Day<sup>5</sup> two Ships and a tender was Sent to block our proceeding in that way<sup>6</sup>—it was then Judg'd best to attack in a Differant quarter (viz) between fogland and Howlands ferry—the weather unfavourable untill thursday the 23<sup>rd</sup>. Inst on which the troops were orderd in & with much fateague the Boats were carried & Drawn about 120 Rods by land from the head of one Creek to another & movd to the place agreed on for embarkation<sup>7</sup>—the night proved wet & So great an appearance of a Storm that it was not Judg'd prudent to proceed—after which many of the militia from y<sup>e</sup> massachusetts & Rhoad Island States whose times were near out began to Desert as twas Said thro fear they Should be Detaind on the Island beyond their limited time. the weather Still unfavourable no movment was made untill sunday the 26<sup>th</sup>. when all were orderd to perade again near the place of embarkation and the numbers to be taken & by Reason of sickness & Desertion no more could be collected than 5367 including officers & Boatmen and many of them too much Disaffected to be Rely'd on.

the weather Still wet and likely so to continue a council was again Called at which the Gen<sup>l</sup>s, and commanding officers of Reg<sup>ts</sup> were present, and calld upon to give their Sentiments and were unanimously of the opinion that the time is so far Spent the Army Depreciated and many of them to[o] much Disaffected to be Rely'd on, under the present situation of affairs it was not Justifiable to make further attempts to push the expedition at this time and altho I am Sensible that Gen<sup>l</sup> Spencer who has appeard anxiously engag'd in the affair Did every thing to expedite he was capable of Doing yet it was not in his power to have the necessary necessary preparations compleated Sooner than about the time abovementioned, Since which by the appearance of the wind and weather on which our success Did much Depend, the Stars in their courses have appeard to be against our proceeding, and altho I am Sensible that the Judgment of the Vulgar part of the world is generally form'd according to the success of the enterprise yet the more candid whose esteeme I ever wish to merit I trust will at least Suspend their Judgment untill Rightly inform'd of the true State of affairs, on which I am free to Risque my Reputation.—who have the Honour to be [&c.]

J Douglas

L, Ct, Jonathan Trumbull Papers, vol. 7, part 2 (November–December 1777), 149a–d. Addressed: "To His Excellency/Jn<sup>o</sup> Trumbull Esq<sup>r</sup>/Lebanon." Docketed: "28<sup>th</sup>. Oct<sup>r</sup> 1777./Brigadier Douglass/de Rhode-Island Expedition/rec<sup>d</sup> Ⓜ Maj<sup>r</sup> Kingsberry."

1. Brig. Gen. Joseph Palmer, Massachusetts Militia.
2. Col. Solomon Lovell, Massachusetts Militia.
3. South point of Fogland.
4. H.M. sloop *Kingsfisher*.
5. Oct. 21.
6. H.M. frigates *Syren* and *Unicorn* with armed schooner *Lady Parker*.
7. From Nonquit Pond to Nannaquaket Pond and then to Sapowet Point.



DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 28<sup>th</sup> Oct<sup>r</sup>—Rain most part of last night, and all this day. Strong wind at N.E., and very cold.

This weather is extremely unfavorable for the Rebels, if they mean to make an attack on us. . . .

A man who says he was a Marine on board The *Fox* Frigate, when she was taken, and has been confined on board The Rebel Galley,<sup>1</sup> above three weeks, made his escape from her, and came over to us last night. He positively asserts that the Rebels intended to land below Fogland ferry the night of the 19<sup>th</sup>, but that finding we had discovered their boats in motion, and the wind rather against them, they put it off. He says one man was killed, and another had his arms shot off in one of their boats as they passed our battery. That many of their boats have since returned to Quaket pond,<sup>2</sup> where they now have about 200 of all descriptions. That they were in their boats again the night of the 26<sup>th</sup>, and intended to land near Howland's bridge; but the wind rising a little, with some rain, the attack was given over. That they have about 9,000 men assembled for the attack of the Island, and have a good many Cannon. That the time for which the greatest part of thier men are engaged expires the last day of this Month; and that he heard some of the Officers of the Galley say, orders had been given not to send any more provisions to Howland's ferry. He says the Galley mounts 2. 18 p<sup>rs</sup> 2. 9 p<sup>rs</sup> 4—6p<sup>rs</sup> 2. 4 prs, and 10 Swivels, and that there are but 22 persons on board her, all of whom except one, call themselves Officers.

Mackenzie, *Diary* 1: 205–6.

1. Rhode Island Navy schooner galley *Spitfire*, Capt. Joseph Crandall.
2. Nannaquaket Pond.

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir    Head Quarters [*Whitpain, Pa.*] 28<sup>th</sup>. October 1777—

In consequence of your representation of the Weakness of your Fleet,<sup>1</sup> I have order'd a return of Sailors in the Army to be made to me, & find they amount to more than 100, which will March with a Detachment for the Forts, as soon as the weather will permit This Reinforcement, I expect, will amply Supply your wants, & enable you to give every assistance to the Forts that can be reasonably expected from you, and as their Strength will be greatly augmented, it is my most earnest desire, that every mode may be adopted, by which your force may be brought to Co-operate against the designs & approaches of the Enemy. & that a mutual Confidence & perfect understanding may chearfully take place

The Ammunition which you have & will receive is to be considered sent for the use of the whole, & distributed Accordingly

As there is a greater possibility that the reduction of the Forts might be effected by surprize than any other means you will see the necessity of giving them every Aid by your Gondolas & Guard Boats, as may effectually prevent any mischance of this kind I am &c

GW

Df, DLC, George Washington Papers, Series 4. Addressed at foot of page: "Com<sup>o</sup>. Hazlewood." Docketed: "To/Comodore Hazlewood/Oct<sup>r</sup> 28<sup>th</sup>. 1777—."

1. Commodore John Hazelwood to George Washington, 26 Oct., above.

GEORGE WASHINGTON TO LIEUTENANT COLONEL SAMUEL SMITH

[Extract]

Sir

Head Quarters [*Whitpain, Pa.*] 28<sup>th</sup>. October 1777

... I have ordered a very handsome detachment for the reinforcement of Forts Mifflin and Mercer and the Gallies they have been ready since yesterday but the weather has been such, that they could not march. When they arrive, the duty will not be so severe, and if the men that you carried down at first can possibly be spared they shall be relieved. I will send them down necessaries out of the first that arrive from Lancaster. You seem to have mistaken the Commodores meaning. From his letter <sup>1</sup> I understand that he will always assist you whenever it is in his power. He tells you that in rough Weather his Gallies and armed Boats cannot live and therefore guards you against expecting much assistance from them at such times. I beg you of all things, not to suffer any Jealousies between the land and sea service to take place. Consider that your mutual security depends upon acting perfectly in concert. I have wrote to Col<sup>o</sup>. Green <sup>2</sup> to afford you every possible assistance from Red Bank till the reinforcement gets down. ... I am &c

Df, DLC, George Washington Papers, Series 4. Six sentences of this letter are not printed here. They relate to a dispute over rank between Samuel Smith and Lt. Col. John Green and to the state of the enemy's works on Province Island. Addressed at foot of last page: "L<sup>t</sup> Col<sup>o</sup> Smith." Docketed: "28 October 1777/to/L<sup>t</sup> Col<sup>o</sup> Smith."

1. Commodore John Hazelwood to Colonel Henry Leonard Philip Baron D'Arendt and Lieutenant Colonel Samuel Smith, 26 Oct., above.

2. Letter not found.

MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY TO  
LIEUTENANT COLONEL ALEXANDER HAMILTON

[Extract]

[*Fort Mifflin, October 28, 1777*]

... The Gallies which ought to be a Security to us, are absolutely useless—they have withdrawn to the Jersey Shore, the Channel between us and Province Island is perfectly clear and if the Enemy choose to make a descent here as I have no doubt they do—we cannot hinder them.

... The morning of the 23. the Enemy began a heavy fire from their batteries—their Vessels which had pass'd the Bilingsport Chevaux de frise kept up a Cannonade part of the morning, and our Situation began to be very critical when luckily one of our Bullets or one from the Fleet set fire to the *Augusta*, a 64 Gun Ship which was nearest our battery and did us most mischief—another Vessel <sup>1</sup> of 20 Guns was likewise burnt, the firing from the Land ceased, the Enemys Fleet retired and we had the Victory. ...

Copy, DLC, George Washington Papers, Series 4. Twenty-six lines of this letter are not printed here. They describe the weak state of Fort Mifflin's defenses, possible British stratagems to take the fort, and enemy activity on Province Island. Docketed: "Baron Arendt &/Major Fleury. 28<sup>th</sup> &/29<sup>th</sup> Octob: 1777—." Notation at top of page: "Major Fleury's Letter 28<sup>th</sup> October 1777."

1. H.M. sloop *Merlin*.

## CAPTAIN WILLIAM CORNWALLIS, R.N., MEMORANDUM

Memor<sup>m</sup>.*Isis* of Billingsport Oct<sup>r</sup> 28<sup>th</sup>. 77.

In Case the Port of Billingsport, should be attack'd, & it should be judged proper, that the Flat Boats, Long Boats, & all the boats that are not upon Guard, proceed without loss of time to the shore, to be in readiness to take of the Troops, or to give such assistance to Cap<sup>n</sup> Owen, Or the commanding officer for the time being, as he may require.—

If in the Day a Dutch Pend<sup>t</sup> will be hoisted at the Foretop Gallant mast head.—

If in the night 2 lights one over the other at the Ensign Staff & fore 2 Guns or burn 2 false fires A Boat with a Petty Officer from the ships undermentioned to be rowing, or lying at Grapnel close in shore, if there Should be an Alarm to come immediately on board the *Isis*.—

The *Isis* boat to be there untill Eleven.—

The *Roebucks* from Eleven till two.—

The *Liverpool's* from two till five.

The *Isis*, *Roebuck*, *Liverpool*, *Pearl* to send two Guard Boats every night on board y<sup>c</sup>. advanced ship to take it in turn according to Seniority, to send a Commission'd officer to command. The *Isis* sends this night.—

Signals for the Guard to go to the advanced Ships, at Sunset, A Dutch Jack will be hoisted at the Mizzen Peek on board the *Isis* at 4 O'Clock in the Afternoon.—

If at 8 in the Evening A Red Pendant at the same place.—

At Nine A White D<sup>o</sup>. D<sup>o</sup>.

At Ten A Blue D<sup>o</sup>. D<sup>o</sup>.

At Eleven A Yellow D<sup>o</sup>. D<sup>o</sup>.

At Twelve A Dutch D<sup>o</sup>. D<sup>o</sup>.

N B If the Boats are to go at half an hour after the different Noons above mentioned the Pendants will be hoisted half up.—

LB, NH*i*, William Cornwallis Papers, Order Books.

## VICE ADMIRAL JAMES YOUNG TO THE EARL OF SANDWICH

My Lord—

Antigua, October 28th 1777.

I hope your Lordship has received my letter of the 25th of August acknowledging the honour of yours of the 27th of June. I now have the pleasure to acquaint you that the dispute between me and the owners of the privateer is, by the assistance of the general, settled without any more expense to us: those who had taken prizes paying the damages I was cast for to the owners of the *Hammond*, who had not taken any; and entirely quashing the verdict obtained against Captain Dumaresq, that being so scandalous a proceeding I would not admit of any compromise.

Since my last, nothing material has happened to acquaint your Lordship with, only that within this month the French have sent out a 64-gun ship and 5 large frigates. They say it is to protect their trade from insult. They did not arrive all together, but one or two at a time. They have also a great many troops in their islands, it is said ten thousand. They cruise about as our cruisers, and they sometimes meet. Whether they would take upon them to protect any rebel vessels we might fall in with in their sight,



*Captain William Cornwallis*

is uncertain; but it is not unlikely such a thing may happen, as now begins the time of year they will push out. When the weather is so bad on their coast, our ships can't keep the sea; if the French should, it might bring on disagreeable consequences, as at present they may be troublesome, though it is now said one or two of the frigates are gone to St Domingo as well as a large ship or two. I hope, if known in England they collect ships in this manner, some more will come here.

I took the liberty in my last to your Lordship to request relief early in the year, and to leave the station in May; for three years in this climate is full long enough, especially when forced in order to carry on the service to be confined to this island. I now beg leave to renew my request, as also permission to give my son post; Captain Dumaresq, as I got it for him, being very willing to give up the *Portland* when ordered home. I am [&c.]

Jam<sup>s</sup> Young

*The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty, 1771–1782*, edited by G. R. Barnes and J. H. Owen, 4 vols. (London: Navy Records Society, 1932–38), 1: 402–3.

“EXTRACT OF A LETTER FROM A MATE OF THE *DERBY*, TO HIS BROTHER  
IN LIVERPOOL, DATED DOMINICA, OCT. 28, 1777.”

“We left Bonney<sup>1</sup> on the 8th of August, with 349 slaves, and buried ninety, and ten white men on the passage. On the 7th of October, lat. Barbadoes, and 58 deg. west longitude, we fell in with the *Fly* sloop of 12 four pounders, and 95 men, Thomas Palmer commander, whom we engaged and beat of three times. On the 9th, the *St. Peter*, a ship of 18 six pounders and 130 men, Samuel Chace, commander, hove in sight, and joined the *Fly*. We then struck to the ship, as we found it impossible to keep them both off, having but 32 men and boys on board, and only 20 able to do duty. They carried us into Port Trinity in Martinico, where they sold the slaves; the officers of the *St. Peter* bought our ship, intending to fit her out for a privateer.—Captain Rimmer went from hence over to Martinico, accompanied by a king's officer, dispatched by the governor of this island, to demand the ship again;<sup>2</sup> but they were not allowed to be introduced to the governor of Martinico, and were under the necessity of coming back without any answer to our governor's demand.—It is probable captain Rimmer may be censured by some persons for losing his ship, but he behaved during the actions with the spirit and bravery of a Briton.”

*London Packet, or, New Lloyd's Evening Post*, 19–21 Jan. 1778.

1. Bonny, in present-day Nigeria, at the mouth of the Bonny River, part of the Niger Delta.

2. See Thomas Shirley to the Marquis de Bouillé, 17 Oct. 1777, above.

## October 29

### DEPOSITION OF WILLIAM PITTS

This is to certify whom it may concern that on my Passage from St<sup>t</sup>. Johns Newf<sup>rd</sup>. Land to the Island Barbadoes in y<sup>e</sup>. Brig *Wilkes* the property of M<sup>r</sup>. Robert Bulley of St<sup>t</sup>. Johns afore said & about Eight Leagues from s<sup>d</sup>. Island was chased and taken by a Sloop

Privateer or pirate called the *Intrepid* of Martinico of twelve Guns four Pounders & Swivells fitted out by Merchants there John Littler Cap<sup>t</sup> who told me he was born in France but Married in New England & had his Commiss<sup>n</sup> from one Bingham who I hear resides at Martinico the said Littler was the only Person who could speak English of the whole Crew which was Ninety five he told me Men & boys there was a French Captain besides him who was one of Martinico on my first going on board him he told me that he would Stab me & all the Crew had they Fired one Shot more having fired three before I brot to & on bringing to they swam along side & boarded me the privateer being close to us on our Quarter he called me a Scoundrell for not bringing to when I saw the thirteen Stripes & gave me other Abusive Language after being on board two Days he treated me very well but upon coming on Shore the French Capt<sup>n</sup> Ordered my Chest to be opened & took the best of my Cloaths Hatt Quadrant Watch Books &c

S<sup>t</sup> Johns Newfoundland

October 29<sup>th</sup>. 1777.

This day personally appeared William Pitts, lately Master of the Brigg *Wilkes*, and Made oath on the Holy Evangelists that the above contents are true

Before me

Edward Langman

Just: Peace

D, UKLPR, C.O. 194/34, 15. Enclosed in Vice Admiral John Montagu to Lord George Germain, 11 Jan. 1778, *ibid.*, 13–16.

#### JOHN WENDELL TO CAPTAIN JOHN PAUL JONES

Respected Sir

Portsmouth Oct<sup>r</sup> 29<sup>th</sup> 1777

As my Son Mr Dan<sup>l</sup> Wentworth Wendell is desirous of engaging into the Continental Service, I am writting to indulge his Inclination, altho I should much rather he should remain ashore, as it is in my Power to provide for Him otherways, and as you have been so kind as to rate him a Midshipman on the *Rangers* Books, I take y<sup>e</sup> Earliest Oppertunity to thank you for the Favour, and must beg the Continuance of your Regard to him, as he may merit them by his Behaviour, Your Civilities may induce him to remain in the Service; when you find him qualified for Promotion I know it will be in my power to procure it, If you should quitt the *Ranger*, and my Son should rather incline to remain w<sup>h</sup> L<sup>t</sup> Simpson, as being his Kinsman I would wish your Compliance with his Request, as I w<sup>d</sup> not willingly controul his Inclinations least he might be tempted to quit the Service

I give him my full Liberty to draw his whole Pay, Bounty, and Prize Money, if any, and to apply it to his Expences in procuring Cloathing &c<sup>a</sup> to be a Credit to his Officers, I would have him be as little connected with the Ships Crew as his Duty may admit of, and I shall gratefully return every Favour you may indulge him in, It is natural for a Parent to be solicitous for a Child he is fond of and when you can with Propriety grant him any I hope he will not be wanting in his Acknowledgem<sup>ts</sup>

I shall ask M<sup>r</sup> Simpson for his Assistance in Qualifying him for Promotion and to keep him to his Duty and Studies, so as to make him an accomplish'd Gentleman, as I have plentifully to bestow upon him when he may want it—I have not to add further on this Subject than my Wishes for your Health & Happiness, Success and safe Return

With respect to the Matters we conversed about I shall not be wanting in my Representation, and any other Matters you would wish to communicate through the Channel of a Friend you need only to command me, I have the Vanity to assure you that I have an extensive Acquaintance with Seven or Eight Members my most intimate Friends & the President marrying with my nearest Kinswoman<sup>1</sup> besides a personal Acquaintance before

You may rely on it that by my Representation you shall at least continue the Rank you now hold if not be restored to the Rank you were justly intitled to by priority and Merit, and as I shall bend my Interest to support yours, we may reciprocally serve each other, and for that Purpose I would propose to you, that if you shall receive the Frigate and find my Son deserving as you will have an Opportunity of experiencing, if you can promote him to a third Lieutenancy on board her, he will be immediately in a Line of Promotion, and will give great Pleasure to Me and his other Friends, This will be a favour that shall be requited in a Manner you may not be apprehensive of, at present,

M<sup>r</sup> Frankland<sup>2</sup> will not oppose it when he knows that it is for a Grandson of his Old Friend, Col<sup>o</sup>. Wendell of Boston, a Nephew of Col<sup>o</sup>. Josiah Quincy of Brantree and a Cousin of President Hancock and a Grandson to his Old Friend M<sup>rs</sup> Pascal<sup>3</sup> of Portsm<sup>o</sup>: and a Nephew of Col<sup>o</sup> Josh Wentworth that by promoting such Young Gentlemen of family it strengthens the political Connection of y<sup>e</sup> Country. I shall most gratefully acknowledge the Receipt of your Letters, at all Times, and be assured that you shall be more known by Congress than you have been and I dare venture to promise, you will not be undervalued—I am with real Sincerity D<sup>r</sup> Sir Your ready sert.

John Wendell

I have given my Son a Letter to Mess<sup>rs</sup> Lane Son & Fraser Merch<sup>ts</sup> in London for a Credit in France for £100 Sterling, please to put him in a Channel how to receive it thro' the Gentleman who shall have the Concern of your Ship.

L, DLC, Peter Force Collection, Papers of John Paul Jones, 6660–61. Addressed: "John Paul Jones Esqr/Commander of the Continental/Frigate *Ranger*—/in Portsm<sup>o</sup> Harbour/New Hampshire."

1. Dorothy Quincy Hancock, daughter of Edmund Quincy and Elizabeth Wendell.
2. Benjamin Franklin.
3. Ann Chandler Pascal.

#### CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE

Gentlemen

*Ranger*, Portsmouth 29<sup>th</sup>. Oct<sup>r</sup> 1777.

Inclosed you have copies of my letters to you from here Since I took this Command.—Also a complete Inventory of the *Ranger* and all her Stores together with a Copy of the Muster Book—Whereby it appears that the Ship hath been Manned for near two Months Past.—With all my industry I could not get the single suit of Sails completed Untill the 20<sup>th</sup>. Current—Since that time the Winds and Weather hath laid me under the necessity of Continuing in Port.—At this time it Blows a Very Heavy Gale from the NE—the ship with difficulty Rides it out with Yards and Topmasts struck and whole Cables a Head.—When it clears up I expect the Wind from the N.W. and shall not fail to embrace it Altho' I have not now a spare Sail nor materials to Make one.—some of those I have are made of Hossings.—Had not every Officer of mine exerted himself in procuring Materials the *Ranger* might have lain in Port longer than the *Raleigh*. I never before had so disagreeable a service to perform as this which I have

now Accomplished and of which another will claim the Credit as well as the profit.— However in doing My utmost I am sensible that I have done no more than my Duty.— I have now to acknowledge the honor of having recived your Orders of the 6<sup>th</sup>. Ult<sup>o</sup>. so that I have before me the pleasing prospect of being the welcom Messenger at Paris of the Joyful and important News of Burguoyne's Surrender &<sup>ca</sup>. &<sup>ca</sup>. I have received dispatches from the Council of the Massachusetts for the Commissioners ꝓ Express.—I shall not therefore go out of my Course Unless I see a fair Opportunity of distressing the Enemy and of rendering Services to America.—I have the honor to be [&c.]

J. P. J.—

L, DNA, PCC, item 58, 113–14 (M247, roll 71). Addressed: "The Honorable/The Marine Committee." Docketed: "*Ranger* N<sup>o</sup>. 29./Portsmouth 29<sup>th</sup>. Oct<sup>r</sup> 1777./Copy of a letter to the Hon<sup>ble</sup>/The Marine Committee." Enclosures not found.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL

Hon<sup>d</sup> Sir

Boston 29<sup>th</sup> Oct 1777—

I had the honor of your obliging favor by Capt Perkins, inclosing a power to act in all Maritime affairs, in behalf of the State of Connecticut, in the State of Masachusetts Bay—Capt Perkin's Son handed it to me just before the important Tryall of the *Weymouth* Packet, my Appearance was demanded as soon as the Court was open'd, which when Presented was put on file by the Clerk, and the Court demanded my instructions relative to the Tryall, which (to prevent an additional expence to both parties) I answer'd were to have the Question decided whether she was a Kings Vessell of Warr, properly Commissioned to Annoy & distress the American Trade & Navigation or in other words, whether she was a Man of Warr—The Tryall continued untill 9 °Clock PM when the Judge gave the charge to the Jury, who this Morning return'd a Verdict in favor of the Captors solely.—This was the most important Tryall since the Commencement of Hostilities, each party had two Attornies, whose pleadings were full, and, did them honor, every thing on both sides, was said, and every person in Court, I might have said Town, who have spoke about it were of the mind, that by the resolves of Congress, she belong'd to the People.—I did not appeal, but if I am so instructed will do it yet, it will oblige me, if your Excellency will favor me with a line by the return of the Post—I mention'd to Capt Perkins, that the 1/20<sup>th</sup> belonging to the Commander in Chief I would take charge of, which (with the 1/20<sup>th</sup> of Capt Smedley's Prizes amounting to £ 394..6 LMy) I shall hand to your Excellency by the first safe conveyance.—

A perticular account of the Proceedings shall be sent by the next post.—my hon<sup>d</sup> Father desires his duty, we both sincerely congratulate your Excellency on the success of our Arms at the Northward—several friends of Capt Manley<sup>1</sup> in this place hearing that a Cartell is settled, desire Capt Judd<sup>2</sup> or the Gentleman who came with him, would inform Capt Manley, that his family and friends are all well.—I remain [&c.]

Sam Eliot

L, Ct, Connecticut Archives, 1st Series, vol. 9, 208. Addressed: "Gov<sup>r</sup> Trumbull." Docketed: "29<sup>th</sup> Oct<sup>r</sup> 1777/Samuel Eliot Jn<sup>r</sup> Esq<sup>r</sup>/de Judgm<sup>t</sup> on the *Weymouth*."

1. Capt. John Manley.

2. Capt. William Judd of the *Weymouth*.



JOURNAL OF H.M. SLOOP *KINGSFISHER*,  
COMMANDER ALEXANDER GRAEME

October 1777

Wednesday 29<sup>th</sup>.

Ditto [At anchor in the Seakonnet passage Rhode Island]

2 A.M. heard a gun fired from the rebel shore and saw a number of flashes of guns fired from Fogland Ferry at a number of rebel boats supposed to have in troops with an intention to land on the Rhode Island side<sup>1</sup> at 6 A.M. guard Boat returned people employed in cleaning ship fore & aft—

D<sup>o</sup>. W<sup>r</sup> [Fresh gales and heavy weather with hard rain] latter part moderate breazes and clouday weather at 4 P.M. hove up and stood further up the river and nearer the rebel shore at 6 P.M. came too a little below the black point with the small bower and veared to ½ a cable at 7 P.M. came and anchored here his Majestys row galley the *alarm* at 8 P.M. Long Boat rowing guard

D, UKLPR, Adm. 51/507.

1. American militia attacking Howland's Ferry on the island of Rhode Island.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

At a meeting of the Governor and Council of Safety at Hartford the 29<sup>th</sup> of October, 1777.

*Resolved*, That Thomas Mumford, Esq<sup>r</sup>, be and he is hereby directed to examine the state and circumstances of a certain large prize ship now in New London harbour, and whether she be fit and proper to be used as a prison ship; and in case she is fit for that purpose to treat with the owner or owners of the ship for the purchase or hire of the same for said use, and receive his or their terms, and report the same with his opinion of said ship to his Excellency the Governor as soon as may be.

Hoadly, ed., *Public Records of the State of Connecticut*, 2: 453–54.

*CONNECTICUT JOURNAL*,  
WEDNESDAY, OCTOBER 29, 1777

New-Haven, October 29.

Monday the 20th Instant the Sloop *Polly*<sup>1</sup> of 14 Guns, Eliphalet Roberts, Commander, was drove ashore on Nantucket, by two British Cruizers:—the People landed some of her Guns, and firing on the Enemy, prevented their destroying her; she has since been got off, and is arrived in Holmes's Hole:—Jared Miles, the First Lieutenant, was slightly wounded in one of his Thighs. The Sloop was on her Return from an unsuccessful Cruize, having taken nothing.

1. Connecticut privateer sloop *Polly*, Eliphalet Roberts, commander, was commissioned on 27 June 1777 and was owned by Adam Babcock & Co. of Norwich. She mounted 12 guns and was manned by 100 seamen. DNA, PCC, item 196, vol. 11, 106.

## LETTER FROM CONTINENTAL ARMY CAMP

[Extract]

*Camp 13 Miles from Philadelphia, October 29th, 1777.*

SIR,

... Early in the morning of the 23d, six of the enemy's ships warped through the lower row of Chevaux de frise opposite to Billings's Port, which was at first intended to have been defended by batteries, but afterwards rejected through the plan of defence, as being too extensive. The enemy had been some days busied in removing part of the Chiveaux-de-frize from this tier, in doing which, as it was not defended, they found no other difficulty than the labour. After they had all warped through, they made for the upper ties [*tier*], distant about two and half miles, defended by the batteries on Mud-Island, called Fort Mifflin, and the gallies. When they came within proper distance, they commenced a very furious engagement from three of their nearest ships (the river not being broad enough for more to fight) with the gallies and fort. The cannonade was prodigious, and lasted without intermission six hours, at which time the ships being much disabled, retreated; but the tide being considerably ebbd, and being embarrassed with the fire vessels the gallies carried upon them, two ran aground and were set on fire by the crews, who deserted them, and soon after blew up, with horrid explosions, which were heard an hundred miles in the country. One was the *Augusta*, of 64 guns; the other a frigate,<sup>1</sup> whose name we have not heard. The remaining ship<sup>2</sup> that was in the engagement, was more fortunate, she being exceedingly shattered, was towed through the lower Chevaux de-frize. The three ships not in the engagement retired without damage.

These events; considerable in themselves, will have still more considerable consequences.

Philadelphia being situated between two unfordable rivers, is a dangerous post for an enemy to occupy, without having the entire command of the rivers or the country. The American army prevents a communication with the latter, and the gallies and [batteries] by the Delaware. The enemy have now to row their supplies from their shipping at Chester, 15 miles distant, by a communication over Schuylkill, which renders the convoys dangerous, and liable to be [lost] upon the least intelligence being given. Hitherto they have brought them in the night only, but even then they narrowly escape.

This is the situation of the enemy at Philadelphia: they must either get possession of the river, at every risque, and open a communication by water, evacuate the city, or submit to more inconveniences in a blockade, while we can keep the field, then at Boston. . . .

*Independent Chronicle*, 21 November 1777. Two paragraphs of this letter are not printed here. They describe British maneuvers following the Battle of Germantown including a detailed description of the 22 Oct. assault on Fort Mercer.

1. H.M. sloop *Merlin*.

2. H.M.S. *Roebuck*.

## JOURNAL OF CAPTAIN JOHN MONTRESOR

*[Carpenters Island, Pa.]*

[October] 29th. The Storm continues at N. E. but neither so violent either in wind or rain. The weather too bad for work. Parties however of the seamen attempting

to collect the Bridge and some carpenters squaring for another. Gallies attacked our lower Batteries<sup>1</sup> with Grape but drove off. An express went to the Fleet. One Deserter came in. The Floating Batteries retarded in their building by the weather.

Montresor, *Journals*, 471.

1. Probably the Pest House battery on Province Island and the middle and right batteries on Carpenters Island.

# JOURNAL OF MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY

[Extract]

[Fort Mifflin, 29 October 1777]

... at 3 OClock we had a mind to make some Attempt upon the Enemy's Batteries<sup>1</sup> overflow'd and unfit for Service—3 Galleys came to help us but the want of concert or deficiency of boats disappointed our Enterprise. the Result of which was only a few Cannon Shot from us and some Bombs thrown into the Fort—The firing ceased by mutual Consent. The night has been quiet and the Tide more moderate—The same Tide which troubled us produced greater Derangement in the projects of the Enemy.—Their Bridge over the Schuylkil was broke by it, and 12 of their Boats six of them large ones, with a number of Plank drifted to us. Their works on province Island appear but little Injur'd except that they are in the water as we are. . . .

Copy, DLC, George Washington Papers, Series 4. Sixteen lines of this entry are not printed here. They describe the damage to Fort Mifflin caused by heavy rains and flood tides and enemy activity on Province Island. This entry is part of a multi-date journal entry covering 27–30 October 1777.

1. Probably the Pest House battery on Province Island and the middle and right batteries on Carpenters Island.

# COMMODORE JOHN HAZELWOOD TO THOMAS WHARTON, JR.

Sir

On board the *Chatham* Galley [Delaware River]

October 29, 1777

I have received Your Excellency's letters of the 17<sup>th</sup>. & 24<sup>th</sup>. of Oct<sup>r</sup>.<sup>1</sup> & we thank his Excellency & the Council for their good opinion of our Fleet & I hope our behaviour for the future will meet your approbation, & altho' we have lost 250 or more Men thro' cowardice or disaffection, yet with the remaining few we have left we are determined to spend the last drop of our blood in the defence of this pass & our Country & all those in Action with me those two days you have heard our Cannon behaved like brave & spirited Officers & men; & I hope in our future trials we shall give you more & more of our attachment to our Country & cause in which we are engaged; but we are now very weakly Mann'd from desertion kill'd & wounded, & have press'd on General Washington to spare us 200 Men he promis'd me, but as yet none is come—I now shall give you the particulars of those two days Action on the 22<sup>d</sup>. & 23<sup>d</sup>.—On the 22<sup>d</sup>. about 4 OClock the Attack was made on the Fort at red bank in which a part of our Galleys was engaged in flanking the Enemy round the works & was of great use there, the rest of the Galleys & floating Batterys were engaged with their Ships who had raised the two Chevause de Frieze at Billinsport some time before. The Ships that came up was the *Augusta* a new 64, the *Roebuck* 44, two Frigates,

the *Merlin* 18 Guns & one Galley<sup>2</sup> of a 32 Pounder all which we drove down, & in going down the *Augusta* & *Merlin* ran aground below our upper Chevaus de Frieze, which which we discover'd early in the morning of the 23<sup>d</sup>—Immediately hoisted the Signal to engage them & soon after the engagement became general—We had engaged our 12 Galleys & the two floating Batterys & all behaved extreemly well, the rest of our Fleet could not be brought timely to act with us—We had against us, the *Augusta* of 64 who had her broadside below and aloft constantly playing on us, with the *Roebuck* & two Frigates & their Galley, & had the *Roebuck* laid fast, she would have shared the same fate; but she was drove from her station before the *Augusta* got on fire, We are told by a deserter since, that the *Augusta* lost 150 or 160 Men Kill'd & drowned, as a great part of her Men was obliged to jump overboard. The *Roebuck* had 6 kill'd & 10 Wounded—Dear Sir, if you have any influence on General Washington, I beg you will use it with him to send me 250 Men to reinforce our Fleet, for we cannot Mann half our Galleys to go to Action—I have repeatedly wrote him, but have nothing but promises from time to time; & believe me Sir, without the Fleet is kept up, you will never get your City nor shall we be able to hold out much longer; but had I Men, I think I could drive all the force they could bring against us; but how can a man discharge such a trust as I have on me, half Mann'd, without being disgrac'd; give me but this number of Men & all is safe—having not to add, am Sir, [&c.]

John Hazelwood

L, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed: "To/His Excellency/Thomas Wharton Esq<sup>r</sup>/Lancaster." Docketed: "From Commodore Hazelwood/Reced Nov<sup>r</sup> 4th. 1777." Notation at head of letter: "Commodore Hazelwood to Pres Wharton 1777."

1. Pennsylvania Council of Safety to Commodore John Hazelwood, 17 Oct., and Pennsylvania Supreme Executive Council to Commodore John Hazelwood, 24 Oct., above.

2. H.M. galley *Cornwallis*.

COLONEL HENRY LEONARD PHILIP BARON D'ARENDT TO  
LIEUTENANT COLONEL ALEXANDER HAMILTON

[Extract]

[Near Red Bank, October 29, 1777]

... If the enemy should make this lodgement in the day time, it would be incumbent upon us to exert our utmost for the destruction of the Party by a timely Sally—but if they should do it in the night and under cover of false Attacks it would be exceedingly difficult to dislodge them—In a word I repeat what I have already more than once asserted, The Defence at this fort consists in this single point, to prevent the Enemy from landing, this is the business of our Fleet especially at night—at which time the Cannon of the Fort would do but little good. I don't know if His Excellency would choose to order the Commodore<sup>1</sup> to station his Fleet near the Island, neither am I sufficiently versed in naval Affairs to be able to form a Judgement of the propriety of it—but this I know, that in case the Enemys Ships should attempt to cover the landing of their Troops, our Fleet should not amuse itself with firing at them, but attack the Boats loaded with Troops—for I have been assured that the Chevaux de frise could not be raised in so short a space of time, as this absence of the fleet would allow them for the purpose....

Copy, DLC, George Washington Papers, Series 4. Seven paragraphs of this letter are not printed here. They relate Arendt's poor health, possible British stratagems to take Fort Mifflin, and Arendt's plan for driving the enemy from Province Island. Docketed: "Major Fleury. 28<sup>th</sup> &/29<sup>th</sup> Octob: 1777—." Notation at top of page: "From Baron Arendt 29<sup>th</sup> October 1777 near Red Bank."

1. John Hazelwood.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO VICE ADMIRAL VISCOUNT HOWE

My Lord

*Isis* off Billingsport 29 Oct<sup>r</sup> 1777

The Party that had taken Post at Billingsport were yesterday in so miserable a situation owing to the Constant rain for forty Eight hours, that it was thought adviseable to Embark them which was effected last Night—They will be relanded as soon as the Weather becomes better, so as to inable them to go on with their Work The Weather has prevented our Attempts to remove the Cheveaux de frize—we shall go to work the Instant it mends I have the honor to be [&c.]

W<sup>m</sup>. Cornwallis

LB, NH*i*, William Cornwallis Papers, Letter Book, 75. Addressed at foot of page: "Vis<sup>t</sup>. Howe Vice Adm<sup>l</sup> &c &c &c."

CAPTAIN JOHN LINZEE, R.N., TO GUARD BOATS IN THE DELAWARE RIVER

Orders given by Captain Lindzee to the Guard Boats.—

If you should in the Course of your Guard discover any thing superior to the Guard Boats with you, or any thing you suppose there may be danger to the shipping from, You are to burn False Fires Fire Swivel Guns and Musketts untill answer'd by one Gun and one Light where best seen, On Which you are with all the Boats to proceed on board the *Pearl* for further Orders.—

If it should be foggy at Day light you are to continue on Guard.—

Fog Signals.—

Should you discover any thing that danger may be apprehended to the Shipping you are to fire Swivel Guns & Musketts untill answered by three Quarter Minuet Guns, On which you are to return to the *Pearl*—

Given of Board His Majestys

Ship *Pearl* off Billingsport

[29] October 1777—

LB, NH*i*, William Cornwallis Papers, Letter Book, 132. These orders were enclosed in Linzee to Capt. William Cornwallis, 29 Oct., *ibid.*, 131. Linzee asked Cornwallis to approve them. Addressed at foot of page: "To,/Commanding the/advanc'd Guard boats.—"

CAPTAIN ROGER CURTIS, R.N., TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

*Eagle* [Off Chester] October 29<sup>th</sup>. 1777

I have received your Letter inclosing the State and Condition of the *Cornwallis* Galley, & the demand for her Provisions<sup>1</sup> the *Camilla's* Provisions is Ordered for her And the Admiral wishes you would cause some of the decked vessels that are with you to come down for the Provisions for the several Ships as we have no other means of

conveying it to them, The *Roebuck* & the *Liverpool* have sloop tenders and if they are not sufficient for the whole purpuss you may Employ the *Elk*. the Bread for our Marines, I have not been able to send up, I must entrust you to take care of them I am [&c.]

Roger Curtis

P:S: the Admiral approves of your intention to reland the detachment whenever it may be proper & he hopes the Guns are properly secured,

There will be a quantity of Provisions go from hence to the Schylkill with the ensuing Evenings flood, if it is practicable the Provisions intended to be landed in row Creek is deferred for the Present and you will be informed when that design is to be carried into Execution—

LB, NH*i*, William Cornwallis Papers, Letter Book, 76–77.

1. See Cornwallis to Curtis, 28 Oct. 1777, *ibid.*, 74; the enclosure is missing. That letter was written in response to a memorandum issued by Lord Howe on 25 Oct. requiring the commanders of *Isis*, *Roebuck*, *Liverpool*, *Camilla*, *Pearl*, *Vigilant*, *Cornwallis*, and *Viper* to provide him with a list of provisions each would need to complete their ship's stores for two months. See Howe to Cornwallis, 25 Oct. 1777, *ibid.*, Order Books.

#### GOVERNOR PATRICK HENRY TO GEORGE WASHINGTON

Sir,

Williamsburg, October 29<sup>th</sup> 1777

The Regiment of Artillery commanded by Colonel Charles Harrison<sup>1</sup> is yet in this State. They have been detained here under leave of Congress to do Duty at Portsmouth and York, near which Places the Enemy's Ships of War have been long hovering. At present, seven Men of War<sup>2</sup> & three large Transports or provision Vessels, are in and near Hampton Road. The Troops of the State are so few, that the Defense of our maritime places will be precarious in the absence of that Regiment. Militia must in that Case be chiefly depended on, and their Skill in managing Cannon promises nothing effectual. But, reflecting on the necessity there may be of reinforcing the army under your Excellency's Command, I trouble you with this, entreating you will be pleased to tell me whether that Regiment will be a desirable aid to you. If it is, perhaps Inoculation ought to be set about immediately. With the highest Regard I am [&c.]

Henry

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency General Washington/at/Head-Quarters/⌘ Express." Docketed: "Williamsburgh 29<sup>th</sup>. Octobr/1777/from/Gov<sup>r</sup> Henry/Ariv<sup>d</sup> 13 Nov<sup>r</sup>."

1. 1st Continental Artillery.

2. British warships in the area were H.M.S. *Phoenix*, *Emerald*, *Richmond*, *Carysfort*, *Perseus*, and H.M. sloops *Otter* and *Senegal*.

PRISONERS CAPTURED FROM THE MASSACHUSETTS PRIVATEERS *BUCKRAM*, *AMERICAN TARTAR*, AND *LEE* BY H.M.S. *DIAMOND*

[Extract]

A List of Prisoners Victualled at  $\frac{2}{3}$  Allowance of all Species of Provisions—

Entry.	Year	Appearance.	Whence and whether Prest or not.	MENS NAMES.	Qualities	D, D.D. or R.	Time of Discharge.	Year	Whither or for what Reason.
16 Sep <sup>r</sup>	77	Sep <sup>r</sup> 16	<i>Buckram</i> Rebel Priv <sup>e</sup>	Jn <sup>o</sup> . Crosse	Capt <sup>n</sup>	D } D }	25 Oct <sup>e</sup>	77	Halifax Jail
				Mich <sup>l</sup> Hopkins	1 <sup>st</sup> L <sup>t</sup> .	D }			
				Tho <sup>s</sup> Adams	2 <sup>nd</sup> L <sup>t</sup> .	D	27 <sup>th</sup> Sept <sup>e</sup>	"	<i>Lark</i> Sup <sup>y</sup> L <sup>t</sup> . [ <i>Supernumerary List</i> ]
				Jn <sup>o</sup> Williams	Sail <sup>g</sup> Mas <sup>e</sup> .	D	25 Oct <sup>e</sup>	"	Halifax Jail
				Jn <sup>o</sup> . Lewis	1 <sup>st</sup> Prize master	D	21 Sep <sup>e</sup>	"	<i>Scarbro'</i> Sup <sup>y</sup> L <sup>t</sup> .
				Tim <sup>y</sup> Twining	2 <sup>nd</sup> d <sup>o</sup> .	D	27 "	"	<i>Lark</i> Sup <sup>y</sup> L <sup>t</sup> .
				Obad <sup>h</sup> Rich	3 <sup>d</sup> . d <sup>o</sup> .	D	25 Oct <sup>e</sup>	"	Halifax Jail
				Jn <sup>o</sup> Gardner	Stew <sup>d</sup>	Dss	30 "	"	Halifax Hosp <sup>l</sup> .
				Jn <sup>o</sup> . Parker					

PRISONERS CAPTURED FROM THE MASSACHUSETTS PRIVATEERS *BUCKRAM*, *AMERICAN TARTAR*, AND *LEE*—*Continued*

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AMERICAN THEATER

Entry.	Year	Appearance.	Whence and whether Prest or not.	MENS NAMES.	Qualities	D, D.D. or R.	Time of Discharge.	Year	Whither or for what Reason.
				Jn <sup>o</sup> Mountford Jn <sup>o</sup> . Trench		D } D }	25 Oct <sup>r</sup> .	77	Halifax Jail
				Freem <sup>n</sup> . Dole					
				Tim <sup>y</sup> Spears		DD	19 Oct <sup>r</sup> .	"	At Sea
				Jon <sup>n</sup> Mayo		D	21 Sep <sup>r</sup> .	"	<i>Scarbro'</i> Sup <sup>y</sup> L <sup>t</sup> .
				Zedek <sup>b</sup> Higgins		D	27 "	"	<i>Lark</i> Sup <sup>y</sup> L <sup>t</sup> .
				Elken <sup>b</sup> Rogers		D }	21 "	"	<i>Scarbro'</i> Sup <sup>y</sup> L <sup>t</sup> .
				W <sup>m</sup> . Lumbard		D }			
				Tho <sup>s</sup> Airy		D }	21 Sep <sup>r</sup> .	77	<i>Scarbro'</i> Sup <sup>y</sup> L <sup>t</sup> .
				Eli Nicherson		D }			
				Jn <sup>o</sup> . Tucker		D }			
				Sam <sup>l</sup> Atkins		D	21 "	"	d <sup>o</sup> .
				Sam <sup>l</sup> White		D }	27. "	"	<i>Lark</i> Sup <sup>y</sup> L <sup>t</sup> .
				Jn <sup>o</sup> . Grocier		D }			
				Benj <sup>n</sup> . Hamblin		Dss	25 Oct <sup>r</sup> .	"	Halifax Hosp <sup>l</sup> .
				Rob <sup>t</sup> Dart					



22 "		" 22	Part of Crew of the <i>Tartar</i> Rebel Armed Ship taken in the <i>Royal Bounty</i> Retaken Greenland Ship	W <sup>m</sup> . Smith	Capt <sup>n</sup> Marines	D	25 Oct <sup>r</sup>	77	Halifax Jail
				Jn <sup>o</sup> . Hicks	Prize Mas <sup>r</sup> Mate	D			
				Nath <sup>l</sup> Briggs		D			
				Dav <sup>d</sup> Andrews		D			
				Pet <sup>r</sup> Gilbert		D	27 Sep <sup>r</sup>	"	<i>Lark</i> Sup <sup>y</sup> L <sup>t</sup>
				Dav <sup>d</sup> Lewis		D			
				Jn <sup>o</sup> . Davies		D			
				Shep <sup>d</sup> Pares		D			
				Jos <sup>h</sup> Rice		D	25 <sup>th</sup> : Oct <sup>r</sup>	77	Halifax Jail
22 Sep <sup>r</sup>	77	Sep <sup>r</sup> 22	<i>Lively</i> retaken Snow part of Crew of the <i>Lee</i> Rebel Priv <sup>r</sup> Schoon <sup>r</sup>	W <sup>m</sup> . Addicot	Prize master	D			
				Jn <sup>o</sup> . Crowford		D			
				Geo Rony		D			
				Rich <sup>d</sup> . Toll		D			
				Geo Murray		D			
				Jn <sup>o</sup> . Delash		D			
				Jn <sup>o</sup> . Carwell		D			
				Tho <sup>s</sup> Ridgway		D			
				Nath <sup>n</sup> Ramsden		D			
				Abrm Nolton		D			

D, UklPR, Adm. 36/7836. The following columns that were left blank are omitted in this transcript: Bounty paid, Place and Country where Born, Age at Time of Entry in this Ship, No. and Letter of Tickets, Stragling, Neglect, Slop Cloaths Supplied by Navy, Venereals, Trusses, Cloaths in Sick Quarters, Dead Mens Cloaths, Beds, Tobacco, Wages Remitted from Abroad, Two Months Advance, Necessaries supplied Marines on Shore, To whom the Tickets were delivered. One column designating the number of prisoners in the list, and another denoting dates when mustered, are also omitted.

## JOURNAL OF COLONEL JOHN ALLAN

[*Machias*] Thursday Oct<sup>r</sup> 30 . . . . . Arrived from St. Johns, part of Capt. Lawrence's Crew, their Privateer having been driven ashore there,<sup>1</sup> by the *Loyal Nova Scotia*.<sup>2</sup> This day a number of recruits passed muster.

Frederic Kidder, *Military Operations in Eastern Maine and Nova Scotia During the Revolution, Chiefly Compiled from the Journals and Letters of Colonel John Allen, with Notes and a Memoir of Col. John Allen* (Albany: Joel Munsell, 1867), p. 147.

1. Massachusetts privateer schooner *Friend*, William Lawrence, commander. See Narrative of Captain John Long, 10 Oct. 1777, above.

2. Nova Scotia Province armed schooner.

## CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS

Honored and dear Sir

*Ranger*, Portsmouth 30<sup>th</sup> Oct<sup>r</sup> 1777.

I herewith inclose duplicates of my letters &<sup>ca</sup> to you since I took command of the *Ranger*.—I have left open the letters and papers &<sup>ca</sup> directed for M<sup>r</sup> Hewes, which I beg of you to peruse before you forward them.—My Situation is a truly delicate one—Superseded by thirteen persons not one of whom had embarked in the Navy when my first Commission was dated—some of whom durst not or at least did not then nor for many Months Afterwards Avow their Republican Sentiments but were on the Other Side if we may Judge from the private Testimony of their Neigh'ours—not one of whom is better Acquainted with Navy Matters than myself—and Several of whom are Altogether illiterate and Utterly ignorant of Marine Affairs.—this is my Situation; And the More I think of it the more Unhappy I am.—when I reach France I must expect to meet with Gentlemen who Consider themselves as my Senior Officers and by whom I am Superseded—in acknowledgeing their Seniority must I not also Obey their Commands and Confess that their Promotion over me was the Reward of their Superiour Services and Abilities—And how much must I be then humbled! may not the World believe that others have cast me thus far at a distance and thrown me out in the pursuit of Honor—the thought distracts my very Soul!—Why Alas! should my Honor and Duty seem incompatible?—tho this may appear a Solecism—Yet it's reality affects me more than All the former misfortunes of My Life—Some of them were perhaps bro't about by my own Misconduct—this I am Sure was not.—I cannot think of quitting the Service especially while the liberties of America are Unconfirmed—I must therefore look up to you as my Patron and Protector—Shall I take the liberty to Add, as my kind Friend and Benefactor—with full dependence that you will do your Utmost to Set me right so as to enable me to Avoid dishonor and yet to continue in the Service.

In my letter of 28<sup>th</sup> July I mentioned Major Frazer<sup>1</sup> of Virginia—that Gentleman goes with me as a Volunteer—As he wishes to be employed in the Marine Service—should that be agreeable to Congress he will, from his rank in the Army, be Senior Officer in the Marines—and he expresses a Strong desire to Accompany me in any private Expedition.—it is my first and most Ardent Wish to be entrusted with the Command of some Spirited Enterprise—When I can have an Opportunity of proving that I have not merited the disgrace of being Superseded

I must beg you to pardon the liberty I have taken by inserting the Esteemed names of Robert Morris and Joseph Hewes in a private Letter of Attorney; and, as Executors in my Will both of which are herewith inclosed—Inclosed is also a letter from Major Frazer to his friend Col<sup>o</sup>. Braxton of Virginia respecting the purchase of a Small Estate on the Mattopony<sup>2</sup> Which I must request you to forward or not as you think most for my benefit Agreeable to the letter of Attorney—I would only Observe that I should be Glad to own such a place as that is by description but Col<sup>o</sup>. Braxton will give you a better account of it.—

Altho' I have not 'till now been able to get in readiness with the *Ranger*—Yet I assure you my utmost Efforts have not been Wanting The Ship was Manned in Very little time indeed the only instance of the kind that I remember in the Service—I have an Orderly well disciplined and Spirited Crew consisting of an hundred and forty Odd—and since the Tenth of Sept<sup>r</sup> Our Departure hath been Impeded Solely thro' the want of Canvis and many of the principle materials.—

May I indulge myself in the hope of hearing from You in France?—Nothing could afford so much relief to my Anxious Mind.—I attribute my not having that Honor since I came here to the commotions in Pensylvannia and to your Opinion of my more early departure.

As the dirty and Ungrateful insinuation of the late Commodore Hopkins to the Committee in March last hath given me Much concern—I have taken the liberty to inclose a letter which I rec<sup>d</sup>. on that subject from M<sup>r</sup> Jarvis<sup>3</sup> after my return to Boston—I know that you were perfectly Satisied before—and I hope every other Gentleman was so But I will leave no room for reflection.

John Wendell Esq<sup>r</sup> of this Place, a Gentleman of great Landed Intrest and of an extensive Circle of Friends in Congress, has had the goodness to write a Variety of letters in my behalf respecting the line of Rank and Command—His friends will from his Remonstrances mention the matter to you—and he expects use their utmost intrest in Congress—however I would not wish to create a General Uneasiness in the Service—If I am entrusted with the Command for an expedition and should be so fortunate as to Succeed in it—no exception can then be taken at my promotion

The Inclosed Receipt from Major Gardner<sup>4</sup> will I believe Sufficiently explain the Situation of My little private concerns in the Eastern States—If I knew any men whom could I esteem more than yourself and M<sup>r</sup> Hewes I would not have given you this trouble—Should any letters Appear for me directed to your care in consequence of the Indulgent liberty which you gave me I am Sure they will be duely forwarded I am with a Heart overflowing with Sentiments of Perfect Gratitude Esteem and Respect Honored and Dear Sir Your very Obligated very Obedient most humble Servant

J. P. J.

DfS, DLC, Peter Force Collection, Papers of John Paul Jones, 6663–64. Addressed at foot: "The Hon<sup>ble</sup> Rob<sup>t</sup>. Morris." Docketed: "*Ranger* Portsm<sup>o</sup>. 30th Octo 1777./The hon<sup>ble</sup>./Robert Morris/N<sup>o</sup>. 17." Jones's Power of Attorney and Will and John G. Frazer to Carter Braxton, 28 Oct. 1777, are not printed.

1. Major John Gizzard Frazer, 6th Continental Infantry Regiment (Massachusetts).

2. Fox's Ferry, Mattaponi River, Virginia.

3. Leonard Jarvis to Jones, 21 May 1777, NDAR 8: 1009–10.

4. William Gardner, Deputy Continental Agent, New Hampshire.

## CAPTAIN JOHN PAUL JONES TO JOSEPH HEWES

My dear and Honored Sir

*Ranger*, Portsmouth 30<sup>th</sup>. Oct<sup>r</sup>. 1777.

I herewith inclose copies of my letters &<sup>ca</sup>. since you left Portsmouth.—You will no doubt be Surprised to find that the *Ranger* is still in port—but the Wonder must cease when you understand that with All my own and My Officers Application and Industry I have not been Able to complete a Single Suite of Sails till within these few days past—and other Materials have been equally Backward.—had not my Officers exerted themselves in procuring Materials the *Ranger* might have remained in port as long as the *Raleigh*. I never before had so disagreeable a service to perform as this which I have now Accomplished, and of which Another will claim the Credit as well as the Profit.

I have been full Manned for near two Months past—so that you may imagin what I must have felt on being thus detained in port—I have been for some time and am now detained by a heavy Gale from the N.E.—When it clears up I purpose to embrace the first Wind that can carry me thro' the Enemies lines and off the Coast.—I have received Orders and dispatches for France and hope to be the welcom Messenger at Paris of Burguoynes Surrender &<sup>ca</sup>. &<sup>ca</sup>.

I have now to inform You that a few days ago I had the honor to receive by post your esteemed favor of 26<sup>th</sup>. May 1776 [1777] from Philadelphia—directed to me as Commander of the *Providence* at New York.—My best thanks Sir are particularly due to you for the Sentiments of Regard therein expressed.—this letter had I been in doubt before would now confirm me in the belief that had you been present in Congress the 10<sup>th</sup>. day of October 1776 I should have held my proper Rank in the Service which (If I was worthy of my first Commission) is N<sup>o</sup>. 5—not N<sup>o</sup>. 18.—

That I should be thus degraded and set under Thirteen Men, who durst not, or did not Embark in the dispute, and in Ships unfit for War like the *Alfred*, as Early as myself, distracts my very Soul!—a sea Officer Who can bear to be Superseded by any Man of Presumptive Abilities and talk or think cooly of it is a Villain!—I know one person among the thirteen who, After I had embarked in the Service, made a private Agreement with the Captain of one of the Enemies Ships to carry himself, his Family and effects off the Continent—this can at any time be proved by the testimony of his Neighbours.—I can find many other exceptions among them—And not one of them can teach me My duty—or will ever go further with a Small force in the Service than I have Already done and Mean to do again whenever an Opportunity offers. I should be to the last degree Unhappy were it not for the Hopes I have that Congress will yet do me right—I cannot think of quitting the Service—My whole Mind is rapt in the Dispute!—but how shall I have Spirit to perform my Duty while I think my self degraded and out of my proper Place?—without boasting you know Sir that I have not deserved this.—As you have been pleased to Say in your letter that “I ought to have Commanded Some who were” (at the beginning) “placed in a heigher Rank than myself.”—I shall only Add that I would Lay down my life for America—but can never trifle with My delicate notions of Honor.—

You will please to excuse the liberty which I have taken in Joining your Name with that of my Friend Abraham Livingston in a General letter of Attorney for the disposal of the Captors part of all prizes that may be taken by the *Ranger* and that may Arrive in any part of America excepting only the States of New-Hampshire—Massachusetts Bay, Rhode Island and Connecticut.—Should you decline to Act in behalf of the Captors you will singularly Oblige me by Appointing such person or persons Within any or every of the

Nine States not excepted as you think will do Justice and render Satisfaction to the Concerned—As you know that the Credit of the Service depends not only on dealing fairly with the Men Employed in it but on their belief that they are and will be fairly dealt with.

You will also be pleased to excuse the liberty I have taken by inserting the Esteemed Names of Robert Morris and Joseph Hewes in my own private Letter of Attorney and as Executors, in my Will—both of which will be herewith forwarded into the hands of M<sup>r</sup> Morris with Duplicates for you.—

Major Frazer<sup>1</sup> goes with me as a Volunteer—he wishes to have an Employment in the Marine Service—and desires to assist me on any private Enterprize—he hath given a description so truly Elysian to a Small Estate on the Mattopony,<sup>2</sup> Virginia that I wish to become the Purchaser—he writes his friend Col<sup>o</sup>. Braxton thro' the Hands of M<sup>r</sup> Morris to whom I will transmitt the necessary Sum—I wish you could Satisfy yourself respecting the Situation and Properties of the Lands &<sup>ca</sup> before the Purchase.

I Most Ardently Wish for the Command of some Spirited private Enterprize Whereby I may be enabled to prove that I have not merited the disgrace of being Superseded—

I will hope to hear frequently from you while in France to care of Tho<sup>s</sup>. Morris Esq<sup>r</sup> Agent Nantes—in the Meantime I am with Grateful Sentiments of perfect Esteem and regard Dear Sir Your very Obliged very Obedient most humble Serv<sup>t</sup>

J. P. J.

DfS, DLC, Peter Force Collection, Papers of John Paul Jones, 6665–66. Addressed: “The Honorable/Joseph Hewes.” Docketed: “*Ranger* Portsm<sup>o</sup>. 30<sup>th</sup>. Oct. 1777./N<sup>o</sup>. 18/The Hon<sup>ble</sup>./Joseph Hewes.”

1. Maj. John Gizzard Frazer, 6th Continental Infantry Regiment (Massachusetts).

2. Fox's Ferry.

#### JOHN WENDELL TO BENJAMIN FRANKLIN

Hon<sup>d</sup> Sir

Portsmouth Oct<sup>r</sup>. 30 1777

Give me Leave to introduce to your Notice L<sup>t</sup> Thomas Simpson<sup>1</sup> of the *Ranger*, a Gent<sup>n</sup>: of a most distinguished Character as an officer and one whose Abilities are known to be very great and universally respected amongst Us—His Promotion will be generally accepted by ev'ry Friend to America, I have wrote you by Cap<sup>t</sup> Jones to which please to be referr'd, I am [&c.]

John Wendell

L, PPAmP, Benjamin Franklin Papers. Addressed: “The Honle Benja. Franklin/Esqr/at/Paris/favd per Lt Simpson of the *Ranger*.”

1. Simpson was the brother-in-law of John Langdon, Continental Agent for New Hampshire, and first lieutenant of the *Ranger*.

#### INDEPENDENT CHRONICLE (BOSTON), THURSDAY, OCTOBER 30, 1777

Boston, October 30.

Last Monday returned into Port, the Schooner *Lee*, Capt. Skimmer, belonging to the United States and brought in with him a Brig, which was bound from Jamaica for London, laden with Rum and Sugar.<sup>1</sup>

1. Brigantine *Dolphin*, John Shield, master, taken by Massachusetts privateer schooner *Lee*, John Skimmer, commander. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 6 Nov. 1777, below.

## LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. In Behalf of John Fisk, Commander of the armed Brigantine *Massachusetts*, in the Service of this State, and all concerned therein, against the Brigantine *King George*, of about 160 Tons burthen, John Watmough, late Master: And against the Brigantine *Catharine*, of about 200 Tons burthen, John Gardner, late Master: In Behalf of Philemon Haskell, Commander of the armed Schooner *Speedwell*, and all concerned therein, against the Brigantine *Dolphin*, of about 40 Tons burthen, John Potbury late Master: And against the Brigantine *Phaenix*, of about 45 Tons burthen, Owen Neil late Master: In Behalf of Silas Smith and John Conaway, Commanders of the armed Schooners *Cutter*<sup>1</sup> and *Terrible*,<sup>2</sup> and all concerned therein, against the Schooner *John*, of about 50 Tons burthen, John Willis late Master: In Behalf of Silas Smith and John Leach, Commanders of the armed Schooners *Cutter* and *Dolphin*,<sup>3</sup> and all concerned therein, against the Sloop *Betsey* of about 80 Tons burthen, Robert Grant late Master: In Behalf of Thomas Truxton, Commander of the armed Ship *Mars*,<sup>4</sup> and all concerned therein, against the Ship *Ferryboat*, of about 300 Tons burthen, William Channel late Master: In Behalf of Ishmael Hardy, Commander of the armed Brigantine *Lyon*,<sup>5</sup> and all concerned therein, against the Ship *Masegwyn*, of about 200 Tons burthen, William Room, late Master: In Behalf of Nathan Nickols, Commander of of the armed Sloop *Patty*,<sup>6</sup> and all concerned therein, against the Schooner *Dolphin*, of about 50 Tons burthen, Oliver White, late Master: In Behalf of Silas Smith, Commander of the armed Schooner *Cutter*, and all concerned therein, against the Schooner *Polly*, of about 60 Tons burthen, Thomas Clough, late Master: In Behalf of John Leach Commander of the armed Schooner *Dolphin*, and all concerned therein, against six hundred and one Quintals of Codfish and twenty Barrels of Mackarel, taken on the high Seas, out of the Schooner *Edward*, of 50 Tons burthen, Ralph Taylor late Master: In Behalf of Thomas Stevens, Commander of the armed Brigantine *Bellona*, and all concerned therein, against the Sloop *John*, of 90 Tons burthen, John Smith late Master: In Behalf of John Colston, Commander of the armed Brigantine *Gloucester*,<sup>7</sup> and all concerned therein, against the Brigantine *Spark*, of about 60 Tons burthen, Thomas Man, late Master: In Behalf of Moses Lewis, Commander of the armed Schooner *Bunker-Hill*, and all concerned therein, against the Schooner *Hope*, of about 25 Tons burthen, James Godfrey, late Master: In Behalf of Thomas Parker, Commander of the armed Brigantine *Hawke*<sup>8</sup> and all concerned therein, against the Brigantine *Friendship*, of about 120 Tons burthen, Henry Appleton late Master: In Behalf of William Coles, Commander of the armed Brigantine *Oliver Cromwell*<sup>9</sup> and all concerned therein, against the Brigantine *Little Betsey*, of about 190 Tons burthen, Thomas Freeman late Master: In behalf of Joseph Vincent and others, against the Shallop *Relief*, of about 10 Tons burthen, Samuel Norwood late Master, said to be taken between high Water and low Water Mark: In Behalf of the State of Massachusetts-Bay, by Samuel Whitmore, Naval Officer for the Port of Gloucester, against the Shallop *True Blue*, of about 20 Tons burthen, —Over, late Master: In Behalf of Nathaniel Coit Webber, Commander of the armed Sloop *Revenge*,<sup>10</sup> and all concerned therein, against the Schooner *Fair Wind*, of about 30 Tons burthen, Joel Web-

ber, late Master. All which Vessels and their Cargoes, so libelled, are said to have been taken and carried into the Middle-District aforesaid; and for the Trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Boston, on Tuesday the 25th Day of November, 1777; when and where the Owners of said Captures, and all concerned, may appear and shew Cause (if any they have) why the same or any of them, should not be condemned.

N. Cushing, Judge of said Court.

*Independent Chronicle*, Boston, 30 Oct. 1777.

1. Massachusetts privateer schooner *Cutter*, Silas Smith, commander, mounting 8 guns with a crew of 20 seamen, was commissioned on 6 Aug. 1777 and was owned by John Norris & Co., of Salem. DNA, PCC, item 196, vol. 3, p. 57.

2. Massachusetts privateer schooner *Terrible*, John Conway, commander, mounting 4 carriage guns and 10 swivels with a crew of 35 seamen, was commissioned on 28 Nov. 1777 and was owned by Thomas Gerry and Samuel Trevett, of Marblehead. M-Ar, Revolutionary Rolls, vol. 7, 225.

3. Massachusetts privateer schooner *Dolphin*, John Leach, commander, mounting 8 swivel guns with a crew of 25 seamen, was commissioned on 30 Sept. 1776 and was owned by Samuel Ward and Joseph Sprague, of Salem. M-Ar, Revolutionary Rolls, vol. 5, 109.

4. Massachusetts privateer ship *Mars*, Thomas Truxtun, commander, mounting 22 guns with a crew of 150 seamen, was commissioned on 24 May 1777 and was owned by Isaac Sears and Paschal N. Smith, of Boston. M-Ar, Revolutionary Rolls, vol. 6, 311.

5. Massachusetts privateer brigantine *Lyon*, Ishmael Hardy, commander, mounting 18 guns with a crew of 130 seamen, was commissioned on 19 Aug. 1777 and was owned by Jonathan Peele, Jr., and Thomas Gardner, Jr., of Salem. M-Ar, Revolutionary Rolls, vol. 6, 191.

6. Massachusetts privateer sloop *Patty*, Nathan Nichols, commander, mounting 4 guns with a crew of 16 seamen, was commissioned on 13 Aug. 1777 and was owned by Darbey & Nichols, of Salem. DNA, PCC, item 196, vol. 11, 60.

7. Massachusetts privateer brigantine *Gloucester*, John Coulston, commander, mounting 18 guns with a crew of 130 seamen, was commissioned on 28 June 1777 and was owned by David Pearce and others, of Gloucester. M-Ar, Revolutionary Rolls, vol. 5, 362.

8. Massachusetts privateer brigantine *Hawke*, Thomas Parker, commander, mounting 12 guns with a crew of 80 seamen, was commissioned on 25 and 27 Sept. 1777 and was owned by William Shattuck and others, of Boston. M-Ar, Revolutionary Rolls, vol. 6, 98, 101.

9. Massachusetts privateer brigantine *Oliver Cromwell*, William Coles, commander, mounting 16 guns with a crew of 130 seamen, was commissioned on 29 Apr. 1777 and was owned by John Derby & Co., of Salem. M-Ar, Revolutionary Rolls, vol. 6, 300.

10. Massachusetts privateer sloop *Revenge*, Nathaniel Coit Webb, commander, mounting 8 guns with a crew of 25 seamen, was commissioned on 4 Sept. 1777 and appears to have been owned by Thomas Adams, Benjamin Loring and others, of Salem. M-Ar, Revolutionary Rolls, vol. 7, 27.

#### MASSACHUSETTS COUNCIL TO CAPTAIN JOHN HARRIS

Sir

Council Chamber Oct 30 1777

The Brigantine *Penet* of which you are Commander being fixed out by Order of this State for a Voyage to France, You are hereby directed as soon as Wind & Weather permit to Sail & Proceed the directest Course for the Port of Nantes in the Kindom of France, or in Case upon your Arrival upon the Coast of France you should be prevented either by the Winds or by the Enemy from Proceeding directly for Nantes you are directed to Make the first Port you Can either in Spain or France, & there land Mr Jon<sup>a</sup> Loring Austin<sup>1</sup> who goes Passenger with you & is charged with dispatches for the Commissioners from the United States of America in France,<sup>2</sup> & in such Case proceed from the Port you may first arrive at with all possible dispatch to Nantes and there follow such orders as may be given you by the Board of War for Your future procedure. We wish you a good Voyage & safe return

Df, M-Ar, Mass. Archives Collection, vol. 198 (Council Letters), 263. Addressed at foot of page: "To Cap<sup>t</sup> Harris."

1. Austin was secretary of the Massachusetts Board of War.

2. *Penel* sailed from Boston on 31 Oct. with dispatches containing the details of Burgoyne's surrender at Saratoga on 17 Oct. See Massachusetts Council to the American Commissioners in France, 24 Oct. 1777, above.

#### CANADIAN PRISONERS OF WAR TO THE MASSACHUSETTS COUNCIL

[Extract]

Messieur

Comme nous pason que vous Este asse populer pour Ecouter La representation des pauvre prisonnie qui ne Satande qua votre bonte, Sert pourquoi que nous avon Lhonneur de vous represente notre miser qui et La plus pitoiable

premierement nous Somme tout nus Segondement La vermine nous mange Sans pouvoir avoir aucune Ressource a nous desencé de Cette crace, Ennoutre nous Some reduis dans Le fon de Calle Les un Sur Les autre nous panson Les nuis aguerlote Sans pouvoir nous Echauver, Cequi regarde Les vivre nous patison Beaucout Cart ille Lia nos dautre nous quil creve de fin, Cest pourquoi messieur nous attandon votre Clemence et que nous vous demandon Engrasse de nous faire Sortir de Cette Endrois pour nous metre dans un nandrois afeul ausy non il Lia nos de nous qui neceron pas Lon tamp En vis, nous vous donnons mutuellement notre parol arester tranquel dans Landrois que vous nous metre et Soye Sur messieur que vous naurés rien a nous reproche que nous navon que Coeur apouvoir Rester contre un feul etant tout Les Jour ageuloté Sans avoir acune Ressource acé chauffé. . .

Vesory qui parle pour Les canadien  
etant tout dun commun racord

Le 30<sup>e</sup> octobre 1777

[Contemporary Abstract]

The purport of this Petition is to inform the Honble Council

That the Canadians onboard the Guard Ship are in a truely deplorable Situation, in the first place, (they say) that they are quite naked.

2<sup>ndly</sup> That they are devoured by Vermin: without the Means of cleaning themselves from filth: and say they are stowed in the hold one upon another where they are almost frozen without the power of warming themselves.

In regard to Victuals, (they say) they suffer much & that many of them are ready to perish with hunger.

therefore they petition to be removed from the Ship, And to be put into some place where they may have a fire, (which they say is one half, of the necessities of Life,) otherwise (say they) some of them are not long for this World.

They promise mutually, that they will behave orderly, & keep in the Limits assigned them.

Vesorey—signs for the Whole

[*Boston*] 30<sup>th</sup> Oct<sup>r</sup> [1777]

L, M-Ar, Mass. Archives Collection, vol. 167 (Council Papers), 387, 388. On 1 Nov. the Massachusetts Council ordered the Commissary of Prisoners to investigate these prisoners' complaints and report his findings as soon as possible. *Ibid.*, 389.



## REAR ADMIRAL SIR PETER PARKER TO VICE ADMIRAL VISCOUNT HOWE

Extract of a Letter from the Rear Admiral Sir Peter Parker to the  
Viscount Howe, dated onboard the *Chatham* off Newport  
30<sup>th</sup> October 1777.

"The 9<sup>th</sup>. Instant four Seamen made their Escape in a Boat from the Neighbourhood of Dartmouth, and reported that there were three Privateers of twelve Guns each and a Number of Ships and Vessels in that River, and also several Buildings full of Stores at Bedford and Fairhaven, and that the Rebels had marched a large Body of Militia to the Amount of many Hundreds, to join their Northern Army. These Circumstances, together with the Information that the four Seamen were excellent pilots for Buzzard's Bay and Dartmouth River, and seeing also of what Consequence a Diversion might be at this Juncture, soon determined the Major General Pigot and myself to make a Descent on and attack those places. The *Chatham's* Tender was immediately dispatched for the *Syren*: she arrived the 13<sup>th</sup>. and Captain Furneaux had Orders to prepare for the Expedition, and take under his Command the *King'sfisher*, *Alarm* Galley, the *Chatham's* Tender<sup>1</sup> and another Ten-Gun Schooner (which was manned for the purpose by the *Chatham*) and Six Transports, onboard of which were to be embarked six hundred and twenty Seven Troops under the Command of Lieutenant Colonel Marsh<sup>2</sup> of the 43<sup>d</sup>. Regiment. The 16<sup>th</sup>. the Troops were embarked, and the Fleet would have sailed that Night, had the Wind permitted. The following Morning I received a Letter from General Pigot, a Copy of which is herewith enclosed,<sup>3</sup> and also a Copy of another Letter dated the 19<sup>th</sup>. of October at 10 O'Clock at Night.<sup>4</sup> In consequence of the Information in the Letter of the 17<sup>th</sup>. and some Observations made from this Island the Troops were debarked in the Evening. The 19<sup>th</sup>. Instant, the Wind being SW, I complied with the General's Requisition in his Letter of that Date, and sent for the Hessians from Conanicut, and landed them and the Marines of the *Chatham* and *Syren* at Newport.

"It being the universal Opinion, that the Rebels would not have been at the Expence and Trouble of collecting from the four Provinces of New-England near Forty Field-pieces, a great Quantity of Stores, and Ten thousand Men (which is the l[east] Number any of our Informants make them). I sent the *Unicorn* the 20<sup>th</sup>. Instant (being just arrived) round to the Seakennet passage,<sup>5</sup> together with the *Syren*, . . . *Alarm* Galley and *Chatham's* Tender.

"Two prisoners who were taken from the Seakennet Shore by Captain Ford,<sup>6</sup> confirm the other Accounts, both as to the Number of Boats and Men.

"We believe there may be about three hundred Boats, and six or seven thousand Men; a lesser Number we do not think would meditate an Attack on this Island. We are so well prepared, that we imagine the Rebels will soon disperse; which, tho' a great Disgrace to them, will be a Mortification to the King's Troops, who most ardently wish for their attempting a Descent on Rhode-Island."

Copy, UklPR, Adm. 1/488, 122-23. Docketed: "Extract of a Letter from the/Rear Admiral Sir Peter Parker/to the Viscount Howe./Dated 30<sup>th</sup>. Octo<sup>r</sup>. 1777." Enclosure No. 1 in Vice Adm. Viscount Howe's letter No. 49 to Philip Stephens, 5 Jan. 1778.

1. Armed schooner *Lady Parker*.

2. Lt. Col. James Marsh.

3. Not found.

4. Copyist error for letter of 17 Oct.

5. Sakonnet Passage.

6. Capt. John Ford of H.M.S. *Unicorn*.

## DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 30<sup>th</sup> Oct<sup>r</sup> Last night was perfectly still and altho there was some rain, it was a favorable night for the Rebels to make their long intended attack.

A Deserter came in this morning in a small boat from Howland's ferry. The information he gives is, that we were certainly to have been attacked the night of the 19<sup>th</sup>. That 11,000 men were actually assembled that night for the purpose, and that three separate attacks were to have been made; one by Howlands ferry of 3,000 men; another below Fogland, for which 7,000 men were prepared; and the third of 1,000 men, who were to come from Seconnet point,<sup>1</sup> and land as near the town as possible. That the attack at Howland's was to commence three hours before the others, in order to draw our attention and force that way. That their artillery, consisting of Eighteen 3 and 4 prs (4 of which were brass) were embarked in Scows with the Artillery Companies, and were to have been towed over with the different attacks. That the people assembled with the greatest readiness, and had the most Sanguine hopes of success, as our deserters had all along informed them that we had not above 2,500 men on the Island. That the attempt was laid aside for that night in consequence of our having discovered their boats in motion, and the wind being rather too high and unfavorable. That they were assembled again the night of the 23<sup>rd</sup>, and were to have made one grand attack at Howland's Neck, (all the boats having been previously brought back to Quaket pond<sup>2</sup>) but Gen<sup>l</sup> Spencer finding he could not muster above 4,000 men, and a deserter who went over to them that day having informed him that our strength was much greater than they imagined, and that we were well prepared for an attack at Howland's, thought that number insufficient, and therefore gave over the design and dismissed them. That some of them were again assembled the night of the 25<sup>th</sup>, but as great numbers of the Militia had by that time left the Army and gone to their respective homes, they found their strength quite unequal to the Enterprize, and they were again dismissed. He says they have now given up the intention of making any attack upon us, and that part of the troops returned home four days ago. The Boston Artillery, consisting of two Companies, with four Brass 4 prs, marched yesterday. Others are going this day, and that only 1,000 men are to remain to guard the Coast from Howland's ferry to Seconnet point. He says, that during the time they have been assembled they have suffered greatly from the weather, and want of many articles: numbers of them having been under the necessity of lying out under the Walls and hedges, as the houses and barns were not capable of containing them. That they are in general badly clothed, every article of that nature being extremely scarce and dear. Shoes cost 6 Dollars a pair. Worsted Stockings 4 Dollars, and other articles in proportion. They have not had any Rum given them since they have been assembled. Some people who had Rum there sold it at 3s/ a Gill. . . .

Soon after day light this morning, we saw a number of boats full of men put off from Howland's ferry. They rowed round the N. point of the Island, crossed Mount Hope bay, and went towards Kikemuit River. In the course of the day above 60 boats of different sizes, and several small Sloops, all full of men, went up that way. Many covered Carts were also seen going up the Boston road, each of them escorted by 8 or 10 men. It is now evident that the Rebels have given up their intention of attacking this Island, and that their troops are dispersing and returning to their respective homes. . . .

Mackenzie, *Diary*, 1: 206–208.

1. Sakonnet Point.
2. Nannaquaket Pond.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO VICE ADMIRAL VISCOUNT HOWE

My Lord

*Isis* off Billingsport  
30<sup>th</sup>. Oct<sup>r</sup>. 1777

Capt<sup>n</sup>. Owen has been on shore with the Engineer to examine the state of Billingsport & finds it still full of Water, he is getting his Arms & accoutrements which were much damaged by the rain in Order again & proposes to reland the Troops to morrow morning<sup>1</sup>—every thing was taken off but the Cannon which were dismounted & brought down to the beach, the *Elk* sloop was placed in shore close to them with a party of Marines on board, from whence Centinels were posted on Shore & regularly relieved every two hours; we could not get them off during the bad weather & I was in hopes they would have been able to reland to day, I have been thus particular as your Lordship seemed under some apprehension for the Cannon but I should think from the Possition the ships are now in that a rebel would not venture to shew his head at Billingsport I have the honor to be [&c.]

W<sup>m</sup>. Cornwallis

PS: Since I wrote the above I have seen Capt<sup>n</sup>. Owen & it is determined to land at 4 OClock to morrow morning—

LB, NH*i*, William Cornwallis Papers, Letter Book, 81–82.

1. For Capt. Edward Owen's report to Cornwallis, see Owen to Cornwallis, 30 Oct., *ibid*.

CAPTAIN WILLIAM CORNWALLIS, R.N., GENERAL ORDERS

Ordered

*Isis* off Billingsport 30<sup>th</sup>. Oct<sup>r</sup>. 1777.—

When a Dutch Pendant is hoisted at the Foretop Gallant mast head on board the *Isis*, The Boats off Guard from the different ships are to repair on board the *Roebuck* & transports to assist in disembarking the Troops. A Lieut<sup>t</sup> from the *Roebuck* will attend the disembarkation from that ship, & A Lieutenant from the *Isis* will attend on board the Transports.—

LB, NH*i*, William Cornwallis Papers, Order Book.

PENNSYLVANIA STATE NAVY BOARD TO THOMAS WHARTON, JR.

Sir

We apprehend your Excellency has a full acco<sup>t</sup> of the last Engagement, at Red Bank, and the destruction of the *Augusta* and *Merlin*. The Commodore<sup>1</sup> was on board [*one*] of the Wrecks,<sup>2</sup> two days after the Engagement, and took out two Twenty four pounders, and the People got a great many jackets, & Breeches, and other Plunder: & proposed soon after to go down again, to get the rest of the Guns &c, but for four days past we have had nothing but a Constant storm of Rain & Winds, in which we were in continual apprehension, of loosing our Gallies, and Guard boats. The Gal-

leys are all safe, some of the Guard Boats are sunk, and the people on board the Gallies &c, have been so Wet and cold that many are falling down with Sickness. The Commodore does all he can, in every respect, yet we fear some of the Continental Captains,<sup>3</sup> as well as some in the Forts,<sup>4</sup> are Writing under hand to General Washington, infusing a Notion in his head, as tho the Commodore is endeavouring to make a Difference and will not give a proper assistance. The Cry from the Fort, is continually our whole dependance, is on the Fleet; we cannot defend ourselves, and indeed should the Commodore leave them it would soon be over with them. Thus they are constantly expecting the Commodore shall defend the River and at the same time defend and protect Fort Mifflin. The Commodore we are sure will do all in his power to defend every place and give all the assistance in his power to every place.—Your Excellency in your Letter recommends that some of the Navy Board should be constantly together be assured it shall be done. Cap<sup>t</sup> Blewer W. Bradford & Paul Cox have been very constant together unless one dispatched at a Time on Necessary Business for the fleet, which must be attended to. M<sup>r</sup> Crispin has never been down till a few days, which has thrown the Commissary on us, and Cap<sup>t</sup> Blewer has acted as such ever since he has been here; but hope Crispin will now lend his hand.

Our Pay Master<sup>5</sup> never came near us, we are at a loss for one, if your Excellency should think proper, we would recommend W<sup>m</sup> C. Bradford, who is now here for that office. Deserters from the fleet Yeasterday we learn that the *Augusta* had 150 kill'd and drown'd when she was destroy'd. The *Roebuck* had 6 kill'd and 10 Wounded; and they say that another General Attack is soon intended by Land & Water. The late bad weather has compleatly fill'd the Meadows with Water yet the Enemy hold their Forts. In Fort Mifflin our People have foolishly cut thro the banks and the Whole Island is now under Water; in short if they do not stop it again I fear the Consequence, as the People must get sick if not obliged to abandon it. The Enemy have landed a number of Men at Billingsport and are erecting a Battery above that place to defend their Wrecks that we may get nothing out of them

The Nine Thousand Dollars we received by M<sup>r</sup> Jacob S. Howell which shall be expended with all care. The Cattle we have been obliged to purchase has carried our Cash fast as we supply the whole of ours & the Continental Fleet with Fresh Provisions, endeavouring to keep the Salt for the Garrison, or ourselves, if we should be so situated as not to be able to get fresh. We think we shall want about £6000 by the 10<sup>th</sup>. of next Month By order of the Board I have the Honour to be [&c.]

Joseph Blewer C<sup>m</sup>

State Navy Board

on board the Sloop *Speedwell* off Red Bank, Oct<sup>r</sup> 30<sup>th</sup>. 1777—

L, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed: "To/His Excellency Thomas Wharton Jun<sup>r</sup> Esq<sup>r</sup>/President of the Supreme Executive/Council/Lancaster." Docketed: "From State Navy Board/Reced November 4th/1777." Notation at head of letter: "State Navy Board to Pres Wharton 1777."

1. John Hazelwood.

2. H.M.S. *Augusta*.

3. Capt. Isaiah Robinson was one such officer. George Washington to Captain Isaiah Robinson, 25 Oct., above.

4. Lt. Col. Samuel Smith, commanding Fort Mifflin, was Hazelwood's most vocal critic. Lieutenant Colonel Samuel Smith to George Washington, 26 Oct., above.

5. William Webb. He was succeeded as paymaster of the Pennsylvania Navy on 6 Nov. 1777 by William C. Bradford.

VICE ADMIRAL VISCOUNT HOWE TO  
CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

*Eagle [Off Chester]* Oct<sup>r</sup> 30th  
8 AM

the Weather promising to be now favourable for the re-establishment of the Post at Billingsport which is so important for the Continuance of the Ships in their present Stations. I shall wish for the earliest Opportunity to be taken for the Purpose And beg you will be pleased to let Captain Owen be apprised of it as my time does not allow me to write to him more particularly upon it—

The Boats that went up last Night, being returned it is intended to forward a second supply of Provisions to Night by the same mode of Conveyance The Bridge of communication over the Schylkill being carried away by the late torrents the road is not yet Open, to supply the Army by row Creek as in future intended I am [&c.]

Howe

P:S: A Vessel with Provisions attend you for the Ships off Billingsport

LB, NHi, William Cornwallis Papers, Letter Book, 77–78.

### October 31

CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL NAVY BOARD  
OF THE EASTERN DEPARTMENT

Gentlemen

*Ranger* Portsmouth 31<sup>st</sup> Oct<sup>r</sup> 1777.

You will receive herewith—an exact Inventory of the *Ranger* together with a Muster Book <sup>1</sup>—both of which I have taken the greatest pains to have Returned very exact.—When I tell you that with all my own and my Officers pains and Application I have not been able to get a Single Suit of Sails Ready for the *Ranger* before the 20<sup>th</sup>. Current—as you know the winds and Weather have rendered it impossible to Sail Since that time—you will not be Surprised at receiving a letter from my hand in port at this day.—Many things are now Wanting in the Ship as will Appear by the inventory—I have but 30 Gall<sup>s</sup>. Rum as sea Stores for my whole Crew.—You will see by the Muster Book that the departure hath not been impeded by want of Men—She might and would have been at Sea full Six Weeks if not two Months Ago had not Materials been wanting Should any letters Appear for me pray forward them to Europe—the bearer Major Gardner <sup>2</sup> my Atto<sup>r</sup> will have the honor to present this with my Accounts which I hope you will find fairly and properly Stated—a draft on the Treasury for the Ballance Payable to the Hon<sup>ble</sup>. Rob<sup>t</sup>. Morris would suite my purpose—I must refer You to Major Gardner for further particulars and I am [&c.]

J. P. J.

DfS, DNA, PCC, item 58, 129–32 (M247, roll 71). Addressed at the foot: “The Hon<sup>ble</sup>. /The Commissioners of the /Navy Board /Boston.” Docketed: “No. 31. / *Ranger* Portsm<sup>o</sup>. 31<sup>st</sup>. Oct<sup>r</sup> /1777 /The Hon<sup>ble</sup>. /The Commissioners of the /Eastern Navy Board /Boston.”

1. The Inventory and Muster Book have not been found.
2. William Gardner, Deputy Continental Agent for New Hampshire.

## CAPTAIN JOHN PAUL JONES TO JOHN BROWN

My dear Sir

*Ranger*, Portsmouth 31<sup>st</sup>. Oct<sup>r</sup> 1777

A more early reply was due to your esteemed favor of 6<sup>th</sup>. Aug<sup>t</sup>.—but my departure hath been protracted so far beyond my expectation for want of Canvis and Materials that I have been half distracted, and have deferred Writing as I had it not in my power to say Any thing to the purpose.—the outfit of this small Ship (for I found no difficulty in Manning her) hath given me more trouble and cost me more Anxiety and Uneasiness than All the other duty which I have performed in the Service.—instead of meeting with the necessary Assistance from the Agent,<sup>1</sup> he thinks himself my Master—And he, who was bred in a Shop and hath been but a Voyage or two at Sea Under a Nurse, had once the Assurance to tell me that he knew as well as myself how to fit out, Govern and Feight a Ship of War!—

I am this day going to Sea with less than Thirty Gall<sup>s</sup>. of Rum for the Use of the whole Crew—And yet this Article is to be purchased here.—had I not the best disposed Crew in the World this Alone were enough to cause a Mutiny.—I will Mention Another Article which tho' a trifle, is heighly necessary and yet all My Arguments could not prevail with this great man to procure it—I mean a Boatswains Call.—You May guess the rest. I have not been particular in Mentioning these and Many Other Matters to the Committee as I wish if possible to Avoid dispute.

I will with much pleasure write to you from France—and in return will expect the News of the Day and any information you can give me respecting the Navy or any thing that concerns me.—I have received neither Pay nor Rations since my first embarkation in the Service the 7<sup>th</sup>. day of Dec<sup>r</sup> 1775—and I Superseded by Thirteen persons who durst not or at least did not then Step forth.—All publications and resolves respecting the Navy will be heighly Acceptable—together with the Journal of Congress from the beginning—I am [&c.]

Jn<sup>o</sup> P Jones

L, NNPM, MA 1250, John Paul Jones Autograph Collection. Addressed: "John Brown Esq<sup>r</sup>/Secretary to the Marine Committee/of Congress." Docketed: "Portsmouth 31 October 1777/John Paul Jones Esq<sup>r</sup>."

1. John Langdon, Continental Agent for New Hampshire.

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War [*Boston*] Oct<sup>r</sup> 31<sup>st</sup> 1778 [*1777*]

Ordered . . . That the Sloop *Reprisal* be sold to Phillip Moor[*e*] for £1300 see Hollowells order accepted by Moor (Ent<sup>d</sup>. in War Office Books Novem<sup>r</sup> 6th)

That Briggs Hollowells bill of brokerage be paid

Upon Sloop *Reprizal* 6 . . 10 . . 0

Prize Acco <sup>ts</sup> .	{	The Brig <sup>t</sup> <i>Favorite</i>	10 . . — . . —	Say <i>Friendship</i>
		The <i>Peter &amp; John</i>	8 . . — . . —	£24 . . 10/

Ordered that Ivers<sup>1</sup> the Casher pay to Capt Jonathan Haraden of the Brig<sup>t</sup> *Tyrannicide*, the ball<sup>a</sup> of acc<sup>t</sup> Settled this day £538..21— due to s<sup>d</sup> Haraden

That Caleb Davis have of Increase Blake for the Brig<sup>t</sup> *Hazzard* 9 Sheets of Tin.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 74–75.

1. Thomas Ivers.

GEORGE WASHINGTON TO  
BRIGADIER GENERAL JAMES M. VARNUM

Sir

Head Quarters [*Whitpain, Pa.*] 31<sup>st</sup> October 1777.

The Loss of our heavy Cannon on the North River,<sup>1</sup> and the possibility however remote of our losing those which are in the Forts on the Delaware, in which case we should be totally divested of these necessary opponents to the Enemys Fleet, make it adviseable to remove from Red bank and Fort Mifflin all the large Calibers that can possibly be spared from the necessary defence of those posts—to some Place of Safety where they may be kept in Reserve—Fort Mifflin has had an acquisition of Cannon, taken from the Wreck of the *Augusta*—by which this will probably have a superfluous number—The Approaching Frosts will effectually stop the Blasts of our Furnaces which is a farther cogent Reason for making a Store of heavy Cannon in case of accidents to our Forts—I mentioned in my Letter to Gen<sup>l</sup> Forman<sup>2</sup> that the Crews on board the Galleys should not expose themselves to the Fire of a Battery which he thinks the Enemy have raised for the purpose of interrupting them—but if a Plan which I have suggested to him can be carried into execution—the difficulty will be removed and a farther acquisition made of the valuable Article in question I am—

P.S. It will be necessary to consult the Commodore, upon the Subject above mentioned, he will judge of the safety with which the Galleys may proceed in dragging for the Cannon.<sup>3</sup>

Df, DLC, George Washington Papers, Series 4. Addressed at foot of page: "Brigd<sup>r</sup> General Varnum." Docketed: "Brigadier general Varnum/near Red bank—/31<sup>st</sup> Octob: 1777."

1. A reference to the heavy cannon at Forts Montgomery and Clinton captured during Sir Henry Clinton's expedition up the Hudson River.

2. Washington to Brig. Gen. David Forman, 31 Oct., in Washington, *Writings*, 9: 473–74.

3. This postscript does not appear in the draft version of this letter. It appeared in a printed version of this letter published in *Magazine of American History* 7 (August 1881): 141–42. See Washington, *Writings* 9: 473n.

DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Province Island, Pa.*]

October 31st, 1777—We are now making two floating batteries up the Schuylkill intending to act against the fort. This should have been done a month ago, but as in everything else we act like snails. We have no spunk; neither life nor spirits appears in anything we do. By our delays and trifling attempts we point out to the rebels where their works are deficient and give them time to complete them.

Downman, "Services of Lieut.-Colonel Francis Downman," p. 209.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO VICE ADMIRAL VISCOUNT HOWE

My Lord

*Isis* off Billingsport.—

31<sup>st</sup>. October 1777.—

Captain Owen<sup>1</sup> took post at Billingsport, this morning at the time appointed and they are now busy going on with their works, and making drains, which will I hope

prevent their being incommoded by the rain in future.—The *Liverpool* tried yesterday to overset the Cheveaux de frise, but without success, having broke an eight and Nine Inch Hawser, she is now to make a trial with a Bower, The Success of which I shall inform your Lordship. I have the Honor to be [&c.]

W: Cornwallis

LB, NHi, William Cornwallis Papers, Letter Book, 127. Addressed at foot of page: "To, /The Viscount Howe."

1. Capt. Edward Owen, commanding detachment of British Marines at Billingsport Fort.

JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEW

October 1777

In the River Delaware

Frid<sup>y</sup> 31<sup>st</sup>.

AM bro<sup>t</sup> too the Hawser we had fast to the Chevaux de. frize at  
10 they gave way rec<sup>d</sup>: onb<sup>d</sup>. 5 Cask of Pease 5 Punch<sup>s</sup>. of Rum  
& 10½ Barr<sup>ls</sup>. Pork

In the River Delaware

Light airs & fair w<sup>e</sup>

D, UKLPR, Adm. 51/548.

CAPTAIN HENRY LEE TO  
GEORGE WASHINGTON

Sir

I wrote your Excellency yesterday,<sup>1</sup> since which I have been active in acquainting myself with the disposition & connexion of the enemy on this side the schuylkill.

They have a body of men, (not five hundred in number) on Carpenters island; the possession of this post secures a constant & ready supply of provisions. It is brought up by water, from the fleet off Chester, repositied under cover of the ships against the chiveaux de frise, & then conducted thro' Carpenters island to the new lower ferry; & so on to Philad<sup>a</sup>. If this communication is not interrupted, supplies of provision will be as abundant, as if the fleet lay off the wharfs of the city.

There is a beef trade carried on between the inhabitants, & the enemy at a place called Grubs landing, about six miles below Chester. This illicit correspondence came to my knowledge but yesterday. I have detached a party of dragoons to disturb them; & make no doubt my endeavours to interrupt this connexion, will be effectual. I have the honor to be [&c.]

[Near Chester] Oct<sup>r</sup> 31<sup>st</sup>. 77—

Hen<sup>y</sup> Lee

N B—At present, the communication between the fleet & Carpenters island is totally cut off by the inundation of the schuylkill. The fleet are engaged daily in bringing up provision to the mouth of Darby creek, which will be conveyed to Carpenters island as soon as the roads will admit—

L, DLC, George Washington Papers, Series 4. Addressed: "His Excellency/Gen<sup>l</sup> Washington/Ⓜ dragoon." Docketed: "From/Captain H Lee/31<sup>st</sup> Oct<sup>r</sup> 1777/Ans<sup>d</sup>—."

1. Letter not found.



## GEORGE WELLS TO GOVERNOR THOMAS JOHNSON

Sr

Baltimore Oct<sup>r</sup> 31<sup>st</sup> 1777

I take this opportunity per Cap<sup>t</sup> Lynch to Inform your excellency, that the Beams & knees of the galley now on the Stocks, are in, But not Bolted, & that by an additional Expence of ten or fifteen Pounds her deck Can be Raised, Soe as to Carry Tobaccoe or any other Cargoe to Sea—Your answer per Bearer Will oblige y<sup>r</sup> Excellency's Humble Servant

George Wells

P.S:—Her being Altered will be much more to her advantage than at present—

L, MdAA, Maryland State Papers (Red Books), 4583-59.

DEPOSITION OF THOMAS DOYLE, MARYLAND STATE NAVY SCHOONER *DOLPHIN*

The Deposition of Thomas Doyle late a Mariner of the Schooner *Dolphin* belonging to the State of Maryland and lately commanded by Cap<sup>t</sup><sup>n</sup> William Patterson taken before me one of the Justices of the Peace for Ann Arundell County. The said Thomas Doyle being duly sworn on the Holy Evangells of Almighty God deposeth and saith That some time in November Seventeen hundred and seventy six the schooner *Dolphin* then being at Martinique Sailed from thence in pursuit of the Schooner *Grace* which he understood was lawfull prize, and which had sailed from the same place a few Hours before. That the Chace continued about seven or eight Hours before the *Grace* hove to, and when she Hove to some Hands were sent by Cap<sup>t</sup> Patterson on board of her to request that the Cap<sup>t</sup><sup>n</sup> would come on Board of the *Dolphin* and bring his papers. When the Cap<sup>t</sup><sup>n</sup> of the *Grace* (Cap<sup>t</sup><sup>n</sup> Dickenson) came on board with one of the owners, and He was asked by Captain Patterson for his papers upon which he produced a small paper which this Depon<sup>t</sup> understood was a Clearance from Martinique and of the same kind with that which Cap<sup>t</sup><sup>n</sup> ~~Dickenson~~ Patterson had himself obtained, and which he Cap<sup>t</sup> Dickenson said was the only paper or protection he had. That he this Depon<sup>t</sup> did not hear Cap<sup>t</sup> Dickenson or any other person say that the *Grace* was a flagg of Truce, But that he heard Cap<sup>t</sup><sup>n</sup> Dickenson say that he had a half part of the *Grace*, that She was Bermudian property, and that if Captain Patterson took her He would injure a Friend, but He did not as this Depon<sup>t</sup> saw or understood produce any paper or Evidence to prove that she was a flagg,<sup>1</sup> or that he had any share in her or that she was Bermudian property. This Deponant further saith that he never heard it supposed or pretended that the *Grace* was a Flagg until in March last after Cap<sup>t</sup><sup>n</sup> Patterson was arrested, he was informed at Annapolis of it. on the contrary he heard the Mate of the *Grace* say after she was taken that he expected she would be taken before they could get to Dominique And that the *Grace* when taken was he thinks nearer to Dominique than Martinique. And further saith not.

Taken before

31. Oct<sup>r</sup> 1777

Allen Quynn

Tho<sup>s</sup> Doyle

DS, MdAA, Maryland Archives, Executive Papers, 6636-8-141E. Five more depositions were taken the same day from former members of the crew of the *Dolphin*. They were Edward Markland, lieutenant; Richard Coward, master; Stanley Robinson, mate; Joseph Allington, carpenter, and John Tripp, mariner. Their testimony confirmed that of Doyle's. Ibid.

1. Richard Coward deposed in addition: "That the Schooner *Grace* when at Anchor at Martinique had a White flag upon her shrouds, but he did not know or understand or hear any body conjecture for what reason. . . . That he never Heard the Captain of the *Grace* say he was a flag of Truce or assign any reason why he thought she ought not to be taken as a prize except that in conversation he heard the Captain of the *Grace* say Capt Patterson was injuring his friends which this Dep<sup>t</sup> looked upon as a piece of Policy." Edward Markland confirmed that there was a white flag in the shrouds at Martinique, and added, "he did not know why it was placed there, nor did he hear Capt. Patterson assign or conjecture any reason for that circumstance." Ibid.

GOVERNOR WILLIAM MATHEW BURT TO COMTE D'ARBAUD

(Copy.)

Sir,

I have the Honour of your Excellency's Favor of the 14<sup>th</sup> of October by M<sup>r</sup> Gardiner; my Thanks are due to your Excellency which I beg you will accept for the ready and ample Justice, as far as then was in your Excellency's Power you did to him: I am exceedingly sorry at finding myself again under a Necessity of troubling your Excellency with another Complaint which has this day been laid before me by Captain Gordon who was taken and carried into Port Louis Grande Terre by a Sloop commanded by one Plangue a Subject of his Most Christian Majesty's, and mann'd by French Men, Negroes and Mulattoes; I am happy to find the Commandant at Port Louis put two Soldiers on Board of Capt<sup>n</sup>. Gordon's Brigantine <sup>1</sup> which I presume he did to preserve her for her Owners in Pursuance of your Excellency's Orders, a Copy of which M<sup>r</sup> Gardiner shew'd me.

It will give me infinite Pleasure having this Vessel and Cargo deliver'd to M<sup>r</sup> Gordon: Nothing can cement a stronger Friendship between us and our Governments than immediate and ample Redress to Complaints or be more acceptable Intelligence to our Sovereigns: I have already communicated to my Master the Justice your Excellency did M<sup>r</sup> Gardiner; I shall be happy by the next Opportunity to add a similar to M<sup>r</sup> Gordon: As Soldiers were put on Board I make no doubt of her being securely preserv'd. I have the Honor to be [&c.]

William Mathew Burt

Antigua.

October 31<sup>st</sup>. 1777.

Sir,

Since I wrote to your Excellency this Morning I find the Brigantine mention'd in my Letter was charter'd and taken up by one of the King my Master's Agents, and is loaded with his Provisions and Stores; so that I again must in his name more earnestly repeat my Requisition, and demand that she and her Charge be deliver'd M<sup>r</sup> Gordon the Bearer hereof. I have the Honor to be [&c.]

William Mathew Burt.

Antigua.

October 31<sup>st</sup>. 1777.

Copy, UkLPR, C.O. 152/57, 138-39. Addressed at foot of first page: "His Excellency The Count D'Arbaud. &c, &c, &c,"; similarly addressed at foot of last page.

1. Brigantine *Rainbow*.

## November 1

EXPENDITURES FOR FITTING OUT CONTINENTAL NAVY SHIP *RANGER*N<sup>o</sup> 3

The Honorable Marine Committee of the United States of America

To John Paul Jones

Dr—

for Sundry Expences & Disbursments incurred previous to my Sailling for Europe in the *Ranger* Viz<sup>t</sup>:

1777.

June—	To Cash advanced to John Dobie at Boston for the Purpose of Enlisting Seamen—	70 Dollars
	To Cash advanced James Hogan for the Same Purpose—	644—
	To Cash advanced Andrew Brewer on acc <sup>t</sup> of Wages—	30—
	To Cash advanced John Billenham on account of Wages—	20—
	To Elijah Hals expences in pursuit of deserters—	£13.2.= 43— <sup>2</sup> / <sub>3</sub>
	To Mathew Parks [ <i>Matthew Parke</i> ] Expences on the Same Busines—	11.13.4= 39—
	To the Taylors for making up Slops—	59.6.= 192— <sup>2</sup> / <sub>3</sub>
	To Two Boatswains Calls—	3.12.= 12—
	To a new Row Boat and oars & <sup>a</sup> for the <i>Ranger</i> .—	<u>27.10.=</u> 91. <sup>2</sup> / <sub>3</sub> —
July.—		<u>£105.3.4.<sup>1</sup></u>
	To Personal Expences & horse hire from Provid <sup>e</sup> to New Hampshire including Charges of transporting my Baggage. When appointed by Congress to take Command of the <i>Ranger</i> At Portsmouth—	175—
	To Ammout of Sentlement With the Cap <sup>t</sup> of Marines for his Expences and Disbursments at Boston & Providence—	472— <sup>1</sup> / <sub>8</sub> —
	To Cash p <sup>d</sup> Louis D <sup>i</sup> Charrier MidShipmen Sent from Portsmouth to Boston to procure various Articles for the <i>Ranger</i> —	460—
	To Personal Expences & Horse hire from Portsmouth to Boston & Back to Portsmouth to procure various Articles for the <i>Ranger</i> —	75—
Nov <sup>r</sup> . 1	To LiveStock & <sup>a</sup> . provided for the voyage to Europe a part where of being destined for the Use of the Sicke on Board—	198. <sup>2</sup> / <sub>3</sub> .
	To Extraordinary Expences at Portsmouth for four months While fitting out the <i>Ranger</i> —	<u>367. <sup>1</sup>/<sub>3</sub></u>
		2891. <sup>1</sup> / <sub>3</sub>
		Dollars

Portsmouth New Hampshire Nov<sup>r</sup>. 1<sup>th</sup>. 1777.Jn<sup>o</sup> P Jones

DS, Masonic Temple, Boston.

1. The total should be £115.3.4.

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War Office [*Boston*] Nov<sup>r</sup> 1<sup>st</sup> 1777

Ordered . . . That Gibbons Sharps Bill grav<sup>s</sup> *Penet* be p<sup>d</sup> am<sup>t</sup> £62 . . 13/9— . .  
 That Deacon Davies have an order upon Ellis Gray for 18 Lanthorns—*Hazzard*.  
 That Col<sup>o</sup> Crafts deliver the Bearer 14 q<sup>r</sup> Cartridge paper use of *Tyrannicide*—  
 That the Brig<sup>t</sup> *Massachusetts* be immediately fitted for the Sea by Lieu<sup>t</sup> Lambert—<sup>1</sup>

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 76–77.

1. Lt. John Lambert, Massachusetts Navy.

MEMORANDUM OF MAJOR GENERAL JOSEPH SPENCER TO  
GOVERNOR NICHOLAS COOKE

Memorandum

[*Providence 1 November 1777*]<sup>1</sup>

The Boats and Troops from Warwick would all have passed to Warren the Night after the 6<sup>th</sup>. had they not been hinder<sup>d</sup>. by the Flag<sup>2</sup> (Note Cornells Letter of 6<sup>th</sup>.) the night after the 7<sup>th</sup>. They all pass<sup>d</sup>. Except a few drove back by a gale of Wind. they pass<sup>d</sup> the Night after the 8<sup>th</sup>. the boats from Providence; first division arrived at Quaket Pond<sup>3</sup> the Night after the 8<sup>th</sup>. the Last division the Night after the 10<sup>th</sup>. the Boats at Kikamuit<sup>4</sup> all but 10 arrived the Night after the 11<sup>th</sup>. the 10 Arrived the Night after the 12 as by Col<sup>o</sup> Sherburns Return.<sup>5</sup>—Orders to Gen<sup>l</sup> Palmer about the Boats given the 9<sup>th</sup>.—Gen<sup>l</sup> Spencer in Addition to those orders near Night on the 9<sup>th</sup>. Engaged Col<sup>o</sup>. Andrews to undertake, to do what he could in Muffling the oars and he went immediately upon the business the boats from dartmouth was all brought (the Last) by the Night after the 11<sup>th</sup>. into the Creek below Col<sup>o</sup>. Cooks<sup>6</sup>—Col<sup>o</sup>. McClellens Reg<sup>t</sup>.<sup>7</sup> Arrived the 15 the Troops all ordered to Assemble and Brigade on the 16<sup>th</sup>. with three days provision Cooked in hopes of Making the Descent; the Brigades all met Except Palmers according to orders Palmers did not all get together as I was informed and Cottons Regiment<sup>8</sup> was without Provision they left their packs at home Neither was all the boats got down to the place assigned nor the division made of them it rained, on Friday [17 Oct.] no opportunity to move Untill Sunday Evening [19 Oct.] the Troops then Generally Assembled for Embarkation but the wind being strong at Southwest it was not attempted the boats then of all was Ready but Palmers and Lovells<sup>9</sup> and they delayed Sending them out of Quaket pond till after moonrise at which time Gov Bradford was present Considerable part of them; and were fired upon by the Enemy Oposite Fogland ferry and a number of them run in the North Side Fogland ferry point and their men left the boats and no Care was taken of them untill I got Col<sup>o</sup>. Cook and some of Col<sup>o</sup>. Crarys<sup>10</sup> men to Carry them to the Quaket pond in the night.—the wind and weather after this against us untill Wednesday [22 Oct.] the two Ships and Tenders<sup>11</sup> Joind the *Kingfisher* on Tuesday and Wednesday it was tho't by the Gen<sup>l</sup> Officers that the Enemy being Noticed of our design<sup>d</sup>. place to Land and had made Such preparations to prevent it, that we must move to the place opposite to Col<sup>o</sup>. Grays<sup>12</sup> as ~~the~~ Resolutions of Council appears; Thursday the 23<sup>d</sup>. the boats hastened to that place aCross a Carrying place about 110 Rodds and Conveyed timely to the designed place of Embarkation Except about thirty principally Small Boats and them Cheifly Palmers; the Troops assembled

and ready for Embarkation Seasonably the wind Shifting from Northwardly to North East and being Cloudy and Misty the Troops were ordered to return to Quarters no Weather to Embark untill Sunday Night [26 Oct.] when the weather at Evening appeared favorable Agread in Council of War on Sunday to make the attack that Night opposed only by Gen<sup>l</sup> Palmer and Col<sup>o</sup> Crafts<sup>13</sup> their Reasons given why they Opposed. the Troops Cald out: the numbers that Assembled in Each brigade taken which is herewith delivered together with the General Returns, the Strength of Each Brigade, and also I Lay before you the Resolutions of the Council of War & Reasons for giving up the design of an attack when the Army was disbanded Cheifly.—together with the Gen<sup>l</sup> Orders from the 9<sup>th</sup>. to 29 ult.—

Jo<sup>s</sup> Spencer M: G

L, R-Ar, Letters to the Governor (1777–1778), vol. 11, 81.

1. Date is approximate. On 31 Oct. Spencer requested Cooke convene an inquiry in Providence as soon as possible, examining the true reasons for the failure of the expedition and how the army should proceed in future attacks, Maj. Gen. Joseph Spencer to Gov. Nicholas Cooke, 31 Oct., R-Ar, Letters to the Governor (1777–1778), vol. 11, 61.

2. Flag of truce sent from Newport to Providence on 6 Oct. See *Providence Gazette*, 11 Oct., Diary of Captain Frederick Mackenzie, 15 Oct., and Rear Admiral Sir Peter Parker to Governor Nicholas Cooke, 16 Oct., above.

3. Nannaquaket Pond.

4. Kickamuit River.

5. Col. Henry Sherburne, Continental Army.

6. Col. John Cooke, 2d Rhode Island State Regiment.

7. Col. Samuel McClellan, Connecticut Militia.

8. Col. Theophilus Cotton, Massachusetts Militia.

9. Col. Solomon Lovell, Massachusetts Militia.

10. Col. Archibald Crary, 2d Rhode Island State Regiment.

11. H.M. frigates *Syren* and *Unicorn*, galley *Alarm*, and armed schooner *Lady Parker*.

12. Lt. Col. Thomas Gray, Rhode Island Militia.

13. Col. Edward Crafts, Artillery, Massachusetts Militia.

GEORGE WASHINGTON TO  
BRIGADIER GENERAL JAMES M. VARNUM

[Extract]

Sir Head Quarters [*Whitpain, Pa.*] 1<sup>st</sup> Novem<sup>r</sup> 1777.

... I am afraid that matters do not go on smoothly between the Commandant<sup>1</sup> at Fort Mifflin and the Commodore,<sup>2</sup> as there are every now and then complaints of inattention in the Commodore, but I do not know whether with just Grounds. I beg you will do all in your power to reconcile any differences that may have arisen, not by taking notice of them in a direct manner, but by recommending unanimity and demonstrating the manifest advantages of it. As the Commodore will have a considerable reinforcement after you arrive, I hope he will be able to afford more assistance than he has hitherto done. ...

Df, DLC, George Washington Papers, Series 4. Five sentences of this letter are not printed here. They discuss defending Fort Mifflin against a surprise night attack and the need for Varnum to concert plans for the defense of Forts Mifflin and Mercer with Arendt. Docketed: "1<sup>st</sup> Novem<sup>r</sup> 1777/to/Gen<sup>l</sup> Varnum."

1. Lt. Col. Samuel Smith.

2. John Hazelwood.

CAPTAIN JOHN LINZEE, R.N., TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Dear Sir

*Pearl*. [Off Billingsport] Saturday Morn<sup>e</sup> 1 Nov<sup>r</sup>  
1777

The Boatswain of the *Pearl* informs me that seven of the *Merlins* Guns may be got at very easily—he thinks your Longboat with her mast up would take most of them out this tide I am [&c.]

J: Linzie

LB, NHi, William Cornwallis Papers, Letter Book, 88. Addressed at foot of page: "Honble Capt<sup>n</sup> Cornwallis/*Isis*."

CAPTAIN WILLIAM CORNWALLIS, R.N., TO CAPTAIN JOHN LINZEE, R.N.

D<sup>r</sup> Sir

*Isis* [Off Billingsport] Sunday Morn: Nov<sup>r</sup> 1<sup>st</sup> 1777

We are at present getting an Anchor, out of the Wreck of the *Merlin*, with our Long boat; as soon as it is done; you shall have her in order to get the Guns you mention I am [&c.]

W<sup>m</sup>. Cornwallis

LB, NHi, William Cornwallis Papers, Letter Book, 89. Addressed: "Capt<sup>n</sup>. Linzie/*Pearl*."

CAPTAIN WILLIAM CORNWALLIS, R.N., TO VICE ADMIRAL VISCOUNT HOWE

My Lord

*Isis* off Billingsport 1 Nov<sup>r</sup> 1777

The Floating Battery's & Gallies are moved close under red bank, I apprehend with a view to assist in its Defence—If Your Lordship pleases I will drop up a little to divert them. I have the honor to be [&c.]

W<sup>m</sup> Cornwallis

LB, NHi, William Cornwallis Papers, Letter Book, 85. Addressed at foot of page: "To the Vis<sup>t</sup> Howe Vice Adm<sup>l</sup> &<sup>c</sup> &<sup>c</sup>."

# JOURNAL OF H.M.S. LIVERPOOL, CAPTAIN HENRY BELLEW

Nov<sup>r</sup> 1777

Saturd<sup>y</sup> 1<sup>st</sup>

In the River Delaware

at 9 AM Swept the Chevaux de frize with two hawzers at 10 Veerd away to a Cable & half at noon got the Purchase blocks on the hawzer & hove on all.

In the River Delaware

D<sup>o</sup>. w<sup>c</sup>. [Light airs & fair] at 2 PM carr<sup>d</sup>. away the Strap of the Purchase blocks D<sup>o</sup>. hove in on the B<sup>t</sup>. B<sup>r</sup>. Cable found the Ship hung by her Quarter on the Chevaux de frize<sup>1</sup> at 6 d<sup>o</sup>. got our Anchor & Small Hawzer out & hove on both but could not get her off She Swung across the tide & Lay till flood when we got her off & Dropt higher up & Anchord in 6 f<sup>m</sup>. Departed this Life Tho<sup>s</sup>. Firth Seaman.

D, UKLPR, Adm. 51/548.

1. *Liverpool* damaged her false keel during this grounding on the cheveaux-de-frise. The damage was significant enough to require repairs the following month. Captain Andrew S. Hamond, R.N., to Captain Henry Bellew, R.N., 7 Dec., below.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Dear Sir

*Eagle* [Off Chester] Nov<sup>r</sup>. 1<sup>st</sup>. 1777—

Your laudable Ardor will soon I hope have a more ample field, for the display of its urgency, than the late movement of the Gallies & floating Battery's will yet afford—

I do not conjecture for what reason they have changed their Possitions unless to be in readiness for any design they suspect is carrying on against fort Island—

A multitude of untoward incidents have lately intervened to retard our preparations for the next measure proposed—In the meantime I wish every such Idea to be untalked of and am asured of your discretion upon the Point—.

Having explained myself so far I must leave you at liberty to divert the Enemy's attention as Circumstances may require, but I do not foresee that any advantage will be derived by drawing their fire upon the Ships if that is your view, And whilst it can be so conveniently done, think it should be avoided—

It may be eligible to drop a buoy or two the preceeding night, to direct the placing of the Ships, when their service is required against fort Island, and for engaging the attention of the force at red bank: And for the same reason we should give as little suspicion as possible, that we then propose advancing the boats for such purpose; & not prematurely send them forward in any way that may put the Enemy more upon their Guard. I am [&c.]

Howe

LB, NHi, William Cornwallis Papers, Letter Book, 86–87. Addressed at foot of last page: "Honble Capt<sup>l</sup> Cornwallis."

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Signals which may be made in the *Vigilant* to the Ships employed on the Eastern Attack.

- |  |   |    |  |
|--|---|----|--|
| Red, White, Blue<br>Main-top-gall <sup>t</sup> M <sup>t</sup> h <sup>d</sup> . | } | 1. | For the Ships in View to cease firing on the Fort. <sup>1</sup>  |
| Blue, White, Red—<br>D <sup>o</sup> — D <sup>o</sup> —                         |   |    |  |
| Red, White, Blue—<br>Fore—D <sup>o</sup> —D <sup>o</sup> —                     | } | 2. | That the Fort is carried by the British Troops.  |
| Red, White, Blue—<br>Fore—D <sup>o</sup> —D <sup>o</sup> —                     |   |    |  |
| English Jack at either<br><u>Mast-head</u> , as most<br>easily seen—           | } | 3. | That the Firing on the Fort may be renewed or continued.   |
| English Jack at either<br><u>Mast-head</u> , as most<br>easily seen—           |   |    |  |
|  | } | 4. | To signify that the Attack is discontinued, and that the Ships in the Eastern (or Main) Channel may retire from under the Fire of the Enemy's Works. |
|  |   |    |  |

Given onboard His Majesty's Ship the *Eagle* off of  
Chester the 1<sup>st</sup>. Day of November 1777.

Howe

DS, UklNMM, Cornwallis West Collection, Cornwallis Papers, vol. 2. Addressed: "To/The Honble William Cornwallis/Commander of His Majesty's Ship/the *Isis*." Docketed: "*Isis*./Signals 1<sup>st</sup> Nov<sup>r</sup>: 77/E<sup>d</sup>."

1. Fort Mifflin.

MASTER'S LOG OF H.M.S. *LIZARD*,  
CAPTAIN THOMAS MACKENZIE

Remarks on Saturday 1 Nov<sup>r</sup>: 1777

[Cape Hatteras] N 41 E dist 32 Legs [at] 7 [AM] *Carysfort* in Company [at] 11 Lat<sup>d</sup> 34°..04'N. [at] 1 [PM] Fresh b<sup>r</sup> and Clear Saw a sail in the SW Q<sup>r</sup> Chased ⚓ Sig<sup>l</sup>. Carried away the for topmast Studding Sail Boom ½ past 4 brought to the Chase<sup>1</sup> [at] 5 Close rft topsails hove to weating for the *Carysfort* [at] 7 Sounded 20 fms brown sand [at] 9 *Carysfort* in Company S<sup>o</sup>: 14 fms Sandy bottom made Sail [at] ½ past 9 hove to S<sup>o</sup>: 23 fms

D, UklPR, Adm. 52/1839.

1. Schooner *Polly*, Baxter Downs, master, of Nantucket, from Nantucket to Charleston, with lumber, apples, onions and 500 Paper Dollars, destroyed off Cape Fear. Howe's Prize List, 23 Apr. 1778, UklPR, Adm. 1/488, 239.

JOURNAL OF H.M.S. *CARYSFORT*, CAPTAIN ROBERT FANSHAWE

Nov<sup>r</sup> 1777

Cape Fare S<sup>o</sup> 36 W<sup>t</sup>. 32 Leag<sup>s</sup>.

Saturday 1<sup>st</sup>

At 10 AM Saw a Sail in the SW D<sup>o</sup> made Sail & gave chace at Noon perceived we near the chace

Cape Fear N<sup>o</sup> 84 W<sup>t</sup>. 13 Leag<sup>s</sup>.

Mod<sup>r</sup> & Cloudy wea<sup>r</sup>—at 3 PM Shortn'd Sail, at 4 Spoke the Chace, the Schooner *Polly* from Nantucket for Charles Town in Ballast

D, UklPR, Adm. 51/168.

PRESIDENT JOHN RUTLEDGE TO CAPTAIN JAMES DOHARTY

Sir/

Cha<sup>s</sup> Town 1<sup>st</sup> Novem<sup>r</sup>: 1777

Inclosed are the Commissions and Warrants wanted for the Galley under your Command with which (having Every thing Necessary for Service provided) You are to repair as Soon as possible, to Beaufort, and use your best Endeavours to defend that Port, and the Southern Coast and Inlets from the Enemy I am Sir [&c.]

Cap<sup>t</sup>: Doharty of— —  
the *Beaufort* Galley

J Rutledge

Salley, ed., *South Carolina Commissioners*, 105.

"EXTRACT OF A LETTER FROM A MASTER OF A SHIP IN THE BAY OF  
HONDURAS TO HIS OWNER IN LONDON, DATED NOV. 1, 1777."

"Since the *Washington* American Privateer appeared off here, and plundered the Settlement as well as carried off the Shipping, the Settlers are afraid of every Vessel



they see making for the Land, imagining it is another American Privateer come to pay them a second visit, and should they come they may play the same Game over again, as they have no Defence, Fortifications not being allowed by the Spaniards when the Grant was made of a Settlement. Notice is gone up to Admiral Gayton at Jamaica,<sup>1</sup> hoping that he will send down some Ship of War to protect the People from the American Depredations; at present the Trade is rather at a Stand, from a Fear of their Insecurity. I can assure you if they are again molested they will certainly break up the Settlement, the Loss of which I need not inform you of, or what the English will suffer by it."

*Daily Advertiser* (London), 24 Jan. 1778.

1. Richard Hoare and Other Inhabitants of St. George's Cay, Bay of Honduras, to Vice Admiral Clark Gayton, 8 Oct., above.

"EXTRACT OF A LETTER FROM CAPT. COOK, COMMANDER OF THE *BLACK PRINCE*,  
FROM SENEGAL TO DOMINICA WITH 215 SLAVES, LATELY TAKEN BY AN  
AMERICAN PRIVATEER, TO HIS OWNERS"

[*Roseau, Dominica, 1 Nov. 1777*]

"You will not be surprized at the French Governor's admitting the English Prizes into Martinico, and refusing them when legally demanded, when I inform you, that on the 4th of October the *Black Prince* being carried there, the Governor sent on board for 12 Slaves, which were immediately delivered; the Commandant sent for two Slaves, which were delivered. The next Day the Captain of the Frigate that conveyed the Privateer out of Martinico, sent his Boat for eight Slaves, which were delivered. The Agent of the Privateer seemed dissatisfied at their taking so many, and I asked him the Reason, he told me it was customary to give them some, and that he should not be paid for any of them. The Agent for the Privateer, who left Dominica a few Months ago, formerly lived in Boston.<sup>1</sup>

"The *Port Royal*, a Snow, is fitting out at Martinico, with 16 Guns, for America, with Artillery Stores; the *Rattlesnake* is made into a Ship, and mounts 18 nine Pounders, all Brass. The Embargo is not taken off the Ships at Martinico."

*Daily Advertiser* (London), 2 Jan. 1778.

1. The *South Carolina and American General Gazette* of 8 Jan. and the *North Carolina Gazette* of 9 Jan. 1778, under the dateline "Roseau, Dominica Nov. 1," printed a paraphrase of this letter, identifying the agent as "Hutchinson, a principal owner of the privateer."

#### ARTICLES OF AGREEMENT OF PRIVATEER SLOOP *HOWE*

##### Grenada

Articles of Agreement made, concluded and agreed upon the First Day of November in the Eighteenth Year of the Reign of our Sovereign Lord George the Third of Great Britain France & Ireland King Defender of the faith and so forth, and in the Year of our Lord God, One thousand Seven hundred and Seventy

seven Between Captain James Dougal Commander of the private Man of War called the *Howe* mounting Ten Guns carrying Three Pound Shot each and manned with Forty five Men now lying in the Harbour of Saint George designed to cruise against his Majesty's rebellious Subjects of America of the one Part, And the Officers and Men entered on board and composing the Ships Company of the said Sloop *Howe* of the other Part Witnesseth

First That the said Captain James Dougal for himself and on Behalf of the Owners of the said Sloop *Howe* shall furnish and put on board her Ten Carriage Guns carrying three Pound Shot, a Number of Small Arms and Quantity of Ammunition and other necessary Warlike Stores with Provisions sufficient to serve the said Ships Company during a Cruise of Three Months—to be computed from the Day of the said Sloops sailing from this Island. In Consideration of which the Owners of the said Sloop or their Assigns shall be reimbursed (out of the Money arising by the Sale of the first Prize or Prizes taken by the said Sloop *Howe* before any Dividend is made thereof) the whole Charge of Warlike Stores (great Guns & small Arms excepted) victualling Advance Money, and the Expence the Owners are at for the Surgeons Chest; after which one half of the Neat Proceeds of such Prize or Prizes as shall be taken, shall be for Account of the Owners and at the Disposition of the Managers, and the other half of the neat Proceeds to the sole Property of the said Ships Company, the Captain's Share of which to be [blank] per Cent and the Residue to be divided in the Proportions specified in the Eleventh Article of these Presents—

Second That for preserving a Decorum on board the said private Man of War, no Man is to quit or go out of her on board any other Vessel or on Shore, without Leave first obtained of the commanding Officer on board, under the Penalty of such Punishment, as shall esteemed proper by the Captain & Officers.—

Third That it shall be intirely in the Captains Power to cruise where he shall esteem it most beneficial for the Interest of the Owners and Ships Company.—

Fourth That if any Person be found a Ringleader of a Mutiny, or causing a Disturbance on board, refuse to obey the Command of the Captain & Officers, behave with Cowardice or get drunk in Time of Action, such Person shall forfeit his Share of Prize Money to be divided amongst the Ships Company; and be otherwise punished according to Law

Fifth That all Cloaths, Bedding, Watches, and Rings in wear, Buckles Buttons and whatever else is deemed small Plunder by Custom, is to be divided amongst the Ships Company according to their Stations, the Captain not to interfere with them, The Cabin Utensils in present Use for the Commander.—

Sixth That if any Person shall steal, or convert to his own use any Part of the Prize or Prizes, or be found pilfering any Money or Goods and be convicted thereof he shall forfeit his Share of such Prize or Prizes to the Sloop and Company.—

Seventh That the Captain has the Power of taking out of any Prize or Prizes whatsoever Stores he may judge necessary for the Sloop *Howe* without paying for them, provided the Prize is not disabled thereby

Eighth That whosoever first Spies a Sail that proves to be a Prize shall have Ten Pounds Currency, and the first Man proved to board a Prize before she strikes shall have a Gratuity of Fifteen Pounds Currency for his Bravery, to be deducted & paid out of the Gross Sum of the Prize—

Ninth That if any private Man shall lose a Leg, Arm or Eye in Time of Action or in the Sloop's Service, he shall have a Gratuity of Forty Pounds Currency, and in Proportion to Officers exclusive of Shares: The said Sum to be deducted out of the Gross Sum of the Prize and in Case of Mortality under Fire, the said Gratuity and Shares to be made good to their Assigns—

Tenth That for the further Encouragement of the said private Man of War's Company, it is agreed that the chief Officers shall have [*blank*] the petty Officers & able Seamen [*blank*] abled bodied Landsmen [*blank*] & Boys [*blank*] advanced to them—

Eleventh That the Half of the neat Proceeds of all Prizes taken by the Sloop *Howe*, which is to be appropriated to the Ships Company, be divided amongst them in the Manner following, Viz:—

	Shares
1 <sup>st</sup> : Leutenant . . . . .	5½ to 6
2 <sup>d</sup> : Ditto . . . . .	4½ to 6
3 <sup>d</sup> : Ditto . . . . .	3½ to 5
Master . . . . .	3½ to 5
1 <sup>st</sup> : Mate . . . . .	3 to 4
2 <sup>nd</sup> : Ditto . . . . .	2½ to 2
Surgeon . . . . .	3 to 4
Surgeons Mate . . . . .	2½ to 2
Gunner . . . . .	3 to 4
Gunners Mate . . . . .	3
Prize Masters . . . . .	3 to 3½
Carpenter . . . . .	3
Carpenters Mate . . . . .	2
Boatswain . . . . .	3
Boatswain Mate . . . . .	2
Armourer . . . . .	1½
Yeomen of the Powder . . . .	2
Steward . . . . .	2
Seamen . . . . .	1½ to 1
Boys . . . . .	½ to ¾

Twelfth That on the Death of the Captain the Command to devolve on the next Officer, and so in Rotation, And for the Encouragement of the able SeaMen and others, on the Loss of Officers, they are to be replaced out of the Ships Company, according to their gallant Behaviour as the Captain shall appoint.—

Thirteenth That whosoever deserts the said Sloop *Howe* within the Time hereunder mentioned shall forfeit his Prize Money to the Owners and Company to enable them to procure others in their Room.—

Fourteenth That all & every one on board doth Covenant and Agree to Serve on board the said Sloop *Howe* for the Term of Three Months begining from the Day of her Departure from this Island—

Fifteenth And lastly for the true Performance of all and every the beforementioned Covenants and Agreements each and every of the said Parties do bind themselves, their Heirs Executors and Administrators firmly by these Presents in the Penal Sum of Five hundred Pounds Sterling & lawful Money of Great Britain In Witness

where of the said Parties have to these Presents Set their Hands & Seals the Day & Year first within Written <sup>1</sup>

William Pollock	his	William Green
John Carter	Edw <sup>d</sup> . X Bucks	his
Rob <sup>t</sup> . Winter	mark	John X Stacey
George Grundy	his	mark
his	John X Shane	his
Peter X Smith boat <sup>n</sup>	mark	W <sup>m</sup> . X Partridge
mark	George Carroll	mark
Joseph Pittman	his	Wm Hayman
John Frampton 2d <sup>2</sup>	Ja <sup>s</sup> . X Barratt	Rich <sup>d</sup> [Arbuckle]
his	mark	his
Richard X Webb G. M	Charles webb	John X Booth
mark	James Lynam	mark
James Leighton	his	his
George Harris <sup>3</sup>	James X Wood	Geo X Manson
Jos: Nealeson	mark	mark
James Smyth	his	Andrew Ramsay
his	John X Lockhart	his
Jn <sup>o</sup> . X Jones	mark	Robert X Hunnard
mark	his	mark
Tho <sup>s</sup> . Edgcombe	Mark X Brickland	Henry Gold
R Don	mark	Charles Antoine Kame
his	his	W <sup>m</sup> King
Aryxmas X Leverack	W <sup>m</sup> . X Turner	his
mark	mark	John X Wilson
Bart Bam <sup>e</sup>	Will <sup>m</sup> Saltery	mark
his	his	James Locke
Fran. X Lawrence	W <sup>m</sup> . X Jameson	his
mark	mark	W <sup>m</sup> . X Hall Cap <sup>t</sup> . Marines
	J <sup>no</sup> masterson	mark

DS, PHi, Court of Admiralty Papers. Docketed: "Articles/of Agreement/Between the Capt. & Ships/Company of the/Sloop *Howe*."

1. The original document included numbers and corresponding spaces in which the men were to sign their names. Because some numbers were omitted and some spaces were left blank, only the signatures are rendered here.

2. Above Frampton's signature was a blank space reserved for the first mate, which indicates that Frampton was second mate.

3. Harris's signature was written above an illegible cancelled signature.

## November 2 (Sunday)

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO CAPTAIN JOHN BARRY

To John Barry Esq<sup>r</sup> Commander on Board the Frigate *Effingham*  
 Sir.

As we understand your Ship is now scutled & ready for sinking, you are hereby directed to remove her a little below White Hill, and having found a suitable Birth where she may lye on a soft Bottom and be easily got off at a common Tide, you are to sink her there without further Delay. We expect this Business will be compleated by Sun-Set this Evening, and Report thereof made to this Board.

Fra<sup>s</sup> Hopkinson  
 John Wharton

Continental  
 Navy Board  
 Borden Town  
 Nov<sup>r</sup> 2<sup>d</sup> 1777

L, PHi, Etting Autograph Collection. Addressed: "Capt. Barry."

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Whitpin—Morris's—2<sup>d</sup> November 1777.

Upon maturely considering the nature of the Fortress on Mud Island incomplete in such works as would secure it against Storm, and investigating what mode of defence is best adapted to its deficiency in this respect—it appears absolutely necessary to keep the Enemy at bay as much as possible and confine them to distant Combat—this can only be effected by the cooperation of the Fleet under your command or such part of it as may appear to you proper to be detached for the purpose—Nothing but the Fire of your Vessels and Galleys can prevent the Enemys making a descent upon the Island, if they are determined to effect it by such a Sacrifice as the importance of the object to them certainly deserves—I would advise therefore in case of the Enemy's attempting to throw a number of men over in boats, not to suffer the attention of the Fleet to be intirely call'd off by any concerted attempt which may be made on the Chevaux de frise at the same time—but to order a sufficient number of Galleys to meet their boats and keep up a well directed fire, or board them as Circumstances may require—in a word every measure should be taken which your Skill in naval manœuvres can dictate to prevent them from getting footing on the Island. a fire of Red-hot balls thrown with Judgement from a few Vessels, and the solidity of the work itself will be a sufficient Security in the mean time to the Chevaux de frise—if the Enemy can be foiled in this Stratagem of causing a diversion to your fleet, by cannonading from their Ships, and making preparations to clear the Chevaux de frise—there will be but one way left them which is to attempt a Landing by night how necessary the Guardianship of the Galleys will be in such case, must be obvious—If a sudden Assault from superior numbers, taking the advantage of weak parts, would be dreadful by day, when someth<sup>g</sup> of the Enemys designs is to be discover'd—how fatal might it be in the confusion of darkness when the Guns of the Fort could not be brought to bear

Galleys stationed between the Fort and province Island at night are the only Security which the Garrison could have in such case against a sudden descent from the Enemy, cover'd perhaps by false Attacks and Demonstration from the Shipping—

You are the best Judge of the most proper Situation for the Galleys—however if there is no cogent Reason for keeping the whole of them on the Jersey Side, it appears to me that station<sup>s</sup> them or part of them where they will be within distance for giving immediate Support to the Garrison on Mud Island would be turning their Service to the best account—I am [&c.]

Df, DLC, Papers of George Washington, Series 4. Addressed flush left below signature line: "Commodore Hazlewood." Docketed: "Copy to Commodore/Hazlewood—."

#### DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Carpenters Island, Pa.*]

November 2nd, 1777.—Things are pretty quiet except a little popping at the ferry on the Schuylkill between our advanced troops and some rebels on the other side. Six 24-prs. are come to Province Island from the *Eagle* man-of-war to make a battery against the fort<sup>1</sup> which will be set about directly.<sup>2</sup> A few cannon shot were fired by our ships at the rebel galleys this evening.

Downman, "Services of Lieut.-Colonel Francis Downman," 209.

1. Fort Mifflin.

2. A battery to receive these cannon was constructed alongside the middle battery on Carpenters Island. According to Capt. John Montresor, three of these twenty-four pounders arrived at Carpenters Island on 1 Nov. The remaining three cannon arrived two days later. Montresor, *Journals*, 472–73.

#### JOURNAL OF H.M.S. *APOLLO*, CAPTAIN PHILEMON POWNOLL

Novem<sup>r</sup> 1777

Moor'd off Chester in the Delaware.

Sunday 2

AM our Signal for a Boat.

Moor'd off Chester in the Delaware.

D<sup>o</sup> W<sup>r</sup> [L<sup>t</sup> Breezes and Clear] sent 3 days Provisions and People up the River to Philadelphia in flatt boats, with Provision &c for the army, under the Command of a Lieut<sup>t</sup> from the *Eagle*<sup>1</sup>

D, UklPR, Adm. 51/52.

1. *Apollo* continued to send her flat boats with provisions and shot for the army at Philadelphia until 18 Nov. Ibid.

#### JOHN MCLURE TO COLONEL MORDECAI GIST

[Extract]

Dear Mordecai

Baltimore 2<sup>d</sup>. Nov<sup>r</sup>. 1777

I wrote you a few days ago by an Officer from Virg<sup>a</sup> which hope you have rec<sup>d</sup>.<sup>1</sup> This serves to advise that the *Black Joke* and *General Mercer* is Arriv'd—The latter at Boston and the former at Sand Shole Inlet on the Eastern Shore, The *General Mercer* only tooke the Brig loaded with fish that I mentioned in my last we have wrote to

M<sup>r</sup> Black in Boston to sell her for what she will fetch, poor Polk<sup>2</sup> who Commanded the *Black Joke* Died in Martineco. he took nothing—on the whole there will be mony lost in that concern all that Remains on hand of the fleet is ordered to be sold

before this Cap<sup>t</sup> Booker<sup>3</sup> is at Sea Mess<sup>rs</sup>. Purviance and Lux has purchas'd a Quarter of that Vessell on the Same terms I sold out to you, cant inform what M<sup>r</sup> Buchanan<sup>4</sup> is doing with the Sloop you are interested with them in. M<sup>r</sup> Hammond<sup>5</sup> is gone to south Quay to forward the goods that Arriv'd there in one of the Boats you are Concern'd in, the other Boat of yours that Arrivd on the Eastern Shore is sold for Eleven Hundred & fifty pounds Virg<sup>a</sup> Currency, in that Concern youll profit Considerably— . . .

John M<sup>c</sup>Lure

L, MdAA, Gist Papers, Box 1717–1802, folder 19.

1. John McLure to Mordecai Gist, 18 Oct. 1777, above.
2. Robert Polk.
3. Edward Booker, captain of the letter of marque brig *Buckskin Hero*.
4. Archibald Buchanan.
5. William Hammond.

CAPTAIN HYDE PARKER, JR., TO VICE ADMIRAL VISCOUNT HOWE

Copy.

My Lord,

I was honor'd with your Lordship's Letter of the 13<sup>th</sup>: of October by the *Richmond*, which Ship with the two Transports under Convoy arrived here on the 25<sup>th</sup>:. The Victualling Transport having onboard a much greater Quantity of Provisions than the Ships could conveniently stow, I ordered them to complete to four Months. The Quantity of Water was not near equal to the Report of the Master, having reported upon his Arrival One hundred and thirty five Butts: instead of that Number we have only received one hundred and three; and these from their not being full, have yielded no more than Forty three Tons of Water. I think it highly necessary your Lordship should be acquainted with this Circumstance, imagining your Intention was, that we should have been supplied with a much larger Quantity; and unless a Supply of that necessary is immediately sent, we shall be obliged to have Recourse to the River Potowmack. This will be attended with the Inconvenience of leaving the Entrance of Chesepeak Bay open, particularly James River, where a great Number of Vessels are loaded with Tobacco, and only wait such an Opportunity of sailing.

Many Letters have passed between me, the Governor and the Commanding officer of the Enemy's Troops in this Province, upon the Exchange of prisoners, but as there is no new Matter, I forbear troubling your Lordship with the Copies, excepting the enclosed Affidavit which they made a pretence for confining Lieutenant Moriarty and the petty Officers in a common Jail.<sup>1</sup> A Lieutenant of the Continental Brig *Andrew Doria* whom Captain Elphinstone had permitted to his Parole at Charles Town,<sup>2</sup> came to me to be exchanged which I consented to, in lieu of Lieutenant Moriarty [of] the *Solebay*, whom I have ordered onboard the *Senegal* for his passage.

On the 12<sup>th</sup>. of October Captain Molloy reported [to] me the Death of Lieutenant Thane of the *Senegal* at the same Time requesting me to appoint another officer, without which the Sloop would be distressed as both the Master and Gunner

were infirm Men. This Request I complied with, by the appointment of M<sup>r</sup> Thomas Robinson, one of the Mates of the *Phoenix*, until your Lordships farther Order.

By Information I learn that the two Frigates at Baltimore<sup>3</sup> are ready for Sea, as is a Ship with 7[*illeg.*] Hogsheads of Tobacco; their Destination unknown. some imagine the Frigates are taking in powder and other military Stores to carry to the Head of the River Potowmack; others say they have Tobacco [and] a large Sum in Specie onboard, and are designed [for] France.<sup>4</sup> I have great Reason to believe that the smallest Ship of the two Frigates is at present in Saint Mary's Bay in the Mouth of the Potowmack. The *Richmond* and *Otter* are under Orders to embrace [the] first Opportunity of wind to push up the Bay in the Night, in hopes of surprising her in that Bay. Failing in that Service, they are to collect as much fresh provisions as possible from the Tangier and adjacent Islands. This Refreshment we begin to feel the want of in a very great Degree: the Scurvy making a great Progress onboard the Squadron, particularly so in the *Phoenix*.

Captain Caldwell having been drove from his anchor, went to Sea on the 20<sup>th</sup> of October; on the 22<sup>d</sup>. took a Brig loaded with Tobacco that had escaped in the Night. This I believe your Lordship will believe is not to be avoided in dark, blowing Nights.

The *Senegal* being in want of an Anchor and three Cables, besides other Stores, I have ordered Captain Molloy to proceed up the Delaware as high as Wilmington, as well to complete his Water, as the Convenience of receiving his Stores.

I have the Honor to enclose to your Lordship the State and condition of the different Ships; as also Demands of Stores, and a Copy of a Letter from Captain Elphinstone requesting a Survey upon a Man that had been sent from the Hospital, with the Report of that Survey; As also a list of people exchanged as prisoners, and others for protection.

I cannot close this Letter without acquainting your Lordship, that the want of Slops is much complained of by the different Ship's Companies. I have the Honor to be [&ca.]

*Phoenix*

(Signed) H Parker

Hampton Road

2<sup>d</sup>. Nov<sup>r</sup>. 1777.

Copy, UKLPR, Adm. 1/488. Addressed: "The Viscount Howe/Vice Admiral of the White &c &c &c." Docketed: "Copy/Letter from Captain Parker/to the Viscount Howe./Dated Nov<sup>r</sup> 2<sup>d</sup>. 1777./3/In Lord Howe's N<sup>o</sup>. 47."

1. Lt. Edmund Joshua Moriarty was captured 28 Aug. 1777. See *NDAR* 9: 844, where his first name is incorrectly identified as Sylverius.

2. Lt. Joshua Barney.

3. Continental Navy frigate *Virginia* and Maryland Navy ship *Defence*.

4. For the most recent instructions concerning the cruise of the Continental Navy frigate *Virginia*, see Continental Marine Committee to Captain James Nicholson, 23 Oct. 1777, above.

#### COMTE D'ARBAUD TO GILBERT DU LION

Copie de la Reponse de M<sup>r</sup> le Comte D'arbaud, à  
M<sup>r</sup> Gilbert du Lion en datte du 2. 9<sup>bre</sup>. 1777.

Je vous prie, Monsieur, de vous conformer aux ordres de Sa Majesté que j'ai donnés relativement aux prises ameneés dans les Ports du Gouvernement que le Roy ma



confié en ne Souffrant aucune Vente dans ceux de vôtre District. Aucune considération ne doit engager à une contravention aussi formelle à la Neutralité que Sa Majesté veut faire observer dans Toutes ses possessions; cette Loi est avant les besoins de la Colonie et nulle Consideration ne doit nous autoriser à l'enfreindre.<sup>1</sup> J'ai L'honneur d'être &<sup>a</sup>.

Signé Le C<sup>te</sup>. D'arbaud

[Translation]

Copy of Comte d'Arbaud's Response to Gilbert du Lion  
2 November 1777.

I beg of you, sir, to abide by His Majesty's orders that I issued relative to prize ships brought into ports belonging to the government that the king has entrusted to me, by allowing no sale in the ports within your district. No consideration will be given to so apparent a violation of the neutrality His Majesty wishes to be observed in all his possessions. This law comes before the colony's needs and no consideration will authorize us to break it.<sup>1</sup> I have the honor of being, &<sup>a</sup>.

Signed C<sup>te</sup>. D'arbaud

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525, 340.

1. See above, Comte d'Arbaud to the Commandants in Guadeloupe, [13 Oct. 1777]; and Gilbert du Lion to d'Arbaud, 26 Oct. 1777.

### November 3

#### MASSACHUSETTS COMMISSARY OF PRISONERS TO THE MASSACHUSETTS COUNCIL

State of Massicusetts Bay

Boston Nov<sup>r</sup> 3<sup>th</sup> 1777  
To the Honra<sup>le</sup> Council

Gentlemen

Your Petitioner Humbly prayeth, that your Honours Would give an Order on the Board of War, for

15 Pounds of two Shilling Nails

3 m.                      20      D<sup>o</sup>

5 m.                      10      D<sup>o</sup>

6 pair of hinges

6 pad Locks.—

For the purpose, of Building A Room for the Captain, & A room for the Guards, on the Quarter Deck of Each of the Prison Ships Which are Much Wanted; & Will be very Convenient for the purpose of Guarding the Ships; & it may be Done with A les Number of Men, & with more safety, than it is Now; as the Men that Guard the Ves-sel Are Obligated to be under Deck in their turn I am [&c.]

Rob<sup>t</sup> Pierpont Comms<sup>y</sup> of Prisoners

L, M-Ar, Mass. Archives Collection, vol. 173 (Council Papers), 531. Endorsed: "In Council Nov<sup>r</sup> 3<sup>d</sup>. 1777 Ordered That the Board of War be and they hereby are directed to deliver Rob<sup>t</sup> Pierpoint Esq<sup>r</sup> 15 lb 2/ Nails, 3 M 20 D<sup>o</sup>. 5 M 10<sup>d</sup>. D<sup>o</sup>. Six p<sup>r</sup> Hinges and Six Pad Locks for the Use of the Prison Ships he paying

for the same— Jn<sup>o</sup>. Avery D<sup>r</sup> Sec<sup>r</sup>.” Docketed: “Application of/Rob<sup>t</sup>. Pierpoint Esq<sup>e</sup>/for Nails &c—/with Order to the/Board of War thereon/Nov<sup>r</sup>. 3<sup>d</sup> 1777.”

JOHN DESHON TO JOSHUA HUNTINGTON

Sir

Boston Nov<sup>r</sup> 3<sup>d</sup> 1777.

Yours per Capt'n Tracy of 29th Oct'r I duly Rec'd, in answer to which, am Sorry to tell you, we have Rec'd no Answer from the Honorable Marine Committee in Pennsylvania Sence our last,<sup>1</sup> and that it Still Remains out of our power to furnish you with Such a Sum of Money as is Necessary to Enable you to Execute the Commission we have Given you, we flatter our Selves we Shall Very Soon have it in our power to Suply you with the Needfull and Shall be Sorry should the carts not Come forward for more Salt. we hope the Carpenters will now be Satisfyed with there Wages,<sup>2</sup> and Rest Assured that as Soon as the Honorable Co[n]gre[ss] puts it in our Power we Shall with Pleasure Comply with your Requisition. General Warren and Mr. Vernon are not at the board at Present. I am [&c.]

John Deshon

Connecticut Historical Society *Collections* 20: 703–4.

1. However, see Continental Marine Committee to the Navy Board of the Eastern Department, 26 Oct., above.

2. See Continental Navy Board of the Eastern Department to Joshua Huntington, 13 Oct., above.

*THE NEW-YORK GAZETTE: AND THE WEEKLY MERCURY, MONDAY, NOVEMBER 3, 1777*

New-York, November 3.

The following is the best Account we have been able to obtain of the Damage done the Rebels in the late Expedition up the North-River, between Fort Vaughan and Red Hook:

Oct. 15th. Three Sloops taken in attempting to escape from Fish-Kills, and two Pettyaugers destroyed: The House, Mills, Out-houses, and a Sloop belonging to Col. Francis Stoutenburgh, at Crum-Elbow, burnt. Two Sloops on the East Side burnt that Evening.

Oct. 16. Set fire to two Brigs and a Number of Sloops, in Esopus Creek,<sup>1</sup> burnt the Houses at the Landing,<sup>2</sup> the Town of Kingston, consisting of between 200 and 300 Houses, not one of which, except Mr. Lefferts's, escaped the Flames.

Oct. 17. The House, Storehouse, Barn, &c. of Mr. Petrus Ten Broeck, a Rebel General; the House, Barn, and Out-houses of Robert Gilbert Livingston, jun. Esq; and a House and Mill belonging to Robert Livingston, Esq; on the East Side of the River, burnt.

Oct. 18. Another House belonging to Robert Livingston, Esq; one to Mr. John Livingston, with three others, destroyed in like Manner.

Oct. 22. Two Houses, one the Property of Mr. Smith, on the East Side, a Sloop and Barn, likewise two Houses, with their Appendages, on the West Side, were burnt; and on the

23d. A Sloop was burnt on the Stocks.

In the Town of Kingston, a large Quantity of Powder, and a large Number of Fire Arms, together with many valuable Stores, were destroyed.

Saturday Sen'night the Bridge laid over the Clove,<sup>3</sup> between the Forts Montgomery and Clinton, was destroyed; and the Troops, after demolishing the latter, embarked on board the Transports, and arrived here the next Evening.

The *Hotham* Tender, commanded by Captain Christopher Hele,<sup>4</sup> being stationed near Pollepel's Island, whilst the Fleet were up the North-River, to prevent the Rebels sinking a Number of Chevaux de Frize, prepared to obstruct their return, on the 19th Instant, observed two large Boats, full of armed Men, coming off with an Intention to surprise the Vessel. In order to give these Gentry a warm Salutation, he masked the Guns, and made the Vessel appear in a defenceless Situation till within his Reach, when on a sudden discovering his Guns, gave the Contents with such Success, as made it difficult for them to reach the Shore.

Early in the Morning of the 24th, Capt. Hele, sent his Boats Crew on Shore, a little below Tarry-Town, and destroyed two Pettyaugers, which rowed ten Oars each, and a Boat of a smaller Size.

Another more accurate Account from Esopus informs us, That on the Landing of General Vaughan, with the Troops under his Command, the Rebels, without the least Prospect of Advantage, to themselves, fired upon them from a Breastwork just thrown up, and which they did not stay to defend. This, joined to an insolent and provoking Behaviour, occasioned the Army to march up and set fire to the Town, which was presently entirely consumed. There were destroyed Three Hundred and Twenty-six Houses, with a Barn to almost every one of them, filled with Flour, besides Grain of all Kinds, and much valuable Furniture and Effects, which the Royal Army disdained to take with them.—Twelve Thousand Barrels of Flour were burnt, and they took at the Town four Pieces of Cannon, with ten more upon the River, 1150 Stands of Arms, with a large Quantity of Powder, were blown up. The whole Service was effected, and the Troops re-embarked in three Hours.

1. Rondout Creek.

2. Esopus Landing.

3. Ramapough Clove.

4. Acting Lt. Christopher Hele, R.N.

#### MAJOR JOHN CLARK, JR., TO GEORGE WASHINGTON

[Extract]

My dear General

Whiteland Nov<sup>r</sup> 3<sup>rd</sup>: 1777 8 oClock P.M.

... I have been at Chester to Day, 80 sail of Men of War & Transports ly opposite, chiefly of the later; 129 Sail came up to the [*Marcus*] Hook & Chester Yesterday, from below New Castle; chiefly Transports; a Spy from Hook, assures me they are busy building or repairing Boats on board & are continually at work, a few Marines came ashore & gave a Bushel of Salt for a little Corn, the Tory Inhabitants say they believe the Enemy mean to embark at these places, the Shipping ly in one line extending from a little above Chester to the Hook, I am now going down in hopes of executing a little enterprize at dawn of Day with Capt<sup>n</sup>: Lee. . . .<sup>1</sup> Lord Howe in the *Eagle* lies opposite Chester, while I was there a Gun fired as a Signal towards New Castle. . . . I am [&c.]

Jn<sup>o</sup>: Clark Jun<sup>r</sup>

L, DLC, George Washington Papers, Series 4. Sixty-four lines of text including a postscript are not printed here. In the main they relate intelligence on the enemy that Clark has received from a spy in Philadelphia. Addressed at foot of third page: "His Excellency Gen<sup>l</sup> Washington." Docketed: "Letter from Major Clark/3 Nov<sup>r</sup> 1777/Ans<sup>d</sup>. 4<sup>th</sup>."

1. For details of this operation, see Major John Clark, Jr., to George Washington, 4 Nov., below.

## BRIGADIER GENERAL JAMES POTTER TO GEORGE WASHINGTON

Sir

the enemy brings provision in Boats in the Night along the side of the Shore, and up the schullkill about a mill above the lowest ferrey,<sup>1</sup> on saturday evining last there went down 30 Boats I think the came up Last night in the Time of the flud they maid a Voige

you may be asured that the Enemy are Bulding three floting Battereys one at Ougdons ferrey and two about a mill above the lowest ferrey the two letter ones we can see Clearly one Seems allmost finished the other the Began to Nale the plank on last Saterdag, if these Battereys are once finished, and they have persession of Carpanters Island, our fourts and Galleys must Unavetable fall into there Hands—I can see no way of saving our fourts<sup>2</sup> and Galleys but by Immedatly Taking there fourt, and Battreys on carpenters Island which I think Can be dun with good Troops with no Grait Loss if that was dun we could Use there Battrey at the pest Hous against themselves and by that means Defeat there intencions—I hope a great part of the mill stones were Removed yesterday as I had sent out for that purpose 150 men<sup>3</sup> the enemy are in hopes of Gating up there Shiping and has brought up there Bagage as far as Chester I wold Refare your Excelancey to Mess<sup>r</sup>: Lytle Hunter and Mountgomrey for a more full Account of these Metters they have Been with me in meaking Discovereys—I am [&c.]

M<sup>r</sup> WillingsJa<sup>s</sup>: PotterNov<sup>r</sup> 3<sup>d</sup>. 1777—

P.S. I Mount a gaurd of 100 men at the middle ferrey and at Grays [*Ferry*]<sup>1</sup>—30 near Boons dam 50 with a proper number of officers—my men have severe duty to do—I have Been Reinforced my strenth is about 950 men with Arms and wanting arms 300 Exclusive of officers—

J. P.

L, DLC, George Washington Papers, Series 4. Addressed: "on public service/His Excelancey/General Washington." Docketed: "Nov<sup>r</sup> 3<sup>d</sup>. 1777/from Gen<sup>l</sup>. Potter./ans<sup>d</sup>."

1. Probably Webb's Ferry.

2. Fort Mifflin and Fort Mercer.

3. On 31 Oct. Washington ordered Potter to remove the millstones from the mills in the neighborhood of Chester and Wilmington. Washington to Potter, in Washington, *Writings*, 9: 474–75.

## DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Carpenters Island, Pa.*]

November 3rd.—I rode down to Province Island;<sup>1</sup> things seem to be preparing for a little fun. Our ships are nearer the *chevaux-de-frise* than usual. Two floating bat-

teries for 32-prs. are in forwardness, and fascines and planks are ready for the batteries. The rebel shipping moved a little lower down towards Red Bank to-day. Lord Howe intends fitting out two or three vessels<sup>2</sup> with large guns to act with the others now making ready. Less than a week will determine who is to be master of the river Delaware.

Downman, "Services of Lieut.-Colonel Francis Downman," 209.

1. Downman means Carpenters Island.
2. H.M. armed ship *Vigilant* and H.M. sloop *Fury*.

#### LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

[Extract]

Sir

Fort Mifflin Novem<sup>r</sup> 3<sup>rd</sup> 1777

... The Industrious enemy turn their Misfortunes to advantage, These two nights, they have been Employed in raising the Wreck of the 64 Gun Ship,<sup>1</sup> and have this morning shewn a floating Battery almost compleat. I presume to morrow they will open it, unless Gen<sup>l</sup> Vernon [*Varnum*] takes Billingsport from them, I think, that, one of the most effectual strokes that can be struck in our favor, and have recommended it to him, if he takes it, then they will have no alternative but Storming this Island which they appear to be much afraid of. I have the honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. One paragraph of this letter is not printed here. It relates the arrival of General Varnum at Fort Mercer and his intention to dispatch 200 men to reinforce Fort Mifflin, and the steps being taken by Varnum and Smith to clothe the garrison at Mifflin. Addressed: "To/His Excellency Gen<sup>l</sup> Washington." Docketed: "Colonel Smith—/3<sup>d</sup> Novem 1777/Answ<sup>d</sup> 4<sup>th</sup>."

1. Wreck of H.M.S. *Augusta*.

#### JOURNAL OF MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY

Novem 3. [*Fort Mifflin*]

For two days past we had suspected that the Enemies Vessels made different turns in the course of the night to the *Augustas* wreck—either to carry off the Cannon which the Galleys had neglected throwing into the water, or taking possession of—or to tow off the Hulk—but they had a more important object which they have been permitted to execute without interruption—and this mornings daylight discover'd to us their two nights labour—they are raising a battery of heavy Cannon upon the hulk which is aground on the Sand bank, the Galleys do not disturb them in their work.—which, if they finish it, will do great injury to our Fort—where you know there is no Shelter for the Troops—it is important to drive them from that particular Spot of the River, and thirteen Galleys with two floating Batteries may do it if they please. . . .

[*November*] 3<sup>d</sup>. night.—

a considerable number of the Enemies boats, pass'd and repass'd in the course of the night, near the Shore of Province Island—it appears that this Communication between their Fleet and Philadelphia is established, and what will surprise you perhaps, is that it is a sure one, there being no Interruption on our part—we cannot cannonade them from the Fort, the Shade of Trees prevents our being informed of



veaux de frieze & place her in the Best manner for securing the Post at Billingsport & from time to time render Capt<sup>m</sup>. Owen,<sup>2</sup> or the Commanding Officer there for the time being all the Assistance in your Power—Capt<sup>m</sup>. Owen is at present in want of a few men to work the Cannon which I must beg the favor of you to supply I am [&c.]

W<sup>m</sup>. Cornwallis

LB, NHi, William Cornwallis Papers, Letter Book, 94. Addressed at foot of page: "Captain Bellows/*Liverpool*."

1. Vice Adm. Viscount Howe.

2. Capt. Edward Owen, Royal Marines, in charge of a marine detachment occupying Billingsport. Captain William Cornwallis, R.N., to Vice Admiral Viscount Howe, 31 Oct., above.

# CAPTAIN WILLIAM CORNWALLIS, R.N., MEMORANDUM

*Isis* off Billingsport 3 November  
1777.—

The *Elk* Sloop is to get the Booms of the *Augusta*, which are secured upon Tinicum Island, To weigh the Anchor to which they are made fast & carry it & tow the Booms down to the *Eagle*.—

If assistance of Boats are wanted &c. application is to be made to the nearest ships.—

LB, NHi, William Cornwallis Papers, Order Books.

# JOURNAL OF H.M. SLOOP *ZEBRA*, COMMANDER JOHN ORDE

Nov<sup>r</sup>: 1777  
Monday 3

D<sup>o</sup>. [at Single <*anchor*> abreast of the middle of Tencham  
<*Tinicum Island*>] D<sup>o</sup>.

Mod & hazy W<sup>r</sup>. PM employed as before [people preparing  
Junk] at ½ past 5 the rebel Gallies came down & fired on our  
Ships which they returned

D, UKLPR, Adm. 51/1100.

# JAMES LOVELL TO WILLIAM WHIPPLE

[Extract]

James Lovell to W<sup>m</sup>. Whipple.

My Dear Sir,

Nov<sup>r</sup>: 3<sup>d</sup> York Town

... Nickolson thought he could get out of Chesapeake but now writes that 4 men of war<sup>1</sup> infest that bay and make it dangerous to attempt a pass out. He is desirous to go with 100 of his men to Delaware to assist in fighting the gallies—I believe this will be granted. . . .

J.L.

Transcript, DLC, Peter Force Transcripts, William Whipple Papers.

1. British warships in the Chesapeake Bay at this time were H.M.S. *Phoenix*, *Emerald*, *Richmond*, *Perseus* and H.M. sloops *Otter* and *Senegal*.

## BRIGADIER GENERAL JAMES M. VARNUM TO GEORGE WASHINGTON

[Extract]

Sir

Woodberry 3<sup>d</sup> Nov<sup>r</sup>. 1777.

... The Want of Confidence between the Commodore and Col<sup>o</sup>. Smith is very great. I shall do every Thing in my Power to cause that mutual Support between the Land and Water Forces, which appears very essential for the Security of Fort Mifflin. ... The Enemy are in Possession of Billings Port: Some of their Shipping lay above that Place, about Two Miles below Fort Mifflin. In this Situation it is impossible for the Commodore to drag for the Cannon &<sup>c</sup>. as mentioned in your Orders of the 31<sup>st</sup> ult<sup>o</sup>. ...<sup>1</sup> I am [&c.]

J M Varnum.

L, DLC, George Washington Papers, Series 4. Ten sentences of this letter are not printed here. They describe the state of Fort Mifflin's and Fort Mercer's defenses and Varnum's efforts to reinforce Fort Mifflin. Addressed: "His Excellency General Washington/Head Quarters." Docketed: "Woodberry 3<sup>d</sup> Nov<sup>r</sup>/1777/from/Gen<sup>l</sup> Varnum/Ans<sup>d</sup>. 4<sup>th</sup>."

1. Above.

## CAPTAIN HENRY LEE TO GEORGE WASHINGTON

Sir

[*Near Grubb's Landing, Del.*] No. 3<sup>d</sup>. 77—

I mentioned to your Excell<sup>y</sup> in my last let<sup>r</sup>,<sup>1</sup> an intercourse subsisting between the inhabitants & fleet near Grub's landing.<sup>2</sup> Having received a confirmation of this intelligence, I pushed down with twelve dragoons & reached the place early yesterday morning. At Robinsons mill on Namur [*Naaman's*] Creek I fell in with a foraging party; on the appearance of my dragoons the enemy ran without giving one fire. A Captain of the Queens rangers, a factor from Baltimore County & seven mariners & soldiers were made prisoners. The Captain I indulged with his parole, till the 10 inst, on or before which day, he will wait on your Excellency to be farther disposed off. The transports have all moved up from New-castle to Chester. They are generally loaded with the wounded & baggage; so that their being ordered up, predicts another attempt on the fort, which they suppose will be effectual. Major Cuyler, Sir W<sup>m</sup>. Howes first Aid de Camp sailed in a packet the day before yesterday for London, his business is to press Administration for strong & early reinforcements.

Among the mariners taken yesterday is a mate belonging to the *Union* transport, he informs, that Lord Howe had sent orders to the Captains of the transports to send up each, four or more of their seamen—What he can want with them is not certainly known. I conjecture, they are designed to man the floating batteries now building in the Schuylkill. It is a certainty from the intelligence received from various characters, that the enemy design shortly to make a push on fort Mifflin. Their only possible mode, by which they can promise themselves success, is their floating batteries. In this they may be totally blasted; if we take possession of Carpenters island. From this post thrwing up strong works, we most assuredly can put a stop to their favourite scheme, & what is of great consequence, co-operate with the gallies in preventing those supplies of provision which go up by water every night to Philad<sup>a</sup>. Your Excell<sup>y</sup> may rely on it, that thirty or more boats, with muffled oars, pass our fort & gallies every night to the city. The ships blown up the other day were the *Augusta*, & *Merlin*



Sloop of 18 guns. The *Augusta* took fire from her own cannonading, one L<sup>t</sup>, Chaplain & forty privates perished in the explosion. The *Merlin* being fast on ground was set fire to, by order.

There is brisk trade carried on at New-castle. I have detached a party of dragoons to that place, with directions to visit the several landings on the river, to disperse the late resolutions of Congress among the inhabitants, & to assure the people, that they will be strictly carried into execution. I set out myself this moment with a design to burn some of the enemys small craft which lay at Grub's landing, under cover of an eight-gun Schooner<sup>3</sup> Your Excellencys most Ob<sup>t</sup> Serv<sup>t</sup>

Hen<sup>y</sup> Lee

L, DLC, George Washington Papers, Series 4. Addressed: "His Excellency/Gen Washington/per Dragoon." Docketed: "3<sup>d</sup> Nov<sup>r</sup> 1777/from/Cap<sup>t</sup> Lee/Ans<sup>d</sup>."

1. Captain Henry Lee to George Washington, 31 Oct., above.
2. Grubb's Landing, Del., is located a few miles below Marcus Hook.
3. This operation is described in Major John Clark, Jr., to George Washington, 4 Nov., below.

MARYLAND JOURNAL, TUESDAY, NOVEMBER 4, 1777

Baltimore, 3d November, 1777.

To the *Printer of the Maryland Journal*.

My Character having been most cruelly and maliciously aspersed in my Absence, by some of the principal Officers, as well as Part of the Crew, belonging to the *Sturdy Beggar* Privateer; I beg Leave, thro' the Channel of your useful Paper, to lay before the Public, the Sentiments of the Owners of the said Privateer, whose public Testimony, in my Favour, does me the highest Honour, and must free my Conduct of Censure from every unprejudiced Mind, so far as relates to the Transaction of any Part of the Business, in which I was concerned. As to my Want of Spirit, which I also understand I am accused of, it lays upon myself only to clear up that Point.

John M'Keel.

---

Baltimore, 3d November 1777

Captain John M'Keel.

Sir,

It was with much Concern, that we frequently heard the Tongue of Calumny busy in traducing your Character, as Commander of the *Sturdy Beggar* Privateer, during her late Cruise, and particularly with Respect to your Proceedings at Hispaniola.

It now gives us equal Pleasure to have an Opportunity (since we have examined your several Accounts) of contradicting those injurious Reports, and doing Justice to your Character, by declaring, in this public Manner, that your Conduct has been satisfactory to us; and that we believe you have acted with the utmost Justice, both to us as Owners, and to the Crew of the said Privateer. When we were first acquainted with the injurious Reports, propagated by many of the Crew, on their Return to this Place, we readily conceived their Prejudices arose from your Refusal to pay them the Whole of their Prize Money in Hispaniola, which, by the Articles, they were to be paid only at this Place: We are now confirmed in that Opinion.

That the Public may not conceive the Owners have done you Injustice, or prejudged the Matter by appointing another Captain to command the Vessel before we had re-

ceived your Defence. We do declare, that our Reasons for doing it, was on Account of the Clamour raised against You, by the People who returned here, which rendered it impossible to procure another Crew to Man the Vessel, as were under a Necessity of sending a new Crew from this to Carolina. Of this Necessity we informed you, when Captain Campbell<sup>1</sup> was appointed, and you allowed the Propriety of it. We are [&c.]

Samuel and Robert

Arch. Buchanan.

Purviance.

John M'Lure.

Hugh Young.

David Stewart.

John Smith.

Nicholson & Kenndy.

Lux and Bowley.

Garret Brown.

1. James Campbell. See *NDAR* 9: 713-14.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, NOVEMBER 7, 1777

WILLIAMSBURG, Nov. 3, 1777.

The Governour and Council, in concurrence with the gentlemen of the Navy Board, having appointed me purchasing commissary of provisions for the use of the army and navy of this state, I do hereby give notice that I shall attend at different county courts and other publick places within this state, and the state of *North Carolina*, in order to contract for such provision as I may be directed to purchase. Mr *William Eaton*, commissary of issues in *Williamsburg*, and Mr. *Richard Carter Graves*, in *New Kent*, will treat with any gentlemen who may not have an opportunity of applying to me.

JOHN PIERCE.

LIBEL FILED AGAINST PRIZE SLOOP *ADVENTURE* IN VIRGINIA ADMIRALTY COURT

[*Williamsburg*]

At a Court of Admiralty held in the city of *Williamsburg* the 3d day of *November*, 1777, the sloop *Adventure*, libelled in this court by *James Barron*, *Richard Barron*, *Wright Wescott*, and *Philip Chamberlaine*, having been duly proclaimed in the said court, and no person appearing to claim the same, or any part thereof, it is decreed and ordered that the said vessel and cargo be published in the *Virginia Gazette* for three weeks successively, requiring any person interested therein to appear and defend the claim of the libellants.

By order of the court.

WILL: RUSSELL, Clerk.

Purdie's *Virginia Gazette*, 3 Nov. 1777.

JOURNAL OF H.M.S. *GLASGOW*, CAPTAIN THOMAS PASLEY

1777 Nov<sup>r</sup>:

Zachea WBN. 5 Leagues

Monday 3

At 6 (AM) saw a Sail to the SE. gave chase, At 8 saw the Island Moona bearing WSW. 3 Sail in sight, Employ'd Occasionally.

Zachea NWBN. 5. Leagues

Moderate & Hazy, first part, Remain<sup>r</sup> Light Airs, Saw a Sloop in shore gave Chase, Arm'd the Pinnace sent her in shore, groing Dark lost sight of the Chase.

D, UKLPR, Adm. 51/398.

"COMTE D'ARBAUD'S ORDERS DELIVERED TO MR. GORDON"

Ordres de M. Le Comte D'arbaud remis au S. Gordon

Sur les représentations qui nous ont été faites, que le Brigantin le *Rainbow*, venant de Limerick commandé par le S. Gordon avoit été pris par un Corsaire anglo-américain et conduit dans la Rade du Port Louis, Ordonnons au S<sup>r</sup> Gilbert Du Lion, ou tous autres commandants de quartier à la Guadeloupe où à Marie Galande de donner main-forte au porteur du present pour le remettre en possession de son Batiment et de sa cargaison, et de faire arrêter et conduire ici sous bonne garde les nommés Plangue et Gilles Capitaine et Lieutenant du Corsaire. Donné à la Basseterre Guadeloupe sous le contreseing de nôtre premier Secrétaire Le Trois novembre 1777. Signé le C<sup>te</sup> D'arbaud.

Je préviens tout officier ayant commandement dans le Gouvernement de la Guadeloupe qu'il ait à mettre en Exécution et à se conformer avec la plus grande exactitude, à l'ordre dont le S<sup>r</sup> Gordon est porteur, qui lui à été accordé pour lui favoriser la restitution du Batiment qu'il réclame ainsi que sa cargaison, si l'un et l'autre se trouvent dans l'étendüe du Gouvernement que Sa Majesté ma confié, et ce sous peine de Désobeïssance en cas de contravention.

à La Basseterre le 3. 9<sup>bre</sup>. 1777. Signé le C<sup>te</sup> D'arbaud.

[Translation]

Comte D'Arbaud's Orders Delivered to Mr. Gordon

In response to the representations that have been made to us, that the brigantine *Rainbow*, under Mr. Gordon's command and coming from Limerick, had been seized by an Anglo-American privateer and taken to the harbor of Port Louis, we have ordered Mr. Gilbert du Lion, or any other commander in the area of Guadeloupe or Marie-Galante, to give assistance to the bearer of this order so as to restore his ship and its cargo to him, and to have Plangue and Gilles, captain and lieutenant of the privateer, arrested and brought here under safe custody. Given at Basseterre, Guadeloupe, under the countersignature of our First Secretary, 3 November 1777. Signed C<sup>te</sup> D'arbaud.

I am instructing any officer holding a command in the Guadeloupe government to carry out and to conform with the utmost exactness to the order of which Mr. Gordon is the bearer, which has been given to him so as to support him in regaining possession of the ship he claims along with its cargo, if both are within the area under the control of the government that His Majesty has entrusted to me. Should a commander fail to carry out this order, he will be punished for disobedience.

Basseterre 3 November 1777. Signed C<sup>te</sup> D'arbaud.

JOURNAL OF H.M.S. *FAVORITE*, WILLIAM FOOKS, COMMANDER

November 1777

The Body of Guadaloupe ENE 3 or 4 Miles

Monday 3

D<sup>o</sup>. Weather [Little Wind & Cloudy with Rain], At 10 AM Read the Articles of War and Punished Thomas Perkins and John Martin with 24 Lashes each for Deserting from the Ship

The Island of Antigua North 12 Leagues

Moderate & Cloudy. At 1 PM Fird a Shot to bring too a Schooner, who hoisted French Colours, but she not bringing too, and it falling little Wind, hoisted out the Boats, and sent them Manned & Armed after her, At 2 the Boats came up with her, At 4 she came unde our Stern found her a Pirate, the Captain<sup>1</sup> & 4 hands had made their Escape in a small Boat, Received on board 8 Prisoners, and sent an Officer and Men on board,

D, UKLPR, Adm. 51/348.

1. Paschall Bonavitta.

**November 4**

CAPTAIN SKEFFINGTON LUTWIDGE, R.N., TO GOVERNOR SIR GUY CARLETON

Copy of a letter from Captain Skeff<sup>th</sup>. Lutwidge to his Excellency Sir Guy Carleton dated *Carleton* at Crown Point the 4<sup>th</sup>. November 1777

Sir

I have the honour to acquaint your Excellency that I arrived at Ticonderoga the 1<sup>st</sup>. Ins<sup>t</sup>. and Yesterday afternoon sailed from thence with all the Vessels, the *Inflexible*, *Thunderer*, *Maria*, *Carleton* and *Camel*.

The *Maria* and *Thunderer* proceeded on towards S<sup>t</sup> Johns, the former with Provisions and Sick, the latter with some Ordnance Stores and as many Sick as she cou'd contain—about 150 are on board, and it was thought necessary this Vessel should be appropriated for their reception, after taking in a Tier of Shott and Provisions.

The *Camel*, laden chiefly with Artillery Stores, and the *Inflexible* with provisions, remain here to take in some Brass Guns brought from Lake George to the Portage Yesterday, which I expect down in Batteaux this day the danger of the Vessels being stoped by a Northerly Wind and frozen up at this advanced season induced me to get them out as soon as possible, and I hope there will now be no danger of the whole Naval Armament being safely laid up at S<sup>t</sup> Johns.

The Vessels lately sent with Provisions were directed to land their Cargoes at Point au Fer, but as their return in time is now impracticable I send a Tender with directions for all the Victuallers to take in Provisions from thence to S<sup>t</sup> Johns, and to assist the unlading the large Vessels.

The *Carleton* is laden with a Variety of heavy stores and is also to receive more Sick Men from the Hospital.

The *Lee* has taken in Provisions sent hither in Batteaux, and will remain here for the Protection of the Troops on the Lake.

A detachment of 30 Seamen with Officers from the Naval department are left to assist the Embarkation of the Garrison, and to conduct the Tender and Gun Boats, which are to move with the Batteaux—I apprehend they will leave Ticonderoga on the 7<sup>th</sup>. or 8<sup>th</sup>. Ins<sup>t</sup>.

Captain Graves is on board the *Inflexible*, and in much better health than cou'd be expected after the unfortunate circumstance of losing his left Arm—the Wound he received was from a drunken Soldier, and does not appear to have been intentional.

As Brigadier McClean writes to Your Excellency at this time from hence, I have only to add that I shall use every possible effort to Secure the Vessels before the Frost sets in, giving at the same time every assistance they can afford to the Troops intended to pass the Lake. I have the honour to be [&c.]

(Signed) Skeff<sup>n</sup>. Lutwidge  
G C

Copy, UKLPR, C.O. 42/37, 266–67. Addressed: “His Excellency/Gen<sup>l</sup> Sir Guy Carleton.” Endorsed: “In Sir Guy Carleton’s/of the 6<sup>th</sup>. Novemb<sup>r</sup>/(4).” Docketed: “Copy of a letter from Cap<sup>t</sup> Skeff<sup>n</sup> Lutwidge to His Excell<sup>y</sup>/Sir Guy Carleton dated/*Carleton* at Crown Point/the 4<sup>th</sup> November 1777.”

#### JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL

Hon<sup>ble</sup>. Gentlemen

I beg Leave to Represent to the hon<sup>ble</sup>. Board the most Ardent desire of George Smith who is now A prisoner of War. he was taken by Cap<sup>t</sup> Skimmer About ten weeks since.<sup>1</sup> the whole of which time he has been on board the *Lee*, and has Conducted intirely to the Satisfaction of the Commander who is Allso very Sollicitous for Smiths Enlargement. who Engages to remain in the Service in any Vessell he may be Ordered, indeed he Appears to be so Averse to going into the British service that he say’s he Shoud Rather be shot to death. I humbly beg the hon<sup>ble</sup> Board will be pleas’d to take the matter under their Consideration and if they see meet to give An Order for his Enlargment I have the hon<sup>r</sup> to be [&c.]

J. Bradford  
Boston 4<sup>th</sup>. Nov<sup>r</sup>. 1777

L, M-Ar, Mass. Archives Collection, vol. 167 (Council Papers), 411, 411a. Addressed at foot of page: “The Hon<sup>ble</sup>. the Council.” Endorsed: “In Council Nov<sup>r</sup> 5. 1777. Read & Ordered that the Prayer of the within Petition be granted and that the Commissary of Prisoners be and he hereby is directed to liberate George Smith a Prisoner of War taken by Cap<sup>t</sup> Skimmer and suffer him to go at large Jn<sup>o</sup>. Avery D<sup>r</sup> Sec<sup>r</sup>.” Docketed: “Petition of John/Bradford Esq<sup>r</sup> for the/Liberation of George/Smith a Prisoner/with Order thereon/Nov<sup>r</sup> 5. 1777.”

1. Smith was probably a member of the crew of the brig *Industrious Bee*, John Biddlecombe, master, which was captured about 29 Aug. See NDAR 9: 957, 962.

#### GOVERNOR JONATHAN TRUMBULL TO COLONEL WILLIAM WORTHINGTON

S<sup>r</sup>

Hartford Nov<sup>r</sup>. 4<sup>th</sup>: 1777—

This day I Rec<sup>d</sup>. a Letter from Gen<sup>l</sup>. Parsons: dated at Horse Neck the 2<sup>nd</sup>. Instant<sup>1</sup> in which is Contain<sup>d</sup>. the following Paragraph—

viz<sup>t</sup>—"if M<sup>r</sup> Bushnell's Projection for Destroying the Shipping can ever be of any use it cant be improv<sup>d</sup>. at any time to greater advantage then the present; nor at any place more likely to Succeed then at this Post—"

the Gov<sup>t</sup>. and Council of Safety recommend it to Your and M<sup>r</sup> Bushnel's Consideration, whether it is not best to make an Attempt on the Enemies Shipping in pursuance of Gen<sup>l</sup>. Parsons's Letter the Matter is Refer<sup>d</sup>. to your & his Discretion as You Judge may Serve the Gen<sup>l</sup>. Cause I am [&c.]

J T<sup>i</sup>

DfS, Ct, Trumbull Papers, vol. 6, 167a. Addressed flush left below signature line: "Col<sup>o</sup>. Worthington."

1. Brig. Gen. Samuel Parsons to Jonathan Trumbull, 2 Nov., Ct, Trumbull Papers, vol. 7, 165a-f.

#### GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Head Quarters Whitemarsh 4 Nov<sup>r</sup> 1777

Gen<sup>l</sup> Potter and Cap<sup>t</sup> Lee, who are posted upon the West side of Schuylkill to interrupt the Enemy's communication across the Islands, both assure me that they undoubtedly pass by Night with Boats between province and Mud Island and into Schuylkill.<sup>1</sup> If this passage is not stopped in some measure, it is in vain to think of hindering them from getting supplies from their shipping as long as the River remains free of Ice. I will not undertake to point out to you the mode of doing this, but in my opinion the most probable is, to keep small Boats rowing guard between the south end of Mud Island and the pennsylvania shore, and a Galley or two under the north end of Mud Island, when the weather will permit. If the guard Boats make a signal, the Gallies may get ready to intercept the Convoy. The Enemy will not chuse to fire in the dark, because there will be a greater chance of damaging their own craft, than hurting our armed Vessels, as being greater in number. I beg you will immediately fall upon this or any other Scheme, which to you may seem more effectual to put a stop to this intercourse.

Df, DLC, George Washington Papers, Series 4. Addressed at foot of page: "Com Hazelwood." Docketed: "[illeg.1/1777/to/Com: Hazelwood.]"

1. This intelligence was forwarded to Washington in Brigadier General James Potter to George Washington, 3 Nov., and Captain Henry Lee to George Washington, 3 Nov., above.

#### MAJOR JOHN CLARK, JR., TO GEORGE WASHINGTON

[Extract]

Sir

Goshen Nov<sup>r</sup> 4<sup>th</sup> 1777. 6 o Clock P.M.

... I am just returned from below Marcus Hook, & Chester, have carefully viewed every Ship of War & Transport in the River at these places, & can assure you there is not a Soldier to be seen on board of any of them—several worthy friends have carefully reconnoitred them with good Glasses, & agree with me in Opinion—the Fleet seem'd to be very busy to Day, knocking continually Night & Day on board—and I am well assured by the testimony of numbers on the Shore, they are caulking their Boats—

As soon as I dispatch'd the Express to your Excellency last Night, I embarked for Chichester Meeting House near the Hook, where I fell in with Capt<sup>n</sup>. Lee with a few Dragoons, & about 60 of Foot; among whom were a few Riflemen; we had reced

information of a number of Shallops in the Enemy's employ lying at a place called Grub's landing a few Miles below Hook, Capt<sup>n</sup> Lee was ordered to dismantle the Mills along shore, he also communicated to me an intention of destroying those small Craft at the landing, & that he imagined 'twas also practicable to board a Tender<sup>1</sup> belonging to the *Roebuck* which lay near the Shore to cover the Shallops, she mounted 10 Guns; I was convinced of the practicability of the design—& we marched at 3 this morning & soon arrived near the place—Capt<sup>n</sup> Lee & myself rode down to the shore to reconnoitre their situation & found the Enemy had removed them down the River, except the Tender, no Boats to be got, we determined to have some sport, & soon caught a Tory Inhabitant whom we sent down near the Shore in Company with a few Riflemen & two or three Dragoons commanded by a Lieu<sup>t</sup> of Capt<sup>n</sup> Lees, the Tory was obliged to hail the Tender, they knew his Voice & answered him, asked what he wanted, he told them some Company a shore had a little fresh Beef for them, they immediately turned out five of the Crew into a Boat, who landed & came up with their Arms. The Officer of the Dragoons demanded a surrender, but they refused with attempting to run, & made a little show of fighting, their Arms being badly charged did not go off, The Riflemen fired on them & three fell—The remaining two effected an escape under the fire of the Tender who blazed away without injuring any of the Men—I believe they won't attempt to come ashore for Provisions in that quarter in a hurry—we left a few to watch their motions to Day & to morrow, the Mills are dismantled, & we drove off some fat Cattle from the shore at Chester, which I believe were intended for the Enemy—If we cou'd but have got only two Boats, we shou'd have taken the Tender, she kept no watch on board. . . . I am

Jn<sup>o</sup>. Clark Jun<sup>r</sup>.

P S A few Guns were fired at a great distance down the River whether signals, or what? I am unable to say, but will soon inform you I hope

J C

L, DLC, George Washington Papers, Series 4. Eleven lines of text are not printed here. They treat a number of subjects including Washington's correspondence to Clark and Clark's health. Addressed at foot of last page: "His Excellency Gen<sup>l</sup> Washington." Docketed: "From/Major Jn<sup>o</sup>. Clark/Nov<sup>r</sup>. 4<sup>th</sup>. 1777/Ans<sup>d</sup>. 5<sup>th</sup>."

1. H.M. sloop tender *Elk*.

#### JOURNAL OF CAPTAIN JOHN MONTRESOR

[*Carpenters Island, Pa.*]

[*November*] 4th. Wind at West the day delightful. The Mud Battery fired at our Shipping without effect. The Ship<sup>1</sup> with the Rebel Commodore was struck by a shot from one of our medium 12 pounders and their fleet hauled nearer the Jersey shore. The Battery began in last night left and changed to the Front Dam 90 yards nearer the Delaware. Boats come up from the Fleet with regimental Baggage and their Quarter Master.

Montresor, *Journals*, 473.

1. Probably the Pennsylvania Navy ship *Montgomery*, flagship of Commodore John Hazelwood. However, Capt. Francis Downman's diary for this date states that the ship hit was a provision ship. Downman, "Services of Lieut.-Colonel Francis Downman," 210.

## LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

Sir

Fort Mifflin 4<sup>th</sup> Novem<sup>r</sup> 1777

I wrote your Excellency yesterday<sup>1</sup> am happy to find I was mistaken, The enemy have not constructed a Battery on their work as I then expected, I was deceiv'd by the Water being much lower than usual which left a greater part of the Wreck naked.<sup>2</sup> General Varnums reinforcement arriv'd yesterday.<sup>3</sup> Last night about 8. OClock we were alarm'd with the rowing of Boats between this and Province Island, We at first conceived they intended an attack, but found they passed us with the Ebb, they came out of Schuylkill and passed along the Shore of Province Island to their Shipping with the flood they return'd up again to Schuylkill. We informd the Gallies that lay near us. Unless some method is taken to prevent that communication, they will without much risk supply themselves with every thing wanting from their ships. I have honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Notation on verso: "Maryland/to Wit/Whereas I have receiv'd Information." Docketed: "Colo Smith 4 Nov<sup>r</sup>/1777. Ans<sup>d</sup>."

1. Lieutenant Colonel Samuel Smith to George Washington, 3 Nov., above.

2. Wreck of H.M.S. *Augusta*.

3. On 28 Oct. Washington ordered Brig. Gen. James M. Varnum to march his brigade to Woodbury, N.J. From there he was to provide detachments, as needed, to relieve the garrisons at Forts Mifflin and Mercer. Washington to Varnum, 28 Oct., in Washington, *Writings*, 9: 455–57.

JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEWNov<sup>r</sup> 1777

In the River Delaware

Tuesd<sup>y</sup> 4at 11 AM began to heave—<sup>1</sup>

In the River Delaware

Mod<sup>t</sup> & fair PM emp<sup>d</sup>: on heaving in the Cable made fast to the Cheveaux de frize found we draw'd them nearer to us but did not widen the Passage already made at 4 PM veer'd away on the Cable made fast to the Cheveaux de frize & hove to ½ a Cable on the B<sup>t</sup> B<sup>r</sup> found another Cheveaux de frize above the rest on which we put a Cask Buoy & Sunk it with a Pig of Iron Ballast.

D, UKLPR, Adm. 51/548.

1. On a cable fastened to a cheval-de-frise. For the previous three days, *Liverpool* had been attempting to widen the passage through the lower range of chevaux-de-frise off Billingsport.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Tuesday, November 4, 1777

*Resolved*, That Congress have an high sense of the merit of Commodore Hazlewood, the commander of the naval force in Delaware river, in the service of the commonwealth of Pennsylvania, and of the officers and men under his command, in their late gallant defence of their country against the British fleet, whereby two of their men of war were destroyed, and four others compelled to retire; and that



an elegant sword be provided by the Marine Committee, and presented to Commodore Hazlewood. . . .

The Marine Committee reported, "that they have received a letter from the navy board at Bordentown, dated the 27 October last, informing them of orders given by General Washington to scuttle the frigates in the river Delaware,<sup>1</sup> in order to prevent their falling into the hands of the enemy, and that having taken the same into consideration, they are of opinion, that the frigates should be lightened as much as possible, and either run into some adjacent creek or hauled as high upon shore as may be without ballast, and a battery constructed with the guns of the *Washington* on the most convenient ground, to cover the frigates from the enemy; that the frigates should be charged properly with combustibles, and a careful watch employed under a vigilant officer to burn them rather than let them fall into the hands of the enemy; and lest this should fail, that a sufficient number of small craft should be sunk in the channel below the frigates, effectually to obstruct the enemy from moving them down the river, if they should happen to gain possession of them; and a battery constructed in the most convenient manner to cover the obstructions and prevent the enemy from removing them; that all the vessels, of whatever kind, should be run up as high above the batteries and obstructions aforesaid as possible, and the most effectual precautions taken immediately on the approach of the enemy;" Whereupon,

*Ordered*, That a copy of the said report be sent to General Washington for his approbation, and if he approve the same, that a detachment of troops be sent to assist in the construction and management of the batteries aforesaid.

JCC 9: 862, 863–64.

1. The detailed instructions given by George Washington to the Continental Navy Board of the Middle Department on 27 Oct. 1777 were apparently received after the Navy Board's letter of that date to the Continental Marine Committee was sent. See Continental Navy Board of the Middle Department to George Washington, 10 Nov., below.

JOURNAL OF H.M.S. *EAGLE*,  
CAPTAIN ROGER CURTIS

Novem<sup>r</sup> 1777

D<sup>o</sup>. [Moored off Chester]

Tuesday 4<sup>th</sup>

At 9 AM, Cut the outer small Bower Cable up to Barricade Armed Vessels, and bent the Inner one to the Anchor. A Sloop came alongside to receive Cannon.—

D<sup>o</sup>.

The first part Moderate and Clear, Middle, light Airs & D<sup>o</sup>. latter Cloudy, PM, the Carpenters Employ'd fitting a Sloop for Service.<sup>1</sup> At 12 Sent the Galley<sup>2</sup> with 2 thirty two Pounders, Shot &c. and 20 Flat Boats with Provisions for the Army, up the River. Employ'd Barricading a Sloop for Service.—

D, UkLPR, Adm. 51/293.

1. Probably H.M. sloop *Fury*.

2. H.M. galley *Cornwallis*. The thirty-two pounders mentioned here were intended for the two floating batteries being built on the Schuylkill River.

## STEPHEN STEWARD TO GOVERNOR THOMAS JOHNSON

Gentell men,

Captain Harrison Coms up for the three boult of Canvess or Cruder I once had an order from you for Wee like will want a berel of Tar If you have any belonging to the State and If you Intend to part with the Swivel guns that is in the *Dolphin* I should be glad you will Send them Down by him that I may have them fixt befor the *Smallwood*<sup>1</sup> levees. I am [&c.]

West River

Stephen Steward

Nov<sup>r</sup> the 4 1777

N B Captain Harrison is very desirous to no What Tirms he is to go on and What privelag he is to have Which is not In my Power to Resolv him

L, MdAA, Executive Papers, 6636-8-143.

1. Maryland state trading vessel *General Smallwood*.

THE GAZETTE OF THE STATE OF SOUTH-CAROLINA, TUESDAY, NOVEMBER 4, 1777

Charles-Town, Nov. 4.

Last Saturday sailed, on its return for St. Augustine, the cartel sloop *Governor Tonym*, commanded by John Mowbray, Esq; with a number of prisoners, in exchange for those he brought.<sup>1</sup> And it is not unlikely, that the same sloop may be on the coast again in a week, as a cruizer, together with Captain Mowbray's sloop *Rebecca*, and the *Hinchinbrook* brig of war. 'Tis to be hoped, we shall not suffer three such vessels to interrupt our trade.—Such prisoners as had fallen into the hands of Capt. Mowbray, universally speak well of that gentlemen and his treatment; but it is the very reverse with those who had been taken by Capt. Ellis in the *Hinchinbrook*.—This cartel left St. Augustine the 8th ult. when all the men of war that had for a long time cruized off this bar, were gone for New-York, on account of the difficulty of getting water; except the *Daphne*, which, with her tender, a Virginia boat, upwards of 50 feet long, was gone to convoy a three-decker, with a cargo for John Stuart, Esq; to Pensacola.—We have the following further intelligence from some of the released prisoners, viz. that near half the crews of the *Brune* and *Daphne* men of war, were Americans, compelled either by hard usage, confinement, or seduction, into the service: That Capt. Sir John Chinnery of the *Daphne* behaves in the character of a gentlemen to his prisoners: That the *Hinchinbrook* and *Rebecca* had lately been on a cruize, from St. John's River; but were soon obliged to return, on account of the *Rebecca* having lost her Bowsprit: That they will probably wait the return of the *Governor Tonym*, before they sail again. . . . That the nobleman taken in Capt. Minors's sloop from St. Eustatius, was the Count de Castleburg; and he was sent for England in the *Springfield* transport, Captain Armstrong: That the accounts we received from Capt. Duck, which were inserted in this gazette, of the 7th ult. of the ill treatment of Capt. Engs, and the rest of the Americans, who were confined at the Look out, were not exaggerated; on the contrary, that they had been once so neglected, as to be five days without one mouthful of any kind of provision, during which period one man died; and that they attributed this inhuman usage to a Major Brown, who went to England in the *Springfield*: But that Captain Engs, after having been nine weeks in this horrid confinement, had, thro' the interposition of some humane gentlemen, been sent

for to St. Augustine, where he acknowledges he was used for three weeks, till the cartel sailed, in such a manner as he shall remember with gratitude.<sup>2</sup>

The privateer sloop *Washington* of this port, commanded by Capt. Hezekiah Anthony, returned last Thursday from a cruize; of which the Captain has favoured us with the following particulars, viz. On the 7th of September, in sight of Cape Antonio, fell in with the brig *Pensacola*, mounting 12 guns, and well manned, from London bound for Pensacola, with a very valuable cargo; engaged her from 7 o'clock in the morning till ten, struck several of her ports into one on her starboard side; but the *Washington* having her rigging all cut to pieces, mounting only 8 small guns, and having few men, was at last obliged to row off and leave her; and though her deck was covered with grape shot, not a man was hurt. On the 15th going into the Bay of Honduras, took a ship of upwards of 300 tons coming out; she proved to be the *Spiers*, of and for Glasgow, John Lamount master, laden with mahogany, logwood, and some rum. The same day in the bay, took two brigs at anchor, which had been deserted by the people; one called the *Nancy*, Captain Ferguson, laden with Mahogany; the other called the *Anne*, Lewis Lawes master, half loaded, both bound for London; rigged and brought them. Capt. Anthony thinks himself obliged to acknowledge, that the behaviour of the inhabitants of the Bay, to him, was such, as intitled them to security against all depredations.<sup>3</sup> Sept. 22d. fell in with an armed snow called the *Peggy*, from London for the Bay, fired about a dozen shot at her, and carried away her main top gallant mast, but there being a heavy sea, and the snow sailing very fast, she got away. On the 7th ult. took the sloop *Tom*, Stanton Hazard, master, laden with Logwood, from the Bay bound for Bristol.<sup>4</sup> On the 12th the *Washington* fell in with and took the *General Howe*, commanded by Captain Underwood, a sloop of six carriage and 6 swivel guns, from Jamaica bound for New-York, having on board 72 pipes of Medera wine, besides rum, sugar, and a considerable quantity of dry goods; she engaged the *Washington* near half an hour, and placed her shot so well, that Captain Anthony had his boatswain, William Wallace killed, and two men wounded, and received three shot in his mast, one between wind and water, many in his sails, and had his rigging most terribly shattered. The *General Howe* had come out under convoy of an armed ship called the *Fame*, also bound for New-York; which ship coming in sight soon after the sloop had struck, Capt. Anthony, after about seven hours possession was obliged to quit her; but he first hove her guns overboard, and withdrew his people. He dogged the sloop for seven days after, to the lat. 30, but she always kept too near the ship for him to recover her, and then he parted from her in a gale of wind. . . .

On saturday the *Washington's* prize ship *Spiers*, arrived off the bar. She had been retaken by the *General Howe* transport, which had also taken the sloop *Sally*, Tidde-man Carr master,<sup>5</sup> of and from this port for St. Eustatius, and anchored off St. Augustine; but while the sloop went in, and the English prize master of the ship went on shore, the *Washington's* people that were left on board, thought proper to recover her, and conduct her for this harbour.

The French ship that appeared off this bar last Tuesday, did not come over till Saturday morning, when, after having been brought safe in, and coming up the channel, the wind blowing hard at North, she unfortunately got ashore upon Cummins's Island, where she is bulged. She is a ship of upwards of 400 tons, called *Lilancour*, commanded by Mons. Pierre Barriere, belonged to Bourdeaux, and came last from Cape-François, having on board 300 hogsheads of Melasses, 20 of sugar, 200 of Taffia, and about 50 barrels of coffee, a great part whereof, tis hoped, will be saved.

The brigantine of war *Notre Dame*, belonging to this State, commanded by Stephen Seymour, Esq; returned from a cruize last Sunday. On the 12th of October she took the brig *John*, Thomas Calannan master, from Mississippi, bound for London, laden with staves; and on the 18th, the schooner *Jemmy & Sally*, Rt. Sarjent master, likewise from Mississippi, laden with shingles, and bound for Jamaica.<sup>6</sup>

The *Galatea*, when she left this coast to return to New-York, took a large brig called the *Fox*, from Dartmouth for this port,<sup>7</sup> and a ship from hence bound for France, supposed to be the *Pliarne*, Capt. Green, about 100 leagues off the land, and carried them in with her.<sup>8</sup>

1. See above, *Gazette of the State of South-Carolina*, 21 Oct. 1777.

2. See NDAR 9: 237, 715, 782, for the capture of the ship *Franklin*, Madet Engs, and the treatment of the crew in St. Augustine.

3. For the reaction of the inhabitants of St. George's Cay, Bay of Honduras to Hezekiah Anthony's visit, see above, Richard Hoare, et al., to Vice Admiral Clark Gayton, 8 Oct. 1777.

4. By 6 Nov., the prize sloop *Tom* had arrived in Charleston. *South-Carolina and American General Gazette*, 6 Nov. 1777.

5. This report was incorrect. The armed ship *George*, John Hosmer, captured the prize ship *Spiers* and sloop *Sally*. See below, *Gazette of the State of South Carolina*, 11 Nov. 1777.

6. The prize schooner *Jemmy & Sally* was sent to Georgia. *South-Carolina and American General Gazette*, 6 Nov. 1777.

7. The brig *Fox* was sent to Newport, R.I., with the prisoners on board. For the eventual outcome of the voyage, see above, *Providence Gazette*, 18 Oct. 1777.

8. The capture of the Massachusetts State ship *Pliarne*, Samuel Green, master, was credited to H.M.S. *Brune* and H.M.S. *Galatea*. See NDAR 9: 927, 981; *Rivington's New-York Loyal Gazette*, 15 Nov. 1777.

#### JOURNAL OF H.M. SLOOP *HORNET*, COMMANDER ROBERT HASWELL

Novem<sup>r</sup> 1777

C. Francois S ½ E. 3 Lg<sup>s</sup>.

Tuesday 4

at 6 AM. saw a Sail N<sup>w</sup>d. Row'd

D<sup>o</sup>. SbE. 10 Lg<sup>s</sup>.

Little Wind & Fair. at 1 PM fird a Shot & bro<sup>d</sup> to a Schooner from Georgia to Cape François, an American.<sup>1</sup> changed the Crew. at 10 TK. Lost a Log & Line (rotten)

D, UklPR, Adm. 51/459.

1. Schooner *General Washington*, from Georgia, laden with rice and indigo. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UklPR, Adm. 1/240, 505.

#### JOURNAL OF H.M.S. *GLASGOW*, CAPTAIN THOMAS PASLEY

1777 Nov<sup>r</sup>

Zachea NWBN. 5. Leagues

Tuesday 4

At 5 (AM) saw two Sail to the NW. proved our Tender with her Prize, (a Schooner) from N. Carolina to S<sup>t</sup> Croix<sup>1</sup>

Zachea NNE. 5 Leagues

Light Airs inclinable to Calm, sent proper People on board the prize to take her to Jamaica

D, UklPR, Adm. 51/398.

1. *Betsy & Ann*, laden with tobacco and lumber. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UklPR, Adm. 1/240, 505.

“COPY OF JEAN PASCALY’S DECLARATION.”

Copie de la Déclaration du nommé Jean Pascaly

Aujourd’hui quatre novembre mille sept cent soixante dix sept, est comparu devant nous le Major de Milice au grand Cul de Sac, le S<sup>r</sup> Jean Pascaly qui nous a déclaré être parti de la Martinique le 17. du mois passé dans une Goelette pour le quartier du françois avec expedition du fort Royal allant audit lieu et delà à S<sup>t</sup> Martin, le dit Batiment n’ayant que son Leste, et le déclarant n’étant que passager, que hier trois du courant sous Cahouane<sup>1</sup> Il auroit rencontré une frégate anglaise qui leur auroit tiré nombre de coups de canon, que le calme les ayant pris, que la ditte frégate auroit envoyé deux chaloupes après eux, que le dit déclarant s’est mis dans le canot de Bord avec son Domestique et Trois autres qu’ils auroient gagner la Batterie du Basvent toujours poursuivi par les dittes chaloupes, qu’arrivée à Terre il auroit abandonné son canot et se seroit sauvé à Terre, où delà il auroit vû les anglais des dittes Chaloupes mettre à Terre et monter sur la ditte Batterie de basvent, s’étant rendu à S<sup>te</sup>. Rose, Il nous à fait la presente déclaration, il nous à aussi déclaré qu’il avoit vû à mariner la Goelette d’ou il s’etoit sauvé commandé par Augustin auresy. fait les dits jour et an que dessus. Signé Jean Pascaly.

[Translation]

Copy of Jean Pascaly’s Declaration

Today, 4 November 1777, there appeared before us the major of militia of the Grand Cul de Sac, M. Jean Pascaly, who stated to us that he had left Martinique on the 17th of last month on a schooner bound for the French Quarter with expedition from Fort Royal going to the aforesaid place and then from there to Saint Martin, that the said ship had only its ballast. The declarant said he was the only passenger; that yesterday, the third of the current month beneath *Cahouane*<sup>1</sup> he met an English frigate that fired a number of shots at them, that having become becalmed, the said frigate sent two of its longboats after them; he then stated he got into one of the schooner’s boats along with his servant and three other people and they reached the Batterie du Basvent still being pursued by the frigate’s boats, that upon arriving ashore he abandoned his boat and escaped; from that point he reportedly saw the English sailors from the frigate’s boats come ashore and climb up the said Batterie du Basvent. Having gone on to Sainte Rose, he gave us this statement. He also told us that he had seen the schooner seized, the one he had escaped from, and that it was commanded by Augustin Auressy. Done on the day and in the year mentioned above. Signed Jean Pascaly.

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525, 341–42.

1. Kahouanne, an island off the northwestern tip of Basse-Terre, Guadeloupe.

November 5

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War Office Boston 5<sup>th</sup> Nov<sup>r</sup> 1777

Ordered . . . That the Com<sup>y</sup> Gen<sup>l</sup> deliver Sim. Samson for Brig<sup>t</sup> *Hazzard* 2 Casks Rice &C—

That Tho<sup>s</sup> Crafts deliver Sim. Samson for Brig<sup>t</sup> *Hazzard* a R<sup>m</sup>. small Cartridge paper—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 80.

## ISAAC SEARS TO THOMAS SHAW

Sir

Boston Nov<sup>r</sup> 5<sup>th</sup>. 1777

I receved yours of the 27<sup>th</sup>. Oct<sup>r</sup>, the Cordage Sent, you Complain of, I Cou'd Git no better in this place, was obliged to Send that or none—the Topmast Shrouds &c has ben maid this three weeks M<sup>r</sup> Peret has disapented me in Sending the teems or they wou'd be with you before this time, am exspecting a team every day to Send them by—I have not ben able to Get a Single pece of duck in this part of the Country Since I See your Brother at Bedford, nether do I know whare there is any to be had, but what John Brown has, his price is £40 @ bolt Shant Give it till I see your Brother at Bedford which will be Some time next week—I exspect a Vessel in from France with a large Quantity of duck, hope it will be in My Power to Supply the Ship<sup>l</sup> out of that I am [&c.]

Isaac Sears

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, packet 26. Addressed at foot: "To M<sup>r</sup> Tho<sup>s</sup> Shaw." Docketed: "Isaac Sears/Letter/Nov 5 1777."

1. Connecticut privateer ship *General Putnam*, building at New London.

## JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

At a meeting of the Council of Safety held at Hartford the 5<sup>th</sup> day of November, 1777.

Voted, That the Committee of Pay-Table settle and adjust Capt. Seth Harden's account for the officers and crew on board of the ship *Oliver Cromwell* belonging to this State, and draw an order on the Treasurer of this State for the ballance due to said Harden and crew.

Hoadly, ed., *Public Records of the State of Connecticut* 1: 457.

ORDER TO THE COMMITTEE OF THE PAY-TABLE TO SETTLE  
LIEUTENANT EBENEZER BARTRAM'S ACCOUNT

at a Meeting of the Governor and Council of Safety held at Hartford the 5<sup>th</sup> day of Nov<sup>r</sup> 1777

Voted that the Committe of payable Settle Cap<sup>t</sup> Eben<sup>r</sup> Bartrams account for the ballance due to him on account of his Service on board the Brig *defence* belonging to this State according to the Common usage & Custom of allowance in such Cases & Draw on the the Treasurer of this State in fav<sup>r</sup> of said Bartram for what they Shall find due

A true copy of Records

Test Nath<sup>el</sup> Wales Jn<sup>r</sup> Clerk

[Enclosure]

Feb<sup>y</sup> 27<sup>th</sup>: 1777 D<sup>r</sup> State of Connecticut to Eben<sup>r</sup> Bartram L<sup>t</sup> of Brig<sup>t</sup> *Defence*

	£	s	d
to 2. Mth <sup>s</sup> and one half Wages Yet Due	15	: 0	: 0
to 360 days Rations @ ⅓ pr day	22	:10	: 0

to one New Silver Watch Lost in the publick Service	12 : 10 : 0
to Boarding at New Haven when preparing the Brig <sup>n</sup>	<u>2 : 02 : 0</u>
	£39 : 12 : 0
	£37 . 10 . 0

DS, Ct, Connecticut Archives, 1st Series, vol. 9, 214. The order is printed in Hoadly, ed., *Public Records of the State of Connecticut* 1: 456, noting that "A copy of this order delivered to s<sup>t</sup> Bartram."

THOMAS SHAW TO GOVERNOR JONATHAN TRUMBULL

Sir,

Norwich Nov. 5th 1777.

In my last of y<sup>e</sup> 23<sup>d</sup> Ult<sup>o</sup>. I acquainted your Excellency of my dispatching a Flag to N.Y. & the misfortune attending her<sup>1</sup> & that as soon as I should receive an Answer from NY would let you know. Have had no return as yet. And also of my sending another to Newport who was unhappily detained at Stonington by Contrary Winds a long time which has made considerable expence;<sup>2</sup> in which went John Jenking Master of the *Weymouth* Packet, two Mates,<sup>3</sup> Docter<sup>4</sup> & 4 others: for which gave me in return Cap<sup>t</sup> Palmers<sup>5</sup> Officers & others to the Am<sup>o</sup>. and also for four Prisoners, I some time since, let go on Parole, the condition of which was to send 4 Prisoners in their stead & was so happy to get Cap<sup>t</sup><sup>6</sup> Lamphire & Mate &<sup>c</sup>. Why I came to send these people on parole, was that some time before my brother had sent a number of the Inhabitants of Newport taken in Wood Vessells at Long Island for Exchange, they was admitted to an exchange with much difficulty. And he rec<sup>d</sup> an Answer from the Commiss<sup>y</sup> of Prisoners there in these words. "I am directed by the Admiral S<sup>r</sup> Peter Parker to acquaint you that he does not deem these People to be on the same footing as those who are taken in Arm<sup>'d</sup>, or Trading Vessells—and that he will not receive any Americans who may have been taken in Boats, or Vessell along shore, in exchange for Seamen."—Cap<sup>t</sup> Robinson of this Flag did & said all in his power to get poor Palmer exchanged for Jinking. I also wrote the Commiss<sup>y</sup> that these Prisoners where for the purpose of being Exchanged for Cap<sup>t</sup> Rob<sup>t</sup> Palmer & Crew, their friends having taken incredible pains & been at great expence in procuring these prisoners. And also acquainted him that I had taken his M<sup>r</sup> Jinking Parole that in case he was not admitted in Exchange for Cap<sup>t</sup> Palmer, that he must return by this Cartel. Notwithstanding this, M<sup>r</sup> Jinking when he arrived at Newport, without the least concern forfeits his Parole & goes off to N York. Robinson remonstrates against this conduct, and receives for answer. How can I help it. When the Admiral orders me to N York. And all the answer I get from the Commissary is. "M<sup>r</sup> Jenking Master of the *Weymouth* Packet, not being on the same Rank as Cap<sup>t</sup> Palmer he cannot be admitted in exchange; had the Cap<sup>t</sup> of the Packet been sent,<sup>7</sup> the Admiral would have given directions for liberating Cap<sup>t</sup> Palmer."—Inclosed you have his Parole. Cap<sup>t</sup> Robinson tells me that his Schooner was taken from him & her Sails unbent, with a determination to keep him unless a Flag of theirs up at Providence was released,<sup>8</sup> and happily for poor Robinson after two days detention, their Flag returned. It is very unhappy for us that we are obliged to put up with their insults. I say we are obliged by the sufferings of our unfortunate friends, on board there Prison Ships, to do all in our power to relieve them; if it were not so I should desire that their might be no more Flags sent to the enemy, but that we should confine our prisoners in the like manner, untill they should send their Flags

here for this purpose. But are we Sure that the enemy have the same feelings for their Country men, have they Fathers, Mothers & friends to plead for them? But however I believe it best to try it on; it may have a good effect. I expect Palmers friends will be with you again for the Cap<sup>t</sup> of y<sup>e</sup> Packet. It is cruel & unjust that they (y<sup>e</sup> Enemy) should insist upon a Captain of a Sixteen Gun Ship<sup>9</sup> for a Skipper of a Four Gun Sloop,<sup>10</sup> or in their Stile a small Pickaroon.

Cap<sup>t</sup> Robinson tells me that a great number of the Inhabitants of Newport are confined on board Prison Ships, on suspicion, that they might favour our invasion.<sup>11</sup> They was struck dumb with the news of Gen Burgoynes surrendering himself & army. His prisoners were examined by y<sup>e</sup> Admiral over & over again. And as often would swere it was impossible. He left 90 prisoners on board the Ship.

I see by the Public papers that their is a small number of Seamen bro't into Hartford, which were taken up the North River.<sup>12</sup> If Cap<sup>t</sup> Stillman<sup>13</sup> would undertake to conduct them into New York by land, which would be the Safest way, I believe he would Succeed. With the greatest esteem and Respect I am [&c.]

Tho<sup>s</sup> Shaw

L, Ct, Jonathan Trumbull Papers, vol. 7, 169c-d. Addressed below close: "His Excellency Jon<sup>s</sup> Trumbull Esq<sup>r</sup>."

1. Flag of truce sloop *Delight*, which was taken over by the prisoners on 16 Oct. See *Connecticut Gazette*, 24 Oct., above.

2. Flag of truce schooner *Newman*, Thomas Robinson, master.

3. William Phillips and Paul Glen, master's mates of *Weymouth*.

4. Andrew Hunter, surgeon of *Weymouth*.

5. Capt. Robert Palmer of New London.

6. Shaw inserted here the following: "of a Sloop Chartered by this State." James Lamphier, Jr., was master of the sloop *Polly*, which was chartered to sail to the West Indies for salt and was taken upon her return voyage. Louis F. Middlebrook, *History of Maritime Connecticut During the American Revolution, 1775-1783*, 2 vols. (Salem, Mass.: The Essex Institute, 1925), 2: 8.

7. Capt. Paul Flynn.

8. See Rear Admiral Sir Peter Parker to Governor Nicholas Cooke, 13 Oct. and 16 Oct., above.

9. Packet *Weymouth*.

10. Connecticut privateer sloop *Nancy*.

11. The secret expedition to retake Newport, R. I., in October. See above.

12. British seamen captured from a small vessel or flat boat on the Hudson River expedition in October.

13. Probably Capt. Allen Stillman.

#### DIARY OF CAPTAIN FRANCIS DOWNMAN

[Extract]

[*Carpenters Island, Pa.*]

November 5th.— . . . This afternoon about 5 o'clock all the rebel galleys drew up in form, and went down and began a very heavy fire at our two uppermost men-of-war.<sup>1</sup> They continued near an hour firing, but at such a distance that they did little or no execution. Two or three of the galleys felt more bold than the rest and ventured pretty near the men-of-war that had not yet returned one single shot, but when he saw them at a tolerable distance John Bull began to speak to them in so rough a tone that they tacked about and made the best of their way back after expending a great quantity of ammunition. The attack was very beautiful, the evening was fine and a dead calm, the galleys rowed down in two divisions, and though the smoke had a great effect their fire was incessant. The rebels opened a two-gun battery on the Jersey shore<sup>2</sup> to-day and fired several shots at our men-of-war, but John Bull did not



care a fig for them and lay immovable as a rock. The day is not far off that we shall repay them with very great interest for all their incivilities. . . .

Downman, "Services of Lieut.-Colonel Francis Downman," 210. Seven sentences of this entry are not printed here. They describe the work on a battery for the six twenty-four pounders brought to Carpenters Island from H.M.S. *Eagle*, a visit by Sir William Howe to view the batteries, and counter-battery fire from Fort Mifflin.

1. H.M.S. *Isis* and H.M.S. *Pearl*.

2. American battery on the north side of Mantua Creek near its confluence with the Delaware River. On this day it mounted one twelve-pounder cannon. An eighteen-pounder would be added on the following day. Within a week the site of this battery was abandoned in favor of one 800 yards further north just below Little Mantua Creek. For documentation on the establishment of this battery, see Brigadier General James M. Varnum to George Washington, 6 Nov., below.

LIEUTENANT'S JOURNAL OF H.M.S. *ISIS*,  
CAPTAIN WILLIAM CORNWALLIS, R.N.

November at Single Anchor Billingsport SWbW  
Wednes<sup>y</sup> 5 AM the Rebels open'd a Two Gun Battery on us<sup>1</sup> engaged them for some time with the *Pearl* & Galley and then drop'd down at 11 the Rebell Galleys engaged us but after a few Shott they retreated

[at Single Anchor Billingsport SWbW]

D<sup>o</sup> Weather at 2 PM the Rebell Battery open'd again & Rebell Galleys draw'd up in a Line. a smart fire insued. our Spring Shott away when our Broadside again bore the Rebell's retreated; our Hull and rigging much damaged.

D, UklNMM, ADM/L/J/116.

1. American battery at Mantua Creek.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Nov<sup>r</sup> d<sup>o</sup>. [Billingsfort SWbW Mud Fort NE½N dis<sup>t</sup> 1 Mile]  
Wednesd<sup>y</sup> 5<sup>th</sup>. At 9 AM saw a Battery on the Jersey shore<sup>1</sup> soon after fired on it, as did the *Isis* & *Cornwallis* Galley. it was return'd & kill'd Edw<sup>d</sup> Miller, Boy & wounded another. the Rebels Galleys coming down we Weigh'd & stood after them & fired a number of Shot as they rowed off. At Noon dropt down as did the *Isis* & *Cornwallis* Galley. Anch<sup>d</sup> with the Stream Anchor in {3} ½ f<sup>m</sup>: Billingsfort SWbW 1 Mile.

Billingsfort SWbS 1 Mile

The first part Mod<sup>te</sup>: breezes & fine, the middle cloudy w<sup>th</sup> Rain the latter fresh breezes PM Rec<sup>d</sup>: on board fresh Beef. At 4 twelve Galleys came down & fired a number of shot at us, which cut some of our Rigging. At Sun Set the firing ceased.

D, UklPR, Adm. 51/675.

1. American battery at Mantua Creek.

JOURNAL OF H.M.S. *CAMILLA*, CAPTAIN CHARLES PHIPPS

Novem<sup>r</sup> 1777.  
Wednesday 5

Ditto [the *Eagle* West  $\frac{1}{2}$ S 3 or 4 Miles Billings Port Fort ESE  
1 or 2 Miles & the Rebel Fleet EbN 3 or 4 Miles—]  
AM the Rebel Gallies Fired several Shott at our Ships. the *Isis* &  
*Pearl* fired Several Shot at the Gallies. & Drove them up the River.  
d<sup>o</sup>. several Shot fired at our Ships By a One Gun Battery on the  
Jersey Shore 1 or 2 Miles below Red Bank <sup>1</sup>—Rowd Guard &c.  
Bearings as before  
First & Middle Parts Light Breezes & Calm. Latter Part Rainy Weather  
at 5 PM 10 or 12 of the Rebel Gallies. came Down the River & fired  
several shott at our Ships. the same Time the Rebel<sup>s</sup> fired Several  
Times from a 1 Gun Battery on the Jersey Shore. the *Isis* & *Pearl* fired  
10 or 12 shott at the Gallies & Drove them up the River.

D, UKLPR, Adm. 51/157.

1. American battery at Mantua Creek.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Nov<sup>r</sup> 1777  
Wednesday 5

D<sup>o</sup> [At Anchor aBreast the Fort <sup>1</sup>]  
9 AM, The Enemy open'd a Battr'y a little above Mantua Cree'k  
which fired upon the *Isis*, which was returnd by her the *Cornwal-*  
*lis's* Galley and *Pearl*, soon after the Gallies came down upon them  
& fired about  $\frac{1}{2}$  p<sup>t</sup> 11 the Galleys returnd 12 Moderate &  
Cloudy, the Battery on the Jerseys continues firing on the *Isis*,  
*Pearl*, & *Cornwallis's* Galley—

D<sup>o</sup>

Moderate and Cloudy The *Liverpool* saild before the Cheveaux  
du Freezes, & Anchor<sup>d</sup> near them 4 PM. The Fort on the Jer-  
seys <sup>2</sup> continues firing on the *Isis* and *Pearl* &c<sup>a</sup> at 5 Gallies came  
down & fired on the Ships, 6 Galleys returnd

D, UKLPR, Adm. 52/1964.

1. Billingsport.
2. Fort Mercer.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO  
CAPTAIN JOHN LINZEE, R.N.

Dear Sir.

*Isis* [Off Billingsport] 5 Novem<sup>r</sup> 1777—

The Admiral has informed me that a Number of Boats are going up this Night  
with Provisions—I therefore beg you will order the Officer of the Guard to be par-  
ticular'y attentive—I also wish a small good rowing boat might be sent towards the  
floating battery's to see what sort of a look out they keep; I don't think it impossible  
to cut them adrift, or board them. I am [&c.]

W<sup>m</sup>. Cornwallis

LB, NH, William Cornwallis Papers, Letter Book, 90. Addressed at foot of page: "Capt<sup>n</sup>. Linzie/*Pearl*."

CAPTAIN JOHN LINZEE, R.N., TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Dear Sir

*Pearl [Off Billingsport]* 5 Nov<sup>r</sup>. 1777

I sent a Jolly Boat up to desire the Officer, Commanding the Guard boats would see if possible, what the Rebel Vessels, & floating Battery's were at; I have recieved an Account from the Officer that has rowed close in to Mud fort & over towards red bank and found every thing perfectly quiet, from which I should hope our Provision Boats will not find any difficulty this Night in their Way up, I am [&c.]

John Linzie

LB, NHi, William Cornwallis Papers, Letter Book, 91. Addressed at foot of page: "H<sup>ble</sup>. C<sup>n</sup>. Cornwallis/Isis."

# JOURNAL OF THE CONTINENTAL CONGRESS

[York] Wednesday, November 5, 1777

*Ordered*, That a warrant issue on Joseph Borden, Esq<sup>r</sup> commissioner of the continental loan office in the State of New Jersey, in favour of the continental navy board, for forty thousand dollars, for the use of the navy department, the said board to be accountable:

JCC 9: 868–69.

PRESIDENT OF CONGRESS TO COMMODORE JOHN HAZELWOOD, LIEUTENANT  
COLONEL SAMUEL SMITH, AND COLONEL CHRISTOPHER GREENE

Sir.

York Town 5 Novem<sup>r</sup>.  
1777.

I feel a very singular satisfaction in obeying the order of Congress by transmitting the inclosed Extract of Minutes<sup>1</sup> testifying the high sense entertained by the Representatives of the Thirteen free & Independent United States of America of your Merit & bravery.

I sincerely wish you continued successes that your Name may be handed down with Glory to posterity. I am [&c.]

Henry Laurens  
Presd<sup>t</sup> in Cong.

LB, PHi, Henry Laurens Papers. Addressed flush left below signature line: "Commodore Hazelwood/Commander of the Naval forces/in Delaware/In the service of the State of Pennsylvania/L<sup>t</sup> Col<sup>o</sup> Smith Fort Mifflin/&/Colonel Green Commander of Fort Mercer/Red Bank—."

1. See Journal of the Continental Congress, 4 Nov., above.

# CONTINENTAL MARINE COMMITTEE TO THE NAVY BOARD OF THE MIDDLE DEPARTMENT

The Commissioners of the Navy Board  
of the Middle Department

Gentlemen

[York] November 5<sup>th</sup> 1777

Your letter of the 27th ultimo to M<sup>r</sup> Morris having been laid before Congress, you will find enclosed herein a Copy of their Resolves in consequence thereof,<sup>1</sup> and

we have only to add that you are to be governed by such orders and Instructions as you may receive from his Excellency General Washington to whom a Copy of the said Resolves are also sent forward. We have the preservation of the Shipping up the Delaware much at Heart, particularly the Frigates, and should they be sunk we see but little probability of their being got up again before the Winter sets in.—

We are sorry that you have been so distress'd for want of money, the Committee imagined that your former application had been attended to, but by some on accountable neglect find it is otherways. we now inclose you herein, an Order on the Loan Officer of the State of New Jersey for 40,000 Dollars<sup>2</sup> of which you will make due note; and depending on your care and attention to all things that will be for the benefit of the Public, we remain [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 108 (M332, roll 6).

1. See Journal of the Continental Congress, 4 Nov., above.
2. See Journal of the Continental Congress, 5 Nov., above.

#### BRIGADIER GENERAL WILLIAM SMALLWOOD TO MARYLAND COUNCIL

A Gentleman just from the British Fleet informs that Daniel Heath is now on board the Fleet and has supplied it with a Number of Cattle and offers with 500 Men to defeat 300 Militia Rebels which wou'd enable him to draw from the Eastern Shore 10,000 head of Cattle the Gentleman had his information from James Frisby who is also on board the Fleet and told the Gentleman, that he hoped and did not doubt but he shou'd soon have it in his Power to call M<sup>r</sup> Paca to account for his rebellious proceedings in endeavoring to force him out with the Militia—Frisby also informed that Heath had invited his neighbours to drive their Cattle into his pastures for Protection and that Heath had sold them to the Fleet and had got for them a very large bagg of Gold—

Frisby reviles Col<sup>o</sup> Loyed as a Rebel and said he was a damd Villanous Rascall. A young Gentleman of the Name of Tilghman has entered as a Midshipman on board the *Eagle* or *non such*—<sup>1</sup> a M<sup>r</sup> Sluby from Chester Town but last from England is now with the Fleet—

A Certain M<sup>r</sup> Atkinson who was formerly arraigned for Disaffection and raising men for the King before the Convention of Maryland has lately in a secret manner departed to Somerset County the Place of his former Residence is supposed to have counter feit money and to have gone down for some secret and invidious purpose—Robert Alexander is still on board the Fleet.—

N.B. The Gentleman who gives the above Information has just come from the Fleet on his Parole in order to be exchanged for a British Officer<sup>2</sup> the Exchange not yet being effected I am not at large to mention his Name but believe his information may be depended on—

5 Nov<sup>r</sup> 1777—

W Smallwood

L, MdAA, Maryland State Papers (Brown Books) 1776–1790, 4612, 5: 49. Docketed: "Intelligence of Maryland/Refugees on Board the British Fleet."

1. H.M.S. *Nonsuch*.

2. Probably Lt. Joshua Barney from the Continental Navy brigantine *Andrew Doria* to be exchanged for Lt. Edmund Joshua Moriarty, R.N. See Captain Hyde Parker, Jr., to Vice Admiral Viscount Howe, 2 Nov. 1777, above.

MASTER'S LOG OF H.M.S. *RICHMOND*, CAPTAIN JOHN LEWIS GIDOIN

Novem<sup>r</sup> 1777                      Extreams of the W<sup>t</sup> Shore in Sight f<sup>m</sup>. NBW to WSW 3 or  
 Wednesd<sup>y</sup> 5                      4 Leag<sup>s</sup>. & S<sup>o</sup>. m<sup>t</sup>. of the Tangier Islands ENE  
 AM at 2 Weigh<sup>d</sup>. & Came to Sail in C<sup>o</sup>. the *Otter*, at 5 Came p<sup>r</sup> Smiths  
 P<sup>t</sup>. at 10 fired a Shot to Bring too a Sloop ½ p<sup>t</sup> sent the Barge  
 & Cutter mann<sup>d</sup> & Armd to the Above Sloop, at 11 anch<sup>d</sup>. w<sup>th</sup>. BB<sup>r</sup>  
 in Potowmack River in 7 f<sup>m</sup>. w. Veerd to ⅓<sup>d</sup> of a Cable p<sup>t</sup>  
 Lookout NNW ½ W 3 Leag<sup>s</sup>. & Smiths P<sup>t</sup>. SEBS 7 or 8 m<sup>s</sup>.  
 First P<sup>t</sup>. mod Cloudy mid & Lat<sup>r</sup>. Fresh Gales w<sup>h</sup>. Rain PM at one  
 the Boats Ret<sup>d</sup>. w<sup>h</sup>. the Above Sloop, the Crew having run her ashore  
 & Left her, She proved to be a Sm<sup>l</sup>. Sloop f<sup>m</sup>. Norfolk to Baltimore  
 Loaded w<sup>h</sup>. Salt, Rice & Molasses at 8 Cleard & Scuttled her<sup>1</sup>  
 Veerd to ½ a Cable. Got TG<sup>t</sup> Yards & Struck TG<sup>t</sup>. masts—

D, UKLPR, Adm. 52/697.

1. Sloop *Modesty*, from Portsmouth to Baltimore, with salt, molasses and rice, scuttled, "Crews went on Shore." Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 239.

JOURNAL OF H.M.S. *CARYSFORT*, CAPTAIN ROBERT FANSHAWE

Nov<sup>r</sup> 1777                      Charles Town N 42° W<sup>t</sup>. 11 Leag<sup>s</sup>.  
 Wednesday 5<sup>th</sup>                      At 6 am made the *Lizards* Signal, a Red pendant at the Foretop-  
    masthead, a Blue & Red Flag at y<sup>e</sup> Foretopgallm<sup>t</sup>head & a Red,  
    Blue & white Flag at the Ensign Staff which the *Lizard* answerd—  
    At 11 the *Lizard* made the Signal for seeing a Sail in the SW Q<sup>r</sup>  
    D<sup>o</sup> made the Signal for the Captain of y<sup>e</sup> *Lizard*  
    [At Noon] Charles Town Bar SbW 8 Leag<sup>s</sup>  
    First & Middle part Light Airs inclinable to Calm Latter fresh  
    Gales & Cloudy—At 2 PM got the Sweeps out & Rowed the Ship  
    towards the Chace At 7 Sullivans Island NW 6 Leagues—At 9 Saw  
    the Chace to the WNW D<sup>o</sup> Veerd After her At 10 br<sup>t</sup> too the  
    Chace D<sup>o</sup> fired a 9 Pounder & a Swivel Shot at her to make her  
    keep close to us, At ½ past 10 the Mate & 2 Men came on board  
    D<sup>o</sup> She proved the Brig *La reine Blanche* from Rochelle for Charles  
    Town, Ladden with Sundry Merchandize<sup>1</sup>

D, UKLPR, Adm. 51/168.

1. *La Reine Blanche*, Pierre Levant, master, with four guns and fifteen seamen, had sailed from Cape François for Charleston with salt, wine, brandy, and dry goods; the prize, credited to H.M.S. *Carysfort* and H.M.S. *Lizard*, was sent to St. Augustine. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 239; Master's Log of H.M.S. *Lizard*, 5 Nov. 1777, 7 Nov. 1777, UKLPR, Adm. 52/1839.

## HENRY TUCKER TO ST. GEORGE TUCKER

[Extract]

Mr Dear S<sup>t</sup>. Geo.

... In my former I ment<sup>d</sup>. that we heard of Young Tho<sup>s</sup>. Tucker's<sup>1</sup> being taken which I imagine was a great disappointment to your expectations but as he was fully

insured it is better than a total loss.—We also have heard of old Cap<sup>t</sup>. Tucker's<sup>2</sup> arrival at N<sup>o</sup>. Carolina with 3000 bushels of Salt this must be a pleasing circumstance to you as we are told Salt was worth 4 & 5 £ <sup>per</sup> bushel in Virginia and as we understood Cap<sup>t</sup> Tucker had carried his Vessel as near to Virg<sup>a</sup>. as he cou<sup>d</sup> and was intended there himself to look for you, I dare say you have endeav<sup>d</sup>. to avail your self as much as possible of the Market by conveying as much salt into that province by Land as possible which we are told may be done for the Expence of a Shilling or two <sup>per</sup> bushel a trifle in comparison to the difference of the price between the two places, as I am inform'd it is worth 5 Dollars <sup>per</sup> bus<sup>l</sup>. in N<sup>o</sup>. Carolina indeed that is a most extraordinary price but every one is willing to make the most they can these times. . . .

Pray is the ports on the Southside of Hispaniola open for the American Vessels to go to, if they are it w<sup>d</sup>. be a much safer Navigation than going to the Cape, or even sh<sup>d</sup>. they go to the Mould;<sup>3</sup> these things are quite Necessary for you to be inform'd of as the Danger every way now is so great, that if there is any preference of safety it shou<sup>d</sup> be pursued. and I imagine Tobacco w<sup>d</sup>. yield as good a price at Port au Prince or Leaganne as at Cape Francois, if this plan shou<sup>d</sup> at any time be tho<sup>t</sup>. advicable the Vessel sh<sup>d</sup>. go to the Eastward of Barbados & so over to the Southern Main & then down the Coast to the Southside of Spaniola where I believe there is not any Ships of War or other cruising Vessels. . . . Tudor Tucker is Master & second in Com<sup>d</sup>. on board the *Antigua* Vessel of War<sup>4</sup> is much liked in the Navy & has been Successful besides his pay as Master & Midshipman he has ½ part of all they take . . . Y<sup>t</sup> very Affect. Father

Henry Tucker

Berm<sup>a</sup>. Nov. 5. 1777.

L, ViW, Tucker-Coleman Papers. Addressed: "S<sup>t</sup>. George Tucker Esq<sup>r</sup>. in North Carolina./If absent to be forwarded/To The Hon<sup>ble</sup>. John Page Esq<sup>r</sup>. at Williamsburgh in/Virginia." Docketed: "H Tucker B[ermuda]/Nov<sup>r</sup>. 5<sup>th</sup> 1777."

1. Master of the brig *Fanny*, which was taken off Cape Hatteras on 22 May 1777 by H.M.S. *Daphne*. See NDAR 9: 193.

2. Thomas Tucker, Sr., commanded the brig *Dispatch*, from Curaçao.

3. Cape François, and Môle Saint-Nicholas.

4. H.M. brig *Antigua*.

#### STATEMENT OF DON ANTONIO ROBLES

En la Ciu<sup>d</sup> de la Havana en Cinco de Noviembre de mill set<sup>s</sup> setentay Siete a<sup>o</sup> el S<sup>or</sup> D. Juan Baupista Bonet Gefé de exquadra de la Real Armada Com<sup>te</sup> g<sup>l</sup> de la de este P<sup>to</sup>. Ynspector de la Tropa de Marina por SM. asistido del S<sup>or</sup> Auditor de Guerra de Marina, hizo comparecer á D<sup>n</sup> Antonio de Robles, recidente en esta ciu<sup>d</sup>, y Abesinado en la Ciudad de Malaga, a cuja matricula pertenece Patron de la Valandra *Nra S<sup>a</sup> de el Carmen* de quien se recivio juramente, por ante mi que hizo por Dios Nro S<sup>or</sup> y una Señal de Crus segun dro seguro cargo ofrecio decir Verdad y le fueron hechas las preguntas Siguientes—

Preguntado que dia Salio de este Puerto y con que destino, dixo, que el treinta de Julio ultimo dio vela en la citada valandra de su propiedad para el Puerto del Principe de esta Isla, sin carga y con destino á cobrar algunos Intereses, que en aquella villa dejo de el precedente de parte de la carga que trajo en la saetia *S<sup>n</sup> Narciso* del Puerto de Malaga y tambien a conducir una poca de Sera<sup>1</sup> q<sup>o</sup> havia comprado alli y responde—

Preguntado Si llegó al citado Puerto del Principe donde dejó la valandra y con q<sup>e</sup> Motivo, árribia los cayos del Norte embarcandose allí, en una valandrita de Miguel chapus su Patron, q<sup>e</sup> le acaba de conducir à este Puerto y quienes Mas, lo verificaron con el declarante dixo: que haviendo Salido de este Puerto con el rumbo para el citado del Principe a<sup>l</sup> Barlovento de este, y despues de tres dias de Navegacion, que dado en calma, resulto, q<sup>e</sup> à los nueve de Agosto se hallo de sembocado de la canal de Bahama Cinco leguas a Corta diferencia, en cuió parage, Siendo las tres de la tarde abistó dos fragatas, Armadas en guerra la una de Porte de Treinta y Seis cañones que Supo se Nombraba *Brum* por que lo tenia escripto en la Popa y la ôtra de Veintey Seis cañones la que no pudo Ymponerse Como se titulaba, y haciendo el que declara diligencia de acercarse a ellas, y estas à el, à poco rato se acercaron poniendo las referidas fragatas vanderá de Listas, que es la Americana; <sup>2</sup> hecharon el Bote al Agua y vinieron a su Bordo y preguntandole q<sup>e</sup> donde iba, les contestó que al P<sup>to</sup> del Principe; bolbieron à Ynterrogarle que si tenià dinero p<sup>a</sup> cambiarle por unos Doblones de â ocho, y contestadoles, q<sup>e</sup> no se hallaba mas que con Docientos quarentay ocho p<sup>s</sup> ff<sup>tes</sup>; que entonces le pidieron esta cantidad, y sacondola el q<sup>e</sup> declara de un talego en q<sup>e</sup> la tenia y dos juegos de evillas de oro reparando el ofizial Yngles q<sup>e</sup> era el Personado a que le diese las citada evillas p<sup>a</sup> q<sup>e</sup> las viese su capitan por q<sup>e</sup> segun dijo era mui curioso, le entregó el dinero y Alhajas creyendo como se lo prometió, que bolberia con ellas y los Doblones, q<sup>e</sup> quando, se regresaba a su Bordo el ôfizial Yngles le pidió le auxiliasen con un Barril de Agua q<sup>e</sup> prometio cumplir; q<sup>e</sup> reparando el que declara, q<sup>e</sup> no bolbian con los Doblones, le dixo al Ynterprete que havia que dado en la Balandra con Otros dos Marineros Yngleses que dijese âl ofizial de la fragata que lo despachasen pues se queria Retirar a su destino, q<sup>e</sup> en este tiempo siendo ya la noche vino Abordo, una Lancha con algunos Yngleses, y lo condujeron â la citada fragata *Brum*, y a los ôtros tres Yndividuos, de q<sup>e</sup> se componia su tripulacion, y pucieron de bajo del Alcasar en donde le mantubieron pribado de Comunica<sup>n</sup>, y aunque quando le llebaban á este destino, le Hizó entender al comandante, q<sup>e</sup> con q<sup>e</sup> motivo, lo extraian de su Barco si lo hacian Pricionero, ó q<sup>e</sup> Yntentaban hacer con el, solo le contestaron, q<sup>e</sup> nada le faltaria, que lo llebaban â la Florida donde se proveheria de Agua y quanto Necesitase y q<sup>e</sup> de âlli se iria, donde quisiere; q<sup>e</sup> á las dos noches se le acercó, un Genoves tuerto, q<sup>e</sup> havia Vistto en Malaga, y Gibrartal y le dijo q<sup>e</sup> le guardase secreto porque le Ymportaba la Vida diciendole que aquellas fragatas, no eran Colonas como se fingian sino Realistas, q<sup>e</sup> eran unos Picaros Ladrones; que á los quatro Dias, dieron fondo en la citada Florida, âsegurando con un cañonaso la Bandera del Rey de Ynglaterra; que Ymmediatamente el capitan de la Mencionada Fragata el *Brum* que se hallaba dado fondo, tres leguas distante de la Tierra se embarco en un Bote, p<sup>a</sup> el Puerto, y el q<sup>e</sup> declara le Pidió lo puciese tambien en tierra, a q<sup>e</sup> le contestó p<sup>r</sup> el Ynterprete que al Otro dia lo Practicaria con el Th<sup>e</sup>, q<sup>e</sup> cumplio dejandolo en la mayor miseria igualmente q<sup>e</sup> a su tripulacion, q<sup>e</sup> despues determinaron, que la tripulacion, se incorporase â la de la Fragata que estaba Ya reducida a treintay un hombres y el q<sup>e</sup> declara hizo dos Memoriales para el Governador de Florida, y el Otro para el Almirante que hay haciendoles ver, que la tripulacion No queria y que en españa Serian Castigados, si los aprehendian con lo qual le dejaron á todos en livrtad sin que hasta âora haya sabido el Paradero de su Balandra, que haviendo llegado á la Florida una Balandra Olandesa y en ella un Practico nomb<sup>do</sup> Joh de Camper de esta Ciudad q<sup>e</sup> le Ynformó que

el Gov<sup>or</sup> de esta Plasa lo havia destinado á conducirla alli por que Su capitan Se havia Muerto; consiquio q<sup>e</sup> este mismo Practico les Llevase en una Canoa, á los cayos por si encontraba alguna embarcacion que los trajese aqui como lo Consiguio en la del referido Miguel Chapus; que su tripulacion conciste en el Piloto D<sup>n</sup> Pedro Santella, Vizente de Robles, que son los que an Venido y Pedro Solis de esta Matricula q<sup>e</sup> por enfermo No pudo venir y responde—

Preguntado: que Noticias particulares adquirió del esta estado de los colonos y realistas Yngleses como de la europa y demas America, dixo que el dia de su embarque en la canoa p<sup>a</sup> los callos le dixo, D<sup>n</sup> Luciano, cuio apelatibo Ygnora español Patricio de la Florida, que el dia ântes havia entrado Correo, y que trahia la Novedad de que en filiderfia havian derrotado los Colonos á los Realistas, Mantandoles mucha gente y apricionado Otros entre ellos un General que el Governador quando recibio las Cartas y las Leyó las tiro mui Conternado, exclamando, que no podia Ser que el Citado D Luciano es un Sugeto de los principales âlli y de mucha entrada en casa del Gov<sup>r</sup> y quien âtiende â los españoles como lo hizo con el q<sup>e</sup> declara sin embargo de no haverlo conocido Jamas y que no supo ni oyo otra cosa, sobre este asunto, ni sobre lo demas, sino que en el tiempo q<sup>e</sup> estubo en âquel Puerto de Florida entraron Seis Presas Francesas entre êllas la Ultima, Cuio capitan le Ynformó q<sup>e</sup> Cerca del Guarico, lo avian apresado q<sup>e</sup> su carga que Conducia desde Francia p<sup>a</sup> el ref<sup>do</sup> Guarico era de mucho Precio que al q<sup>e</sup> declara una noche llegaron a benderle de esta misma Presa un Bote cargado de ropa por un Precio tan Ynfirmito como el de cinco pessos y responde que lo q<sup>e</sup> â declarado es la Vrd so cargo de su juramento que es de edad de Cinquenta y quatro años lo firmó y su S<sup>ria</sup> con el S<sup>r</sup> Aud<sup>r</sup> Gral lo rubricaron de q<sup>e</sup> doy fee [...] <sup>3</sup>

Antonio de Robles

Ante mi Man<sup>l</sup> Ponce de Leon, S<sup>n</sup> m<sup>or</sup> de Mar<sup>a</sup>

[Translation]

In the city of Havana on November fifth, seventeen hundred and seventy seven, Don Juan Bautista Bonet, Royal Navy Chief of Squadron and Commander General of the squadron at this port, Inspector of Naval Forces of this Port for his Majesty, accompanied by the Naval Judge-Advocate, ordered Don Antonio Robles to appear before them. Don Robles is a resident of this city and admitted to the rights of citizenship in the city of Malaga, where his ship is registered. He is master of the sloop *Nuestra Señora del Carmen*, which he swore before me, in the name of God Our Lord and with the sign of the cross, to have obtained legally and for which he was responsible; he stated he would tell the truth and was asked the following questions:

Asked what date he left this port and where he was going, he said that he left last July thirteenth in the above-mentioned sloop, which he owned, en route to the port of Principe of this island, without cargo, to conduct some unfinished business in that town involving part of the cargo he carried in the settie *San Narciso* from the Port of Malaga, and also to transport a small amount of wax he had purchased there.<sup>1</sup>

Asked if he had arrived in the aforementioned port of Principe where he had left the sloop, and why he put into port in the northern keys to board there a small sloop belonging to Miguel Chapus, its master, who had just brought him along with others to this port. This was verified with the statement that: having left this port en route to the aforementioned port of Principe to the windward of this place, and after three days of calm seas, on August 9 he found himself drifting in the Strait of Bahama five leagues away in a different area. There, at three in the afternoon, he saw



two frigates outfitted for war, one of thirty-six cannons which he knew was called *Brun* because this was inscribed on the stern, and the other with twenty-six cannons whose name he did not know, and after mutual agreement to talk, they drew closer, and the aforementioned frigates put out a striped flag, which is the American flag.<sup>2</sup> They threw their lifeboat into the water and came on board, and when they asked him where he was going, he answered to the port of Principe. Then they reverted to asking him whether he had any money so he could exchange a few doblons for pieces of eight, and he answered that he had no more than 248 hard pesos. Then they asked him for this amount, and he took it out of the big sack he was keeping it in along with the two sets of gold buckles. The English official asked for the privilege of showing these to his captain, who would be curious to see them. Robles gave him the jewelry and money, believing his promise to return them. When they reboarded, the English official asked him to help them out with a barrel of water and he promised to comply. Robles said they did not come back with the doblons, and he told the interpreter, who had been left in the sloop with the other English sailors, to tell the official of the frigate to please finish the business so that they could proceed to their destination. By this time it was night, and a launch came over with several Englishmen in it, who boarded his ship and took him back with them to the frigate *Brum*, and also the other three individuals in his crew, and they were put under the quarterdeck and kept incommunicado. Although when they were brought to this place, he had asked the commandant why they had removed him from his boat and if he was being made a prisoner, or what they intended to do with him, they only answered that he would have everything he needed, that they were taking him to Florida where he could get water and whatever he needed, and that from there he could go where he liked. Two nights went by, and a one-eyed Genoese came over to him, a man he had seen in Malaga and Gibraltar, and told him to keep this secret because it would cost him his life if he did not. He then told him that the people on this frigate were not colonials as they were pretending to be, but rather Royalists, and were actually scoundrels and thieves, and four days ago they had been anchored in Florida, flying the flag of the King of England. Immediately, the captain of this frigate the *Brum*, which was anchored three leagues offshore, got in a boat to leave for the port and Robles asked him to put him ashore also, to which he replied through the interpreter that on another day he would take him there with the lieutenant, which he did, leaving him in great misery as well as his crew, and afterwards decided that the crew would be incorporated into the crew of the frigate which was already reduced to thirty-one men, and Robles sent two petitions to the governor of Florida and another to the admiral, telling them that the crew did not want to do this, and that in Spain they would be punished if they were apprehended. At this, he and his crew were left there in freedom but without knowing the whereabouts of their sloop. A Dutch sloop then came to Florida, and in it was a navigator named Joseph de Camper of this city who informed them that the governor of this place had directed him to guide the Dutch sloop here because its captain had died, and this same navigator took them in a launch to the keys to see if they could board some ship which would take them here, which they did in fact find, the ship of Miguel Chapus. Its crew consisted of navigator Don Pedro Santella, Vicente de Robles (those who have come), and Pedro Solis, registered here but unable to come due to illness, etc.

Asked what information he had acquired at that place on the the English colonials and Royalists, both in Europe and America, he said that the day he boarded the launch for the keys, Don Luciano, who is not related to the Spanish patrician from Florida of the same name, the day before received his mail, which brought the news that at Philadelphia the colonials had defeated the Royalists, killing many people and taking prisoners, including a general. The governor, upon receiving and reading the letters, became very agitated and cried that this could not be. This Don Luciano is among the leading residents and a frequent guest of the governor's; he often assists Spaniards as he did Robles, although they were complete strangers. And that was all he knew or had heard on this subject, or on the rest of it, except the following: There entered the port of Florida six French vessels, the last of which had a captain who gave the information that near Guarico he had been taken prisoner, and that his cargo which he was to take from France to Guarico was very valuable. Robles said one night they came to sell him from this same cargo a boat loaded with clothing for a very low price of five pesos. He affirmed the truth of his statement, taking an oath to this effect, and that he was fifty-four years old, and His Lordship signed it along with the Judge-Advocate, to which I bear witness. . . .<sup>3</sup>

Antonio de Robles.

In the presence of Manuel Ponce de Leon, Naval Notary.

DS, SpVAS, Estado, legajo 7000. Enclosure to Juan Bautista Bonet to Marqués Gomes de Castejón, 8 Nov. 1777.

1. The Spanish *sera* is "basket" in English, and *cera* is "wax." In the context here, "wax" seems the more likely translation.

2. H.M.S. *Brune's* journal of 9 Aug. describes the prize, made with H.M.S. *Galatea* in company, as "le *Carman* sloop Anthony Rowlise master from havanna bound to Charlestown Loaden with wine Brandy & snuff." NDAR 9: 729.

3. At this point, there is a statement authenticating interlineations in the text.

## November 6

### LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. In behalf of John Skimmer, commander of the armed schooner *Lee*, in the service of the United States, and all concerned therein, against the Brigantine *Dolphin*, of about 100 tons burthen, John Shield, late master: In behalf of John Leach, commander of the armed schooner *Dolphin*, and all concerned therein, against the Brigantine *Salisbury*, of about 100 tons burthen, John Mudge, late master: In behalf of Andrew Giddings, commander of the armed brigantine *Civil Usage*, and all concerned therein, against the brigantine *Le Fortune*, of about 300 tons burthen, Ive Bertrand Kanguen, late master: <sup>1</sup> In behalf of Silas Smith and John Cornaway, commanders of the armed schooners *Cutter* and *Terrible*, and all concerned therein, against the brigantine *James*, of about 100 tons burthen, Joseph Pierpoint, late master; and also against a Quantity of Cordage, Sails, Anchors, &c. taken out of a certain sloop, called the *Hope*, on a part of the sea, between high water

and low water mark. All which vessels and their cargoes, so libelled, are said to have been taken and carried into the said Middle-District aforesaid; and for the trial of the Justice of these captures, the Maritime Court for the said District, will be held at Boston, on Thursday the 27th Day of November, Instant, when and where the Owners of said Captures, and all concerned may appear and shew cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

*Independent Chronicle* (Boston), 6 Nov. 1777.

1. See NDAR 9: 667.

*CONTINENTAL JOURNAL AND WEEKLY ADVERTISER* (BOSTON),  
THURSDAY, NOVEMBER 6, 1777

Boston, October [November] 6.

Tuesday morning arrived at a safe port a prize brig, taken by a boat, Capt. Conway, about 18 tons;<sup>1</sup> her cargo consists of 93 hogsheads rum, 7 hogsheads sugar, 4 barrels limes, 6 barrels tar, &c. &c. &c. the boat had about 18 men, who is momentarily expected; in her short cruize she concerted with another boat,<sup>2</sup> who have sent in a sloop with 130 hogsheads of rum, some sugar, &c. a sloop with flour, drove on shore at Plymouth, the cargo saved;<sup>3</sup> and a small schooner with hay,<sup>4</sup> &c. &c. &c.

1. Brigantine *James*, Joseph Pierpoint, master, taken by the Massachusetts privateer schooners *Terrible*, John Conway, commander, and *Cutter*, Silas Smith, commander. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 6 Nov. 1777, above.

2. *Cutter*.

3. Sloop *Hope*. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 6 Nov. 1777, above.

4. Probably schooner *John*, John Willis, master. See *ibid.*, 30 Oct., above.

*INDEPENDENT CHRONICLE* (BOSTON), THURSDAY, NOVEMBER 6, 1777

Boston, November 6.

The *Civil Usage* Privateer, belonging to Newbury-Port, has sent into Port, a large Brigantine of 300 Tons burthen, laden, we are told, entirely with British Goods.<sup>1</sup>

1. Ship *La Fortune*, Bertrand Kenguen, master. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 6 Nov. 1777, above.

MASTER'S JOURNAL OF H.M.S. *CHATHAM*, CAPTAIN TOBY CAULFIELD, R.N.

November 1777

Thursday 6<sup>th</sup>.

Moord in Rhode Island Harbour

at 2 AM Sailed hence his Majesty's ship *Syren* with a convoy of Transports bound for Long Island aWooding from 6 AM till Noon heard the report of guns being fired to the Eastward; Fresh gales and Squally with rain at times at 1 PM heard the report of several guns being fired in the offing. at 4 D<sup>o</sup>. came a Long-Side a small Schooner Boat and Acquainted the Admiral that his Majesty's Ship *Syren* and one Transport was ashore on point Ju-

dith and one small Schooner belonging to Newport<sup>1</sup> D<sup>o</sup> the *Lark* & *Flora* was order to slip and go to the *Syrens* assistance at 9 D<sup>o</sup> sent a boat to row guard. at 12 Saw the Flashes of guns near to point Judith. D<sup>o</sup> got down top gall<sup>t</sup> Yards.

D, UklPR, Adm. 52/1656.

1. Transport ship *Sisters* and schooner *Two Mates*.

MASTER'S JOURNAL OF H.M.S. *LARK*, CAPTAIN RICHARD SMITH, R.N.

Nov<sup>r</sup>: 1777

Thurs<sup>d</sup>: 6

At Anchor in Rhode Is<sup>d</sup>: Harbour

at ½ p<sup>t</sup>: 1 AM Mod<sup>t</sup>: & thick Weather Saild hence his Majesty's Ship *Syren* with Some Transports to Cutt wood on Long Is<sup>d</sup>:

At Anchor in Rhode Is<sup>d</sup>: Harbour

First part Light Breezes & Haze Middle part Gales & Squally Latter More Mod<sup>t</sup>: at 3 PM fir'd a Gun & Made y<sup>e</sup> Signal for Sailing & for our Boats, Slip'd y<sup>e</sup> Stream [*anchor*], hove up y<sup>e</sup> B<sup>r</sup>: & Made Sail, the Adm<sup>t</sup>: Sent his Cutter with us, y<sup>e</sup> *Flora* follow'd us at 5 y<sup>e</sup> Lighthouse WNW ½ a Mile, Squally with Rain Close Reef y<sup>e</sup> Topsails handed Miz<sup>n</sup>: D<sup>o</sup>: at ½ p<sup>t</sup>: 8 Spok the *Flora*, Tk<sup>d</sup>: p<sup>t</sup> Judith WNW 3 Miles, heard y<sup>e</sup> Report & Saw the flash of Guns Near P<sup>t</sup> Judith, Saw a light Suppos'd it to be y<sup>e</sup> *Syrens* She being a Shore near P<sup>t</sup> Judith, Answ<sup>d</sup>: D<sup>o</sup>: as did y<sup>e</sup> *Flora* at ½ p<sup>t</sup>: 9 Anchor'd with y<sup>e</sup> B<sup>t</sup>: Bower in 13 f<sup>m</sup>: a Brest of P<sup>t</sup>: Judith, Veer'd to a hole Cable y<sup>e</sup> *Syrens* Light W<sup>t</sup>: 1¼ Mile, Hoist<sup>d</sup>: out y<sup>e</sup> Barge Sent y<sup>e</sup> 2 Lieu<sup>t</sup>: in her & y<sup>e</sup> Cutter to there Asistance, haveing been Previously Inform'd by her Boat with a Petty Officer coming on Board of her being Stranded with in P<sup>t</sup>: Judith & the *two Sisters* Transport,<sup>1</sup>

D, UklPR, Adm. 52/1826.

1. Transport *Sisters*.

JOURNAL OF H.M.S. *FLORA*, CAPTAIN JOHN BRISBANE, R.N.

November 1777

Thursday 6<sup>th</sup>

Moor'd Off Rhode Isle—Beaver Tail Light SWbW and Goat Isle Fort EbN—

AM at 2 Sail'd His Majesty's Ship *Syren*, with several Sail of Transports, at 6 Unmoor'd and hove into ½ of the Best Bower, Opened a Cask of Pork Short 4 Pieces—

At Single Anchor Off Rhode Isle

First part Squally W<sup>r</sup>: latter fresh gales and fair. PM at 5 Weigh'd and made Sail in C<sup>o</sup>: His Majesty's Ship *Lark*, at 6 Beaver Tail Bore NW 2 Miles, In Small Sails & Close Reef't the Topsails, at 8 saw a light near Point Judith, Fired 2 Signal Guns which was answer'd, ½ p<sup>t</sup>: made the Signal, Tack'd & stood into 12 f<sup>m</sup>:; the Pilot not thinking it Safe to Anchor Nearer, Came too with the

Best Bower, Veer'd a Cable it blowing Strong & much Sea, Could  
not hoist a Boat out with Safety, at 12 saw the Flashes, and heard  
Reports of Guns in the NW, Answer'd D<sup>o</sup>:<sup>1</sup>

D, UKLPR, Adm. 51/360.

1. H.M.S. *Syren*, the transport ship *Sisters* and schooner *Two Mates* aground on Point Judith.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO CAPTAIN ISAIAH ROBINSON

Continental Navy Board

Sir.

Borden Town 6<sup>th</sup> Nov<sup>r</sup> 1777—

Your Letter of the 4<sup>th</sup> came to hand last Night. We were in hopes the former Demand for Slops was sufficient for the Season, not that we are unwilling to supply you to the best of our Abilities, but as it would have saved us much Trouble had your Indents been compleat at that Time. We shall now be under a Necessity of sending into the Country & undoing our Packages again for the few Articles that are wanted. Had you considered our former Letter you would have found that we have neither Stockings nor Mitts amongst our stores having lately sent you our whole Stock & there fore would not have renewed the Requisition for those Articles. We shall however, endeavour to procure them if possible. The Several Articles you write for, as far as we can supply them shall be forwarded in a few Days.

M<sup>r</sup> Crispin under the State Navy Board has agreed to furnish our fleet with Rum & Bread, & has we expect supplied himself for the Purpose.

There has been some Knavery but no Mistake respecting the Hgsd of Spirit we sent down for the Officers; we can assure you that it was a Cask of excellent Spirit & for which we gave a great Price. But the waggoners or some other Persons must have played us false: for which we are sorry for your Sakes.—

We shall endeavour to procure Stores for the Vessels as soon as we can.—

As no Opportunity offer'd immediately to Red Bank, we have put into the Wagons a Cask directed for you with some Match Rope for present Use, & 3 Rheams of Cartridge Paper; we shall send you more when we forward the other Necessaries.

We have not heard the Event of Yesterday's Firing, but hope for the best.—We desire to be remembered to the Respective Officers of the Fleet. We lament the Loss of young M<sup>r</sup> Batton: Wishing you all Health & Success we are [&c.]

Fra<sup>s</sup>. Hopkinson  
John Wharton

L, NHpR, Naval Matters. Addressed: "On Public Service/To Isaiah Robinson Esq/Commander on Board/the *Andrew Doria*/at Red Bank/Continental/Navy Board." Docketed: "November 6<sup>th</sup>/1777."

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO PENNSYLVANIA NAVY BOARD

In Council.

Sir

Lancaster November 6<sup>th</sup> 1777—

The fourth instant I had the pleasure to receive your favour of the thirtieth day of October<sup>1</sup> which I laid before council, who are perfectly convinced that the Gentlemen of the navy Board will upon every occasion render all possible service to their

much injured distracted country. The late success of the American arms under General Gates as well as the glorious defence made at red bank and by our Small Fleet under Commodore Haselwood, has put our affairs on a much more agreeable footing and I believe will cause many an unhappy thought in the minds of those traitors who have basely deserted their country. The uneasiness which you mention will probably arise between the commodore and some others, I hope is, or will soon be at an end if all differences between the sea and land officers does not subside and Harmony and good will take place, I dread the consequences they will be fatal to our cause, and particularly to this state. It therefore will be highly commendable in the Gentlemen of your Board, to afford their good offices in healing every breach and preventing animosity and rancour.

As M<sup>r</sup> Crispin is now with you I make no doubt the fleet will be regularly and well supplied with provisions. I have wrote him on the subject and in answer to his request<sup>2</sup> sent whiskey for the use of the fleet, as he cannot procure rum. I have told him that council will endeavour to procure some and send forward as soon as possible.—

The Council have appointed M<sup>r</sup> William C Bradford paymaster to the fleet in the place of M<sup>r</sup> Webb, who they are informed remain'd in the city.—I beg my best complements to the Gentlemen of the navy Board and with great respect remain [&c.]

Df, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed at foot of first page: "Joseph Blewer Esq<sup>r</sup> chairman/state navy Board."

1. Above.
2. William Crispin to Thomas Wharton, Jr., 26 Oct., above.

#### PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO COMMODORE JOHN HAZELWOOD

##### In Council

Sir

Lancaster November 6<sup>th</sup>. 1777

I duly received your letter dated the twenty ninth day of October<sup>1</sup> which I laid before council. who entertain the highest sense of the conduct and bravery of both officers and men of your fleet; and have no doubt that the same laudable spirit and resolution will influence their conduct upon future occasions. The enemy I am convinced by this time find themselves greatly mistaken, and that the task of enslaving America is much more difficult than they effected to believe. The conduct of some of your officers and men in deserting you, in a time of danger is infamous indeed, but I hope that practice is now at an end, and that those who remain are actuated by a more noble principle. I should instantly upon the receipt of your letter have written to his Excellency General Washington on the subject of supplying your fleet with men, but am well informed that a considerable reinforcement was on their march and would probably arrive at red bank on sunday last, the importance of defending the river and preventing the enemy's Fleet passing the Chevaux D<sup>e</sup> Frize, is so obvious to his Excellency, that I have not the least doubt he comply'd with your request as soon as it was in his power; I will however hint it to him in my next letter—I am pleased the commissary is with you, that the fleet may receive regular and proper supply. In his letter to council<sup>2</sup> he requests they would send a quantity of whiskey as he found a difficulty in procuring that or rum. this shall be complied with as soon as it can be procured.

Council have appointed M<sup>r</sup> William C Bradford paymaster to the fleet in the room of M<sup>r</sup> Webb who I am informed remained in the city of Philadelphia. I am [&c.]

Df, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed on bottom of first page: "To Commodore Haselwood." Notation at top of letter: "Council to Comm<sup>r</sup> Hazelwood 1777."

1. Above.
2. William Crispin to Thomas Wharton, Jr., 26 Oct., above.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO WILLIAM CRISPIN

In Council

Sir

Lancaster November 6<sup>th</sup>. 1777

I received your letter dated the twenty sixth day of October <sup>1</sup> which I laid before council. they are pleased that the fleet have now a sufficient and regular supply of provisions which they had some reason to believe was not the case for some time past.

William Buchanan Esq<sup>r</sup> commissary General of purchases, has or will, fix the prices of beef, pork, and whiskey for the army; and will give directions to all the deputy commissaries not to exceed those prices. he requests that those who buy for this state may conform thereto, and this council desires you will attend to it as well as to such prices as may be agreed upon by the Quarter Master General for wheat or flour Letters have passed between those Gentlemen and council on this subject and their opinion as to prices are nearly the same. The following is what council think should not be exceeded viz<sup>t</sup> wheat 8/6 <sup>3</sup> bushell; Rye 8/6; Indian corn 6/6 Beef 10 dollars <sup>3</sup> hundred sinking what is called the fifth quarter, which will reduce it to eight dollars; pork seven dollars, whiskey 8/6 full proof, best first crop of hay £7.10— <sup>3</sup> Ton, Second crop £6.— M<sup>r</sup> Buchanan is of opinion that 7/6 <sup>3</sup> Gallon is enough for whiskey and six dollars for pork, whether our reasons will induce him to allow the prices we have fixt, I dont know, but it will at any rate be very soon determined.

It will be absolutely necessary to salt both beef and pork for the use of the navy, especially as there is salt at the salt works belonging to this state. M<sup>r</sup> Bordon will be a very Suitable person to have it put up, and to whom council will write on the subject. Our Treasury is almost exhausted so that for the present it is out of my power to send you the whole sum you require. If a good opportunity offers in a day or two shall send you two or three thousand pounds, and a further sum as soon as the chest is replenished. council purposes to send a careful prudent person to the salt works,<sup>2</sup> to send forward to this state what salt is already made, to be distributed thro' the same; and therefore I hope and expect that M<sup>r</sup> Savage has a considerable quantity made, and will exert himself all in his power to serve the publick, who expect great matters from the large sum of money already expended. Your supplying him with three hundred pounds was well. I shall attend to your request for whiskey, and it is probable that some may be procured here, if it can, I will send you down a few hogsheads I am [&c.]

Df, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed on bottom of first page: "To William Crispin Esq<sup>r</sup>." Docketed: "1777 Nov<sup>r</sup> 6th To William/Crispin Esq<sup>r</sup>—." Notation at top of letter: "Council to W<sup>m</sup> Crispin 1777."

1. Above.
2. The state salt works were located at Toms River, N.J.

PENNSYLVANIA COUNCIL OF SAFETY TO  
WILLIAM BRADFORD

In Council of Safety

Sir,

Lancaster Nov<sup>r</sup> 6. 1777.

Yesterday and not before, I had the pleasure of receiving your favour dated at Red-bank October the 26th<sup>1</sup> w<sup>ch</sup>. I laid before council, who are much obliged by the contents of your letter altho' they had before reced the substance of it—You will please to continue your information from time to time as opportunity may offer—any assistance which the council can afford to repel the common enemy the Navy board and Commodore<sup>2</sup> may be assured of receiving upon the first application—The severe check which the enemy has already received by the bravery of our men and good conduct of our officers, will convince them that they cannot effect their purpose of enslaving America so easily as they gave the world to understand they could—it is probable they will make another attack, and I trust they will meet with a like repulse, being well informed that General Washington has sent a reinforcement of men, as well for the Fort at Red Bank as for the Fleet

As M<sup>r</sup> Crispin, the Commissary, is with you I doubt not of the fleet receiving a regular supply of Provisions—with respect to you and the Navy board I remain [&c.]

Df, PHarH, RG 27, Executive Correspondence of the (Second) Council of Safety. Addressed at bottom of page: "To Col<sup>o</sup> W Bradford." Docketed: "1777 Nov<sup>r</sup> 6th To Colonel/William Bradford copy." Notation at top of letter: "Council of Safety to Col<sup>o</sup> W<sup>m</sup> Bradford 1777."

1. Above.

2. John Hazelwood.

DIARY OF CAPTAIN JOHANN EWALD

[Extract]

[Philadelphia]

The 6th of November. For several days the batteries to the right on Province Island were strengthened with six 24-pounders.<sup>1</sup> Moreover, two floating batteries were constructed, each of which was to be loaded with four 32-pounders. But they were built so lightly that hardly one 32-pounder could be carried in one boat, and they were so badly battered by the enemy's galleys as soon as they appeared that not one dared to show up again.

Thus far we are still in a bad situation. Washington is making the route by land very unsafe between Chester and Philadelphia. The greater part of the provisions still must be brought through the dangerous passage by water. Washington keeps the army so tightly bottled up by his parties that the market people must sneak through at the risk of their lives, which has forced up the price of fresh provisions so high that a pound of meat costs up to half a piaster. . . .

Johann von Ewald, *Diary of the American War: A Hessian Journal*, translated and edited by Joseph P. Tustin (New Haven, Conn.: Yale University Press, 1979), 104. A paragraph of this entry is not printed here. It describes the partisan nature of the war being fought in the Pennsylvania countryside.

1. Ewald means Carpenters Island. The six cannons were from H.M.S. *Eagle*.



AN OFFICER AT FORT MERCER TO  
COLONEL HUGH HUGHES

Sir

Fort Mercer Red bank Nov 6<sup>th</sup> 1777

Yesterday Morning at 3 Oclock a Party of light Troops were detached with two pieces of battering Cannon to occupy a Piece of ground three miles below the Fort nearly opposite the *Somerset* Man of War of 74 Guns which lay half a mile from shore,<sup>1</sup> they discovered the works at 10 Oclock in the Morning, and gave us a few shot, but did not think Proper to return the Compliments, until our works were compleat, which were soon finished, the third shot we fired hull'd her, she immediately weighed Anchor, the Tide being in her Favour, was able to move a small distance but soon got aground: The Commodore<sup>2</sup> ordered, the Gallies down, to attack Her: its the general Opinion had the Gallies done their Duty we should have disposed of her as before with the *Apollo*<sup>3</sup> and *Augusta*; am not fully satisfied but it might have been hers.

But at the flood's making the *Roebuck*<sup>4</sup> and *Lady Washington*<sup>5</sup> (the Enemy having taken some time since) came to her assistance, she was so much damaged at Evening she paid no Regard to our Fire; her boats were kept under her sides plugging her during the whole time two of them happened to fall in a line of a shot which cut one in two, left the other Floating, which drifted some distance, but sending a boat recovered her again, Night coming on was obliged to leave them in that situation: the weather being bad Nothing farther has been done since,

(Copy.)

Copy, DLC, Horatio Gates Papers, vol. 2. Addressed at foot of page: "To Col. Hugh Hughes."

1. American battery at Mantua Creek. The author erroneously identifies *Somerset* as the ship fired on by the American battery. The vessel mentioned is probably H.M.S. *Isis*, which sustained injuries to her hull and rigging while engaging the American fleet and the Mantua Creek battery on 5 November. See journal H.M.S. *Isis*, 5 Nov., above.

2. John Hazelwood.

3. Erroneously identified. H.M. sloop *Merlin*.

4. Erroneously identified. H.M.S. *Pearl*.

5. Erroneously identified. H.M. galley *Cornwallis*.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO  
VICE ADMIRAL VISCOUNT HOWE

My Lord

*Isis* off Billingsport Nov<sup>r</sup> 6<sup>th</sup>. 1777

I recieved the honor of your Lordships letter, the Gallies kept at a considerable distance yesterday Evening, I did not mean to fire at them whilst they were advancing, as I wished to draw them as near to us as possible, & we kept the men close down, by which means no one was hurt; the *Isis* recieved a little or no damage, either from the Galleys or Guns on Shore;<sup>1</sup> One of our Coppers is rendered useless, & I am afraid cannot easily be repaired; I have no doubt of maintaining the Station we are in, we have seen nothing of the rebels today, I believe they are gone and have taken their Guns with them—The *Isis*, *Liverpool* & *Pearl* have several Sick that are much in our Way, in the Situation the Ships are Obligated to be kept they cannot be paid the Attention that could be wished—If it were convenient for your

Lordship to order a Vessel as an Hospital it would remove a great incumbrance from the Ships—I have the honor to be [&c.]

W<sup>m</sup>. Cornwallis

LB, NH, William Cornwallis Papers, Letter Book, 95–96. Addressed at foot of last page: “To/ the Vis<sup>t</sup> Howe &c &c &c.”

1. American battery at Mantua Creek.

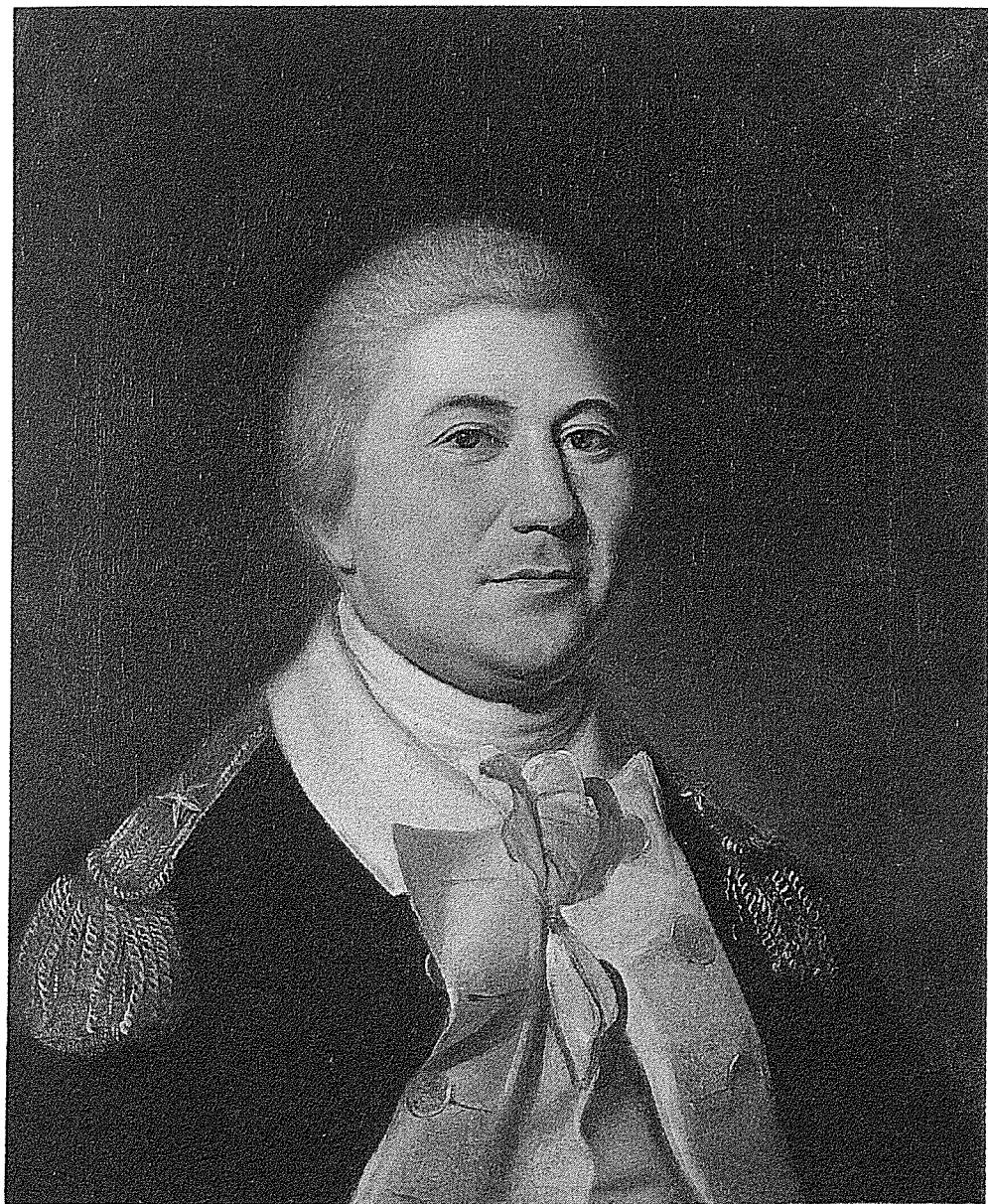
BRIGADIER GENERAL JAMES M. VARNUM TO GEORGE WASHINGTON

[Extract]

Sir

Woodberry 6th Nov<sup>r</sup> 1777.

Great Manto Creek is situated two Miles and an half from Redbank, where it empties into the Delaware On the West side of this Creek is the Promontory Billingsport, fortified, and garrisoned by three hundred Men, made up of the seventy first Regiment, and of Marines, according to the best Information I have been able to obtain. On the east side of the Creek, upwards of a Mile from Billingsport, is a small Eminence [*Eminence*], on w<sup>h</sup> the Evening before last, we erected a small Fascine Battery, intending to play upon the Shipping, the Morning following, with one Eighteen, and one Twelve Pounder.—The Eighteen was overset on the Way, and could not be got to the Battery 'till two oClock in the afternoon. The Twelve, in the intermediate Time, was ply'd with great Advantage upon the *Sommersett*; a Ship of sixty four Guns. The *Roebuck* and a Frigate were soon driven from their Stations, and the *Sommersett* fell down to the Distance of a Mile and a Quarter from the Battery, where she touch'd upon the Beach, and was obliged patiently to take our Fire. In this situation, the Commodore<sup>1</sup> sent down four Gallies, which began their Fire at the Distance of more than two Miles; They advanced however 'till the *Sommersett* & *Roebuck*, with a Galley,<sup>2</sup> began to discharge their Bow Guns upon them when they immediately retreated.—The Flood Tide making, floated the *Sommersett*; but, as there was no Wind, she could not get far from us, by 'w<sup>h</sup> means she suffered extremely from our Eighteen & twelve Pounders, She hoisted Signals of Distress; The Commodore came down with a great naval Force, and began a tremendous Fire, out of Gun Shot, he advanced firing 'till some of his Shot reached The Ships. He expended an immense Quantity of Ammunition, &, I am pretty certain, hit the large Ship once, in her Stern; soon after he retired. The Battery discharged, from both Guns, more than an hundred and Twenty Rounds; two Thirds of w<sup>h</sup> at least took place; And as almost every Shot was directed at the sixty four, she must be greated shattered.—Cap<sup>t</sup> Lee,<sup>3</sup> who commanded the Guns, behaved perfectly well. Had The Gallies behaved tolerably well, the *Sommersett* must, beyond a Doubt, have fallen into our Hands.—Could we be furnished with sufficient Ammunition for a Twenty four and an Eighteen Pounder, without drawing from the Forts, I am confident we should oblige the Shipping to keep down the River as low as Billingsport; By w<sup>h</sup> means they cou'd not attempt raising the Chievaux de Frize. We should be provided with proper Harness Horses for these Pieces, to move them to any part of the Shore at Pleasure. I am apprehensive we might do [*illeg.*] by throwing up a Battery about one Third of a Mile below Billings Port, from which, & the Battery before mentioned we could easily cross fire upon every Intch of Channel Way opposite the Mouth of Manto Creek and oblige the Shipping to move farther down, liable to



*Brigadier General James Mitchell Varnum*

be dismasted from our lower Battery; Or farther up, when they would probably stick upon the Chievau de Frize, and be in danger from Fort Mifflin and the Fire Craft. The great Injury their Shipping would receive, might probably draw them out from Billings Port to attack us, their present Numbers we could beat, & by that means possess ourselves of their Works,—Should they considerably reinforce, w<sup>h</sup> I imagine they might occasionally do from their Shipping, we might loose our Cannon, by being obliged to retreat.—Billingsport is the Key of the Delaware, as the Ship Channel is within Muskit shot of it.—I can perceive but one objection to a Manœuvre of this kind; and indeed that is an important one; Should the Enemy attack Red Bank in the mean Time, by landing below Timber Creek, which they might do, we could not afford that Garrison timely Aid. The Remainder of General M<sup>c</sup>Dougalls Division, could they be spared, would form a Counter ballance to that Difficulty.—Col<sup>o</sup> Smith is continually complaining of the Remisness of the Fleet. I have conversed freely with the Commodore upon the Subject of Defence, w<sup>h</sup> he ought to afford. He has pointed out to me the Places where he has ordered his Guard Boats and some of his Gallies stationed by Night. His Plan, if spiritedly executed, would sufficiently Aid Fort Mifflin, and Prevent the Enemy from making a Lodgment in its rear. The Commodore says he cannot prevent the Enemies Boats from passing up and down the River, as they are covered by their Batteries upon Province Island<sup>4</sup> and at the Mouth of Skylkill. In short, the Commodore appears to be a very good kind of a Man; but his extreeme good Nature gives too great a Licence to those under his Command, who would obey only from Severity, if any such he has, to [shun?] their Duty. From the Conduct of the Fleet Yesterday, your Excellency will be able to know my Sentiments respecting their Prowess.—I shall religious avoid any personal Disputes myself, where I cannot be of Service by them, to the public; I shall continue however, to create, if possible, greater Harmony between the Fleet and Garrisons.

As the Garrisons have necessarily many sick, We are in great Want of some Gentlemen from the Hospital Department to establish a Place for their Reception, with Medicine and other Articles to make them comfortable. Indeed they suffer on that Account.—

I should have mentioned, when speaking of Fort Mifflin, that the Enemy were busy, yesterday, in erecting a Fortification upon Province Island, in such a Position as to play obliquely Upon the Palisadoes. This Circumstance convinces me that they do not intend a very sudden Attack upon the Fort should they destroy the Palisadoes. The Defence of the Island will then greatly depend upon the Gallies; Altho' it will be difficult to approach to the Rear of the Work, as the Enemy must pass upon a Meadow, w<sup>h</sup> is very miery. They cannot surmount that Difficulty by laying Fascines, unless the Gallies quit the Passage between Red Bank and mud Island intirely.—In fine, I must beg Liberty to repeat that Billingsport is of far more Importance than all the Forts and Gallies put together. This seems also to be the concurring Sentiment of the Gentlemen here universally. . . . I hope your Excellency will excuse the Prolixity of this, & believe me sincerely yours,

J M Varnum

L, DLC, George Washington Papers, Series 4. Two paragraphs, including a postscript, are not printed here. They relate to the state of the New Jersey Militia at Red Bank and Varnum's efforts to secure clothing for the troops at Fort Mifflin. Docketed in left hand margin of fourth page below signature line: "6<sup>th</sup> Novem<sup>r</sup> 1777/from/Gen<sup>l</sup> Varnum." Addressed at foot of last page: "His Excellency Gen<sup>l</sup> Washington."

1. John Hazelwood.

2. Varnum is mistaken. The Mantua Creek battery and Hazelwood's fleet fired on H.M.S. *Isis*, H.M.S. *Pearl*, and H.M. galley *Cornwallis*.

3. Capt. James Lee, 2d Continental Artillery.

4. Here and two paragraphs below, Varnum probably means Carpenters Island where the majority of British artillery—thirteen guns—was trained on Fort Mifflin. There was a two-gun battery near the Pest House on Province Island.

#### CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES NICHOLSON

James Nicholson Esquire

Sir

[York] November 6<sup>th</sup> 1777

This Committee being wearied with the long delay of the Frigate *Virginia* under your Command in port, and with the great expence Accruing on that Account, have determined that you shall proceed to sea by the first favourable opportunity and depend much on your experience and prudent management to have this desirable business speedily accomplished. You have inclosed your Instructions for the Voyage.—<sup>1</sup>

You will inform Captain Parker of the *Phoenix* that it has been the constant practice throughout the United States to suffer British seamen taken in the merchant service to depart at their pleasure, and consequently there can no just demand be made on us from the British Navy for a return of such persons in lieu of what they have heretofore discharged, because if that Account was to be fairly settled and a List made out of what we and what they have discharged without Account the Ballance would be very considerably in our favour, and still much greater were we to include the vast number of Passengers and other British subjects not seamen heretofore discharged without account; but the practice of exchanging officer for officer of equal Rank, and Sailor for Sailor of those taken in Ships of war will be continued. Mr Barney the Bearer informs us you want a Lieutenant, he will rank on board the *Virginia* as second Lieutenant should he be agreeable to you in that station we have directed him to obey your Orders. Wishing you success we remain [&c.]

LB, DNA, PCC, Marine Committee Letter Book (M332, roll 6), p. 108.

1. See Continental Marine Committee to Captain James Nicholson, 23 Oct. 1777, above.

#### VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Dear Sir

*Eagle*. Nov<sup>r</sup> 6<sup>th</sup>. 1777

Not Observing that you had Occasion to return the fire from the Gallies Yesterday evening, I hope that the Distance they kept from you has prevent'd your relieving any material Injury—

Every means must be used to maintain the command of the channel between Billingsport & Hog Island upon which the Communication at present with the Army depends, This I flatter my self you will be able to do in your present Station as the Ships may approach very near the Shore, between Manto Creek & Billingsport

As I understand that the Post at Billingsport could not be contracted for being defended by a smaller Force, the Marines must remain in it whilst it is necessary for it to be held, this you will please to signify to Capt<sup>n</sup> Owen I am [&c.]

Howe

LB, NH, William Cornwallis Papers, Letter Book, 92–93. Addressed at foot of last page: "Honble Capt<sup>n</sup> Cornwallis."

JOURNAL OF H.M.S. *LOWESTOFFE*, CAPTAIN WILLIAM LOCKER

Nov<sup>r</sup> 1777                      Steady Breezes. At 4 P.M Spoke our Tender<sup>1</sup> Off Yellows Hill who  
Thursday. 6<sup>th</sup>.                Informed us of her hav<sup>g</sup>. had an Engagm<sup>t</sup>. w<sup>t</sup>. an American Privateer    had one Man killd & two wounded.

D, UKLPR, Adm. 51/4247.

1. *Little Lucy*. The previous day H.M.S. *Lowestoffe* had been towed out of Port Royal Harbor. Ibid., 21 Oct. 1777, 5 Nov. 1777.

## COMTE D'ARBAUD TO GOVERNOR WILLIAM MATHEW BURT

Copie de la Lettre de M<sup>re</sup> le comte D'arbaud, à M<sup>re</sup> Burt Gouverneur à antique en datte du 6. 9<sup>bre</sup> 1777.

Monsieur.

Tandis que je m'occupe avec autant d'empressement que de soin de rendre au S. Gordon que vôtre Excellence ma adressé la justice qu'elle réclame en sa faveur: J'apprend par la Lettre dont ci joint copie <sup>1</sup> qu'une frégate anglaise à poursuivi avec autant d'audace que d'opiniatreté une Goelette Espagnole qui étoit sous les côtes du Gouvernement que Sa Majesté Tres Chretienne ma Confié, qu'elle ne s'est pas contentée de lui Tirer plusieurs coups de canon, mais qu'elle à envoyé sa chaloupe pour s'en emparer, et que l'équipage de cette Goelette effraïé ayant pris le parti de Débarquer et de fuir, celui de la chaloupe anglaise n'a pas balancé de le poursuivre mille pas dans les Terres et de tirer plusieurs coups de fusil pour l'obliger à se rendre et d'enlever en se rembarquant le canot de la Goelette sur la restitution du quel j'insiste. Je vous demande, Monsieur, au nom du Roy mon Maitre la punition du Commandant de la frégate dont je ne puis vous dire le nom, mais qui sera connu de vôtre Excellence par le compte qu'il sera obligé de lui rendre. J'instruirai par premiere occassion sa Majesté très chretienne de cette conduite aussi irréguliere que contraire au droit des Gens et des nations je ne puis là lui cacher, Elle mérite une réparation autentique et un chatiment assés public pour que pareille infraction n'ait plus lieu à l'avenir. J'ai l'honneur d'etre &<sup>a</sup>.

Signé le C<sup>te</sup>. D'arbaud.

P.S. Je ne dois pas laisser ignorer à vôtre Excellence que partie de ceux qui fuyoient étoient Mulatres et Negres, d'ou je conclus que les Personnes qui les poursuivoient avoient envie d'en faire des Esclaves à leur profit ce qui est un acte formel d'hostilité, ou une maniere de Pillages sur mes côtes.

[Translation]

Copy of Comte D'Arbaud's Letter to Mr. Burt, Governor of Antigua, Dated 6 November 1777.

Sir.

While, with as much eagerness as care, I am undertaking to do justice to Mr. Gordon, which your Excellency referred to me and which you asked for on his behalf, I learned from the enclosed copy <sup>1</sup> that an English frigate, with as much boldness as persistence, pursued a Spanish schooner sailing off the coasts of the government His Most Christian Majesty has entrusted me, that the frigate was not content to fire sev-

eral shots but sent its longboat to take possession of the schooner; that the crew of the frightened schooner, having decided to disembark and to flee, the English longboat's crew did not hesitate to pursue the Spanish ship's crew a thousand paces on land and to fire several musket shots to force them to surrender and to carry them off by reembarking in the schooner's boat. I insist on its return. I ask you, Sir, in the name of the king, my master, for punishment of the captain of the frigate, the name of which I cannot give you, although it will be known to your Excellency from the report the captain will be required to make. At the earliest opportunity, I shall advise His Most Christian Majesty of this behavior as irregular as it is contrary to the rights of man and the laws of nations. I cannot hide such behavior from His Majesty. It deserves an authentic reparation and a punishment public enough that a similar violation of the law will not happen again in the future. I have the honor of being, &<sup>a</sup>.

Signed C<sup>te</sup>. D'arbaud.

P.S. I must not leave your Excellency unaware that some of the men who were running away were mulattoes and negroes, from which I conclude that the men who were after them had the intent to make slaves of them for profit, which is a formal act of hostility or a kind of pillaging on my coasts.

Copy, FrPMAE, Arch. Dipl., Corr. Pol., Angleterre, vol. 525, 342.

1. See above, "Copy of Jean Pascaly's Declaration," 4 Nov. 1777.

## November 7

### MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War Office Boston Nov<sup>r</sup> 7<sup>th</sup> 1777

Ordered. . . . That Sim. Samson receive of Com<sup>y</sup> Gen<sup>l</sup> for use of Brig<sup>t</sup> *Hazzard* 250<sup>lb</sup> Candles—

That Tho<sup>s</sup> Forster deliver S Samson for *Hazzard* 1900 lb powder—

That Sim. Samson Receive of M<sup>r</sup> Hopkins<sup>1</sup> for Brig<sup>t</sup> *Hazzard* a tierce of W I Rum—<sup>2</sup>

Brig<sup>t</sup> *Tirannicide* from the Office 3 doz Sail & 8 Cotrope Needles from France—. . .

That Col<sup>o</sup> Crafts deliver to Sim. Samson for use of the *Hazzard* 12 pr Pistols in order

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 82–83.

1. Caleb Hopkins.

2. West Indies rum. On 8 Nov. the Board of War ordered 500 gallons of rum and 500 gallons of spirits for the use of *Hazard*. M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 83.

### MASTER'S JOURNAL OF H.M.S. *CHATHAM*, CAPTAIN TOBY CAULFIELD, R.N.

November 1777

Friday 7<sup>th</sup>.

Moord in Rhode Island Harbour

at 9 AM Loosed Sails to Dry. at 10 D<sup>o</sup> the *Pigot* Tender and *Jane* Transport was orderd out of the Harbour to go to the *Syren* assistance.

Fresh Breezes and Clear. at 2 PM the *Lark* and *Flora* returnd with an Account that his Majesty's ship *Syren* and *Sisters* Transport was Lost on point Judith and the Cap<sup>t</sup> and Most part of the *Syrens* Men Taken prisoners, also the *Pigot* Tender and *Jane* Transport returnd.

D, UKLPR, Adm. 52/1656.

MASTER'S JOURNAL OF H.M.S. *LARK*,  
CAPTAIN RICHARD SMITH, R.N.

Nov<sup>r</sup> 1777

Friday 7

Rhode Is<sup>d</sup>: Harbour

at 2 PM [AM] the Boats Return'd not being Able to Board her y<sup>e</sup> Sea Breaking so high Round her,<sup>1</sup> at 6 Weigh'd. & Came to Sail to Work Nearer in Shore to y<sup>e</sup> *Syren* at 10 Spoak y<sup>e</sup> *Flora*, Work'd up in Company towards p<sup>t</sup>: Judith a Boat Spoak the *Flora* from Rhode Is<sup>d</sup>: the *Flora* Stood in for Rhode Is<sup>d</sup>: we Follow'd her

Point Judith WSW 1½ Miles

Fresh Breezes & Clear [PM] Standing in for Rhode Is<sup>d</sup>: y<sup>e</sup> *Flora* in Company at 3 PM Anchor'd with y<sup>e</sup> B<sup>t</sup> B<sup>t</sup> & Veer'd to a hole Cable, Moord with y<sup>e</sup> Stream Anchor & Cable Goat Is<sup>d</sup>: SSE Rose Is<sup>d</sup>: WNW ½ a Mile Rec'd from y<sup>e</sup> *Alarm* Galley 10 Men

D, UklPR, Adm. 52/1826.

1. *Syren*.

DIARY OF FREDERICK MACKENZIE

7<sup>th</sup> Nov<sup>r</sup> Clear Cold Weather. Wind N.W. High wind all last night.

About 4 o'Clock yesterday morning the *Syren* Frigate, a transport ship, and a Schooner,<sup>1</sup> belonging to the Wood fleet, by some unfortunate mistake or mismanagement, ran ashore upon Point Judith, where the *Syren* immediately bulged. Every effort was made by Captain Furneaux to get the ship off, but the Rebels having very soon brought down three pieces of Cannon against her, and the ship unfortunately keeling towards the shore when the tide left her, he was under the necessity of surrendering himself and his people prisoners to the Enemy. The *Lark* and *Flora* went out of the harbour at 4 in the afternoon in order to afford assistance, but they came too late. A Sloop which went out soon after the first Signals of distress were made, arrived in time to save the people of the transport; and it is probable that had the two frigates gone out at the same time, they might have saved the Crew of the *Syren*. The vessels now remain on shore, without any hopes of getting them off. The rest of the Fleet escaped the danger, and proceeded to Shelter Island.

Mackenzie, *Diary* 1: 210.

1. Transport ship *Sisters* and schooner *Two Mates*.

JOURNAL OF H.M.S. *FLORA*,  
CAPTAIN JOHN BRISBANE, R.N.

November 1777

Friday 7<sup>th</sup>

[off Point Judith, Rhode Island]

AM at 2 They Ceased Firing, at 5 Weigh'd and made Sail, Close Reef't Topsails & Courses. at 6 saw His Majesty's Ship *Syren* and 2 of her Convoy onshore near Point Judith,<sup>1</sup> at 8 out 2<sup>d</sup>: and 3<sup>d</sup>: Reef's. at 9 we were hail'd by the *Lark* & Informed that the Peo-



ple had Quitted the *Syren* at 2 this Morning, at 11 Tack'd in 12 f<sup>m</sup>; saw a Number of Men onb<sup>d</sup>: the *Syren* Striping her; Fired 2 Twelve Pounders which fell Short; It was the opinion of the Pilot we Could Approach no Nearer without Endangering the Ship, Saw a great Number of Arm'd Men onshore, the Sea making a Passage over the Ship twas thought Impractable Boarding, at Noon Stood for Rhode Island—

First part fresh winds & fair, Middle and latter light winds PM at ½ past 2 Came too with the Best Bower, Off Goat Isle, Veer'd ½ of a Cable.

D, UKLPR, Adm. 51/360.

1. The transport ship *Sisters* and schooner *Two Mates*.

#### REPORT OF THE COMMITTEE ON THE TREASURY

Treasury Office

York Town November 7th 1777

The Committee on the Treasury beg leave to Report the following Resolution—

Resolved That a warrant Issue in favour of M<sup>r</sup> John Brown Sect<sup>y</sup> to the Marine Committee for 2000 dollars for the use of said Committee who is to be accountable.

D, DNA, PCC, item 136, p. 469 (M247, roll 145).

VICE ADMIRAL VISCOUNT HOWE TO  
CAPTAIN WILLIAM CORNWALLIS, R.N.

Dear Sir

*Eagle* [Off Chester] Nov<sup>r</sup> 7<sup>th</sup>. 1777 1 PM

I have been favoured with your letter writ yesterday,<sup>1</sup> & delivered this Morning by Captain Reeves—

We shall be glad to continu everything for your accommodation in the useful service you render us, But our means are so much confined, that particular care should be taken in the Choice of the complaining men sent from the Ships—

It is not for obvious reasons adviseable to let any man leave the Ships under the Denomination of sick besides such as are absolutely incapable of assisting themselves.

that if you send down such as are under those Circumstances we will provide for them in the best manner we are able

The *Somerset* moves up to Billingsport preparatory to the Service intended, & I must request of you & the other Captains of the Squadron, to furnish Capt<sup>n</sup>. Ourrey with all the information he may need in the Different Objects which have been recommended to your Attention—I am [&c.]

Howe

LB, NHi, William Cornwallis Papers, Letter Book, 97–98. Addressed at foot of last page: "Honble Capt<sup>n</sup> Cornwallis."

1. Above.

MASTER'S LOG OF H.M.S. *RICHMOND*, CAPTAIN JOHN LEWIS GIDOINNovem<sup>r</sup> 1777

Friday 7

p<sup>t</sup> Lookout NNW ½ W 3 Leag<sup>s</sup>. & Smiths p<sup>t</sup>. SEBS 7 or 8 m<sup>s</sup>.  
AM at 8 Saw a Sail to the North<sup>d</sup>. Hove Sh<sup>t</sup>. & got up TG<sup>t</sup>. Y<sup>ds</sup>. &  
Sway<sup>d</sup>. up the M<sup>ts</sup>. D<sup>o</sup>. Weigh<sup>d</sup>. & gave Chace at noon Still in  
Chace *Otter* in C<sup>o</sup>. Smiths P<sup>t</sup>. SEBS. 6 or 7 M<sup>s</sup>.

P<sup>t</sup> Lookout NBW 7 or 8 M<sup>s</sup>. Georges Is<sup>d</sup>. NWbN 3 or 4  
Leagues—

First P<sup>t</sup> light breezes mid & Lat. Fresh Breezes & Cloudy PM  
at 4 the Boats Ret<sup>d</sup>. with the Above Sloop which was Load<sup>d</sup> w<sup>h</sup>. To-  
bacco the Crew having Run her ashore & left her,<sup>1</sup> Sent a M<sup>rs</sup>  
mte & 4 men in her

D, UKLPR, Adm. 52/687.

1. Sloop, name unknown, from Baltimore to France; with tobacco, crew went on shore, taken in St. Mary's River, taken in tow by the ships. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 240.

JOURNAL OF H.M.S. *PHOENIX*, CAPTAIN HYDE PARKER, JR.Novem<sup>r</sup> 1777.Friday 7<sup>th</sup>.

At Sgle Anchor in Lynn Haven Bay  
at 4 AM Haul'd the Fore Sail up and hove too Main Topsail to  
the Mast. At 6 gave chace to a Sail to Leeward. At 8 Fired a Shot  
& bro<sup>t</sup> too the Sloop *Page* from St<sup>t</sup>. Thomas's for Virginia sent a  
Petty Officer & 5 Men onboard to take charge of her.<sup>1</sup> At noon  
Mod<sup>r</sup> and clear Wea<sup>r</sup>

Cape Henry NbW Dist<sup>n</sup>. 25 Leagues  
Mod<sup>r</sup> and fair Wea<sup>r</sup>. The Prize in Company At 8 PM S<sup>d</sup>. 8 f<sup>m</sup>. fine  
Sand. At 9 Calm Hauld the Main Sail up

D, UKLPR, Adm. 51/694.

1. Sloop *Page*, William Skillin, master, owned by John Dixon & Co. of Virginia, a crew of 6, from St. Thomas to Mobjack Bay, with rum and salt, Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 239. On 10 Nov. the journal notes "employed fitting the Prize Sloop as a Tender," which was renamed *Moskittoe*. UKLPR, Adm. 51/694.

## COMTE D'ARBAUD TO GOVERNOR WILLIAM MATHEW BURT

Copie de la Lettre de M<sup>r</sup> le Comte D'arbaud, à M<sup>r</sup> Burt Gouverneur à antique  
en datte du 7. 9<sup>bre</sup>. 1777.

Monsieur.

Le S. Gordon à qui j'avois donné les ordres les plus précis pour obtenir main forte pour le remettre en possession de son Batiment et de sa cargaison au cas ou il auroit pû découvrir l'un et l'autre, est de retour à la Basseterre sans avoir pû se procurer une connoissance certaine du Lieu ou ses effets débarqués ont été déposés. il rapporte que son Batiment à été coulé après son Déchargement, de manière que je vois peu d'espoir de pouvoir satisfaire Vôtre Excellence dans cette Occassion, malgré toute l'envie que j'aurois eû de lui donner une nouvelle preuve de la justice que je m'empresse de rendre lorsceque je n'y trouve point d obstacles Invincibles.

Le S<sup>r</sup> Gordon est porteur des ordres que j'avois adressés aux commandans des differents quartiers de cette Isle,<sup>1</sup> il lès remettra à vôtre Excellence en originaux elle sera à même par là de juger du désir que j'avois que cette affaire pris une tournure plus avantageuse pour les propriétaires et le Capitaine du Batiment et de sa cargaison.

Les Nommés Plangue et Gilles que j'avois donné ordres d'arrêter et de faire conduire icy, se sont embarqué suivant le rapport que ma fait le S<sup>r</sup> Gordon avant que mes ordres ayent pû être executées. Si ces hommes reparvien[nent] dans l'Etendue du Gouvernement qui m'en confié, ils subiront un châtiment long et severe, mais il n'en pourra jamais resulter une Remise de la Prise dont Indubitablement ils auront disposé de maniere qu'il n'en restera aucune vestige qui puisse déposer contre eux. Les recherches qu'a fait le S<sup>r</sup> Gordon confirment cette assurance.

Si nos Loix permettoient de punir sur un soupçon peut être aurois-je découvert partie de la cargaison du Brigantin Le Raimbow. mais au contraire Elles me Le defendent. C'est ce qui m'a arrêté dès il y à longtems; à l'egard des S<sup>rs</sup>. D'arbousier et Soubies vivement soupçonnés d'être les armateurs du corsaire anglo-américain qui vient d'en faire la prise. Je les mandai il y à quelques tems l'un et l'autre pardevant Moi, Toutes mes questions furent inutiles, et je fus obligé de me borner à représentations et à des Ménaces.

Je me refere à la Lettre que j'eü l'honneur d'adresser hier à vôtre Excellence relativement à la violence Commises sur les côtes de la Guadeloupe par une de vos frégates.<sup>2</sup> Je vous demande au Nom du Roy mon Maitre une prompte Réparation J'ai L'honneur d'être &<sup>a</sup>.

Signé le C<sup>te</sup>. D'arbaud.

[Translation]

Copy of Comte D'Arbaud's Response to Mr. Burt, Governor of Antigua, dated 7 November 1777.

Sir.

Mr. Gordon, to whom I had issued the most exact orders so as to obtain assistance in order to return into his possession his ship and its cargo in the event he might be able to discover both, has returned to Basseterre without having been able to get any firm knowledge of the location where his unloaded effects were set down. He reports that his ship was sunk after it had been unloaded so that I have little hope of being able to satisfy your Excellency at this time, despite any desire I might have had to produce new evidence of the justice I shall hasten to administer when I find there are no insurmountable obstacles.

Mr. Gordon is carrying orders I had addressed to the commanders of the various quarters of this island.<sup>1</sup> He will hand your Excellency the originals. Your Excellency will then be in a position to form an opinion of the hope I had that this matter might take a turn more advantageous to the owners and to the captain of the ship and its cargo.

The two men, Planque and Gilles, whom I had ordered to be arrested and brought here, sailed, according to Mr. Gordon's report, before my orders could be carried out. Should these two men reappear in the area controlled by the government that has been entrusted to me, they will suffer a long and harsh punishment; however, the result is that it will never be possible to return the seized ship, for unquestionably they will have disposed of it in such a way that no trace will remain of

the matter, which could be the subject of a complaint against them. Mr. Gordon's investigations confirm this as a certainty.

If our laws made it possible to punish someone on suspicion, perhaps I would have discovered a part of the cargo from the brigatine *Rainbow*. On the contrary, they forbid it. That is what had stopped me a long time ago. Regarding Sieurs d'Arbousier and Soubies, strongly suspected of being the owners of the Anglo-American privateer that just took possession of the prize, I summoned them, some time ago, to appear before me. All my questions were useless, and I was obliged to limit myself to representations and threats.

I refer to the letter I had the honor of addressing to your Excellency yesterday relative to the acts of violence committed on the coasts of Guadeloupe by one of your frigates.<sup>2</sup> I ask you in the name of the king, my master, for a prompt reparation. I have the honor of being, &<sup>a</sup>.

Signed Comte D'Arbaud.

Copy, FrPMAE, Arch. Dipl., Corr. Pol., Angleterre, vol. 525, 244-45.

1. See above, "Comte d'Arbaud's Order Delivered to Mr. Gordon, 3 Nov. 1777."
2. See above, Comte d'Arbaud to Governor William Mathew Burt, 6 Nov. 1777.

#### PROCLAMATION OF THOMAS SHIRLEY

##### A PROCLAMATION,

WHEREAS insinuation hath been given to me, that false Commissions from the Congress to arm Vessels as Privateers have been printed in this Island, and sold in the Island of Martinico, and one of those false Commissions hath been transmitted to me.<sup>1</sup> I HAVE THEREFORE thought fit, by and with the Advice and consent of his Majesty's Council, in order to bring such daring offenders to Justice, and to suppress all such unlawful and treasonable practices in future, to issue this Proclamation, hereby offering a reward of THREE HUNDRED POUNDS current money, to any person or persons, who will give full information against the person or persons concerned in printing the said false Commissions, so that he or they may be apprehended and brought to Justice, to be paid on Conviction of the offender and offenders.

N. B. The false Commission transmitted to me is left at the Secretary's Office, for Public inspection.

Given under my Hand, and the Great Seal of Dominica, this Seventh day of November, in the Year of our Lord One Thousand Seven Hundred and Seventy Seven, and in the Eighteenth Year of his Majesty's Reign.

THOMAS SHIRLEY.

By his Excellency's Command,

HENRY GROVE, Secretary.

Duly Published in Roseau, this seventh day of November, 1777.

Wm. T. SMYTH, Dep. Pro. Marshal.

*Freeman's Journal or the Dominica Gazette*, 8-12 Nov. 1777.

1. See Marquis de Bouillé to Governor Thomas Shirley, 19 Oct. 1777, above.

## November 8

## EDWARD BROOKS TO JAMES BOWDOIN

Honourd Sir

This Day, Mess<sup>rs</sup>. William Smith Cap<sup>t</sup> of Marines of the *Tartar*,<sup>1</sup> Samuel Blanchard Surgeon of Ditto & William Bubier L<sup>t</sup> of Marines of the *Hancock*,<sup>2</sup> were removed from us, to go on Board the Cartel, soon to sail from hence to Boston: soon after we received a Paper from Sir George Collier, directing us to send to our Friends to return Persons of equal Rank to be exchanged for us, which Paper we deliver'd to said Blanch[ard] & which may be obtain'd from him. In Consequence of receiving said Paper from Sir George, a Number of us wrote to him, desiring that we might return in this Cartel, as we were well assured that Officers of equal Rank, Prisoners in America, wou'd be returned in exchange for us. The replies that Numbers of us rec<sup>d</sup> from Sir George, are as follows.

If the Officers and Men of his Majesties Ship *Fox* are sent here, those of equal Rank shall be given in their Room.

Signed George Collier.

If Cap<sup>t</sup> Barron taken at Cumberland is set at Liberty M<sup>r</sup> Harris & one private man shall be return'd, in His Room.

Signed G. C.

Signify to M<sup>r</sup> Brooks that if the Rev<sup>d</sup>. M<sup>r</sup> Eagleson taken at Cumberland is set at Liberty,—that he shall be exchanged for him.

8<sup>th</sup>. Inst.

Signed G. C.

These papers were sent as from Sir George by a Coxen of the *Rainbow* The Names of the Officers that are now fellow Prisoners with me in an Apartment in the Barracks—are as follows—Stephen Hills 1<sup>s</sup> L<sup>t</sup> of the *Hancock*, Simon Gross 2<sup>d</sup> L<sup>t</sup> of the *Boston* Frigate,<sup>3</sup> Robert McNeill 1<sup>st</sup>. L<sup>t</sup> & Jn<sup>o</sup>. Harris 2<sup>d</sup> do of Marines, of the *Boston*, each of these were taken in the *Fox*—Joseph Adams 2<sup>d</sup>. L<sup>t</sup> of the *Hancock*, John Diamond sailing Master, Seth Baxter Cap<sup>t</sup> of Marines, Samuel Curtis Surgeon of Ditto,—John Galeker 1<sup>s</sup> L<sup>t</sup> of the *Tartar*, Oliver Reed 3<sup>d</sup> L<sup>t</sup> *Tartar*, now at the Hospital, John Hooper 2<sup>d</sup> L<sup>t</sup> of the *Brigg Freedom*,<sup>4</sup> Adam Thaxter & Eseck Hopkins 1<sup>st</sup>. & 2<sup>d</sup> L<sup>ts</sup> of the Continental Sloop *Providence*. Each of these Gen<sup>l</sup> most earnestly desire that an equal Number of equal Rank, of Prisoners, may be immediately sent [for] to be exchanged for them, & they desire that the Officers to be exchanged for them, may be particularly named, who for who—they desire likewise that a good sailing & well found Vessel may be sent for them, as the Season will be cold & difficult. I am [&c.]

Edward Brooks.

Halifax Barracks Nov<sup>r</sup> 8. 1777.

L, M-Ar, Revolutionary Rolls, vol. 8 (Various—Charter Parties—Relating To Prisoners), 118. Addressed: "To/ The Hon<sup>ble</sup>. James Bowdoin Esq<sup>r</sup>/at/Boston/To be sent in the Cartel—Care of Doctor Blanchard." Docketed: "Papers Received from/S<sup>r</sup> Geo Collier at Hallifax/Ⓟ the Cartel *Swift* Cap Godfrey/Dec<sup>r</sup> 1777."

1. Massachusetts Privateer ship *American Tartar*, John Grimes, commander.
2. Continental Navy frigate *Hancock*, Capt. John Manley.
3. Continental Navy frigate *Boston*, Capt. Hector McNeill.
4. Massachusetts Navy brig *Freedom*, Capt. John Clouston.

ORDER TO SETTLE AND ADJUST THE PAY ROLL OF THE  
CONNECTICUT NAVY SHIP *OLIVER CROMWELL*

At a Meeting of the Governor & Council of Safety held at Hartford the 8<sup>th</sup>. of Nov<sup>r</sup>. 1777

Voted that the Committe of Paytable Settle and adjust Cap<sup>t</sup>. Seth Hardens account for the officers and Crew on board the Ship *Oliver Cromwell* and draw an order on the Treasurer of this State for the ballance in fav<sup>r</sup>. of Said Harden &c

a true Copy      Test Nath<sup>l</sup> Wales Ju<sup>r</sup>. Clerk

Gentlemen of the Pay-Table

The Accounts to Settle further with Cap<sup>t</sup> Harding will render it Necessary to have a future Settlement—His Pay Roll may be paid, if any Mistakes sho'd appear, it May be Saved—

Lebanon 8<sup>th</sup>. Nov<sup>r</sup>. 1777.      Your Servant

Jon<sup>th</sup>. Trumbull

[Enclosure]

Footing of Cap<sup>t</sup>. Hardings Pay Roll

979 ..	5 ..	9½
534 ..	9 ..	5¼
282 ..	17 ..	7
<u>391 ..</u>	<u>3 ..</u>	<u>11¼</u>
2187 ..	16 ..	9—

D, Ct, Connecticut Archives, 1st Series, vol. 9, 210, 211.

BRIGADIER GENERAL JAMES M. VARNUM TO GEORGE WASHINGTON

Sir—

Woodberry 8th Nov<sup>r</sup>. ½ past 5 PM. 1777.

I have to acknowledge the Rec<sup>t</sup>. of your Orders of 7<sup>th</sup> Instant<sup>l</sup>.—The Intelligence you are pleased to communicate, I received last Evening, by two Persons who came out of Philadelphia Yesterday, & by a Spy, whom I had in Billingsport yesterday, two Hours.—My Acc<sup>ts</sup>. give these additional Circumstances, That the Garrison at Billingsport consist of two Hundred of the seventy first Battalion, & two Hundred Marines. That they were, this Day, to be reinforced by two Hessian Regiments; That there were four Row Gallies & two floating Batteries in Schylkil; That an Attack was to be made upon Fort Mifflin by the Way of Schylkill; That they were to attack Red bank at the same Time, landing just below Timber Creek (a fine beach, and no Obstruction between that and Fort Mercer); that the Troops from Billingsport were to move across Manto Creek, at a Signal given from Philadelphia, & act in Conjunction with those from Philadelphia against Fort Mercer;—That they were to attack this Day Morning at four, if possible, If not, the first Time they should be Ready.—Last Evening, at Ten, Sky Rockets were seen on Province Island, w<sup>ch</sup> determined me the Action was about to commence, I took every Precaution in my Power; Just before Sunsett this Evening, There appeared to be a large Number of Men, Horses, & I tho't Fascines, passing Schylkill to Province Island. The Ships below fired Guns, w<sup>ch</sup> were supposed to be Signals. The Acc<sup>ts</sup>. respecting the Enemy's Intended Movements were given in the same Manner, by two Prisoners, of the second Battalion of the seventy first Regiment, whom my Scouts captivated Yesterday, near Billingsport.—I shall send a Detachment this Night into Fort Mifflin, tho' upon

my Honor, I think that Garrison sufficiently manned.—I have the Pleasure to Inform you, that we had Guard Boats last Night between Hog and Province Islands,<sup>2</sup> the Rout of the Enemy's Boats, w<sup>h</sup> met with, fired upon, & carried them to retreat. The Commodore<sup>3</sup> will fix a Chain this Night, that is already prepared with dry logs to buoy it up, & Anchors to fasten it down, between those Islands—Fourteen Gun Boats will lay in the Passage,—The Commodore, with all his Gallies will lay close to the North End of Mud Island,—The Floating Batteries, & Xebecks, to guard the Chievaux de Frize, & oppose The Shipping, should they attempt to advance, And the continental Vessells<sup>4</sup> under Cap<sup>t</sup> Robinson's Command will lay at the Mouth of Schylkill, and at the Mouth of Timber Creek I have placed the Continental and Militia Guards, upon Timber & Manto Creeks.—In a Word, I am perfectly satisfied with the different Arrangements,—& the universal Spirit, w<sup>h</sup> apparently pervades the whole; & unless I am too ignorant of military Dispositions the Great Governor of the Universe, will give to your Arms Success in this Quarter, should the Mercenaries attack, as we sincerely expect and wish they will, And, to your Excellency additional Laurels!—Pardon me [I] write upon the Run, and am thinking of many thinks at once—The Musketry you mention was the Ecco of Cannon in the Groves. I am [&c.]

J M Varnum

L, DLC, George Washington Papers, Series 4. Addressed: "His Excellency General Washington/White Marsh—/This Goes by Express, who is to pass/all Guards and others, unmolested from/J M Varnum B. General at Woodberry." Docketed: "8<sup>th</sup>: Novem<sup>r</sup>: 1777/from/Gen<sup>l</sup>: Varnum."

1. See Washington to Varnum, 7 Nov., in Washington, *Writings* 10: 16–17. In this letter Washington stated that he had received intelligence that an attack on Fort Mifflin would occur on 7 or 8 Nov. He directed Varnum to act swiftly in preparing Forts Mifflin and Mercer for the impending assault.

2. Varnum meant Carpenters Island, which lies abreast of Hog Island.

3. John Hazelwood.

4. Continental brig *Andrew Doria* and Continental sloop *Fly*.

#### MASTER'S LOG OF H.M.S. SOMERSET, CAPTAIN GEORGE OURRY

Remarks on board the *Somerset* Saturday Novem<sup>r</sup> 8<sup>th</sup> 1777 lying off Chester

[At] 12 [AM] D<sup>o</sup> Weather [Mod<sup>t</sup> & fair] [At] 6 Open'd a Cask of Beef N<sup>o</sup> 6223 at 10 hove up the Small & Let go the Best Bower veer'd to ½ a Cable D<sup>o</sup> moor'd with the Stream Anchor & Cable [At] 2 [PM] Mod<sup>t</sup> & Cloudy Emp<sup>d</sup>. Clearing & Clean<sup>g</sup>. Ship Below & a Loft for Action at 4 unmoord & hove up the Best Bower D<sup>o</sup> warp'd thr'o the Cheavaux de Frize at 5 Came to with the Best Bower a Cables length above the lower Cheavaux de Frize & moor'd with the Kedge Anchor & hawser Billings Fort SSW ½ a mile

D, UKLPR, Adm. 52/2000.

#### CAPTAIN HENRY LEE TO GEORGE WASHINGTON

Sir

No. 8<sup>th</sup>. 77.

Mr Lindsay<sup>1</sup> is just returned from New-castle & has brought with him two prisoners; the one Cap<sup>t</sup> Nicholas of the *Eagle*-packet, the other, Cap<sup>t</sup> Fenwick of a sloop in the service of Government. These two gentlemen being fatigued with their ride, will not arrive at Head-quarters, 'till tomorrow.

The transports have received orders to furnish themselves with five weeks provision, & make ready for sailing with all dispatch. A french ship laden with arms & ammunition lately taken by some of the enemy's cruisers, was the other day brought into New-castle-harbour. There prevails a report in the fleet, that a channel has been discovered which avoids the chiveaux-de-frise, & that, the *Somerset* man of war is ordered up to try her success on the fort,<sup>2</sup> by that route.

One of the enemy's batteries on the Schuylkill has been launched two days past, & another is near finished. The mode now pursued by the enemy in transporting supplies, to the city,<sup>3</sup> is as follows. They land their provision, above Jone's wharf, near a branch of Eagle-creek, they are carried from hence by water to Guiers dam, where they again put them in boats & readily convey them down another creek to the Schuylkill. There is no way of interrupting them in this business, but by taking possession of Carpenters island.

M<sup>r</sup> Lindsay acquaints me, that the enemy obtain large supplies of fresh provision &c, from the inhabitants in the Lower Counties;<sup>4</sup> his report of this & several other matters engage me to wish for an excursion for a few days in that country.

There is not the smallest intercourse now subsisting between the Country & Navy from Wilmington to the Schuylkill. Your Excellency will please favor me by return of the dragoon with your instructions respecting this route. Enclosed is a Let<sup>r</sup> found; supposed to be wrote by Gen Grant. I am [&c.]

Hen<sup>y</sup> Lee

L, DLC, George Washington Papers, Series 4. Addressed: "His Excell<sup>y</sup>/Gen<sup>l</sup> Washington/7<sup>th</sup> dragoon." Docketed: "Cap<sup>n</sup> Lee Nov 8: 1777/ans<sup>d</sup> &—."

1. William Lindsay, 3d Lt., 1st Continental Dragoons.
2. Fort Mifflin.
3. Philadelphia.
4. Delaware.

#### MASTER'S LOG OF H.M.S. *RICHMOND*, CAPTAIN JOHN LEWIS GIDOIN

Novem<sup>r</sup> 1777  
Saturd<sup>y</sup> 8

p<sup>t</sup> Lookout NBW 7 or 8 M<sup>s</sup> Georges Is<sup>d</sup>. NWBN 3 or 4 Leagues—

AM at 6 Weighd & Came to Sail in C<sup>o</sup> the *Otter* & prize ½ p<sup>t</sup>. Fired a Shot & Brought too a Shooner Load<sup>d</sup>. w<sup>h</sup> Bricks D<sup>o</sup>. Scuttled her,<sup>1</sup> Sent the Boats on B<sup>d</sup> 2 Sloops & a Schooner. which were taken f<sup>m</sup> Watts Isl<sup>d</sup>. by M<sup>r</sup> Roach<sup>2</sup> Wore Ship ½ P<sup>t</sup>. 10 Anch<sup>d</sup> in 7 f<sup>m</sup>. w<sup>r</sup> as did the Above

P<sup>t</sup> Lookout N ½ W 3 Leag<sup>s</sup>.

took 11 H<sup>ds</sup>. of Tobacco out of one of the Above Sloops & Scuttled her. Mod. & Hazy Opend a Cask of Pork Con<sup>s</sup>. 308 Sh<sup>t</sup> 2 Pieces at 5 PM Got down TG<sup>t</sup> Yds

D, UKLPR, Adm. 52/687.

1. Schooner, name unknown, Joseph Taylor, master, of St. Marys, from Wicomico to St. Marys, with "Bricks to set up a Salt Boiling," taken off Smiths Point, scuttled, Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 239.

2. Sloop, name unknown, from Watts Island to Pitt's Landing, with tobacco, taken off Smiths Point, scuttled, and the second sloop, name unknown, from Watts Island to Baltimore, with brandy and wine, taken off Smiths Point, scuttled. Ibid. The schooner from Watts Island is not included in Howe's Prize List.



## CHARLES BONDFIELD TO GOVERNOR RICHARD CASWELL

Sir,

Edenton 8<sup>th</sup> Nov 1777.

On receiving your Excellency's Commission, appointing me Commissioner for fitting out armed vessels at the Fort of Edenton, I drew on William Skinner Esq, Treasurer for the Northern District, for the sum of One thousand Pounds, which Mr Robert Smith told me, I was by a resolve of the Assembly empowered to do, as I had not at that time seen the resolve, and Mr Smith told me he had, I took it for granted, I was acting right. Mr Skinner advanced the money on my order, since which it appears, that I should have had a warrant from your Excellency on the Treasurer, for what money I should want for that purpose, as there was at that time several demands against the *King Taminy* and more daily accruing, and I not being furnished with the resolve of the Assembly to know in what manner to act, will I hope excuse me for not applying to your Excellency for a warrant sooner, which you will be so good as to give to Mr Skinner who has my receipt for the money. I have Chartered, that the Brig *King Taminy* to Messrs Hewes & Smith on account of the Congress, a copy of the Charter party, and an account of the disbursements, I shall furnish your Excellency with by Mr Hewes when he goes for Newbern. I am [&c.]

Cha<sup>s</sup>. Bondfield.

LB, Nc-Ar, Governors Letter Books, 1775-1779. Addressed: "His Excellency Richard Caswell."

MASTER'S LOG OF H.M.S. *LIZARD*, CAPTAIN THOMAS MACKENZIENov<sup>r</sup>. 1777

Charls town S66W dist 12 Lgs

Saturday 8

[At] 12 [AM] D<sup>o</sup> W<sup>r</sup> [Light b<sup>r</sup> & Clear] [at] ½ past wore Ship  
 [at] ½ past 2 wore Ship [at] 4 Saw a sail in the SE Q<sup>r</sup> Chased  
 ⌘ sig<sup>l</sup> wore Ship [at] 6 D<sup>o</sup> W<sup>r</sup> Saw a sail in the NE Q<sup>r</sup> Chased ⌘  
 Sig<sup>l</sup>. TK<sup>d</sup>. Ship [at] 9 D<sup>o</sup> W<sup>r</sup> Cape Romain NBW 5 Lg<sup>s</sup>. [at] 11  
 Lat<sup>d</sup>. 33° . . 05' N.

Cape Romain NBW 5 or 6 Leags

[at] 2 [PM] Fresh b<sup>r</sup> and Clear fired a 9 p<sup>d</sup>. Shot and brought  
 to the Chase<sup>1</sup> wore Ship and hove to hoisted out the Cutter  
 and Sent hir on b<sup>d</sup> the prize made Sail [at] 8 D<sup>o</sup> W<sup>r</sup> prize in  
 tow hoisted in the Cutter [at] 10 Calm people empl<sup>d</sup>. Clear-  
 ing the prize Scuttled the prize and Set hir adrift

D, UKLPR, Adm. 52/1839.

1. Schooner *Buckskin*, John Crawford, master, of Philadelphia, had sailed from Virginia for Charleston with tobacco. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 239.

## GOVERNOR WILLIAM MATHEW BURT TO COMTE D'ARBAUD

(Copy.)

Sir,

I have receiv'd by Mr Gordon your Excellency's Letter<sup>1</sup> and am most exceedingly concern'd to find not only the little Obedience and Attention paid by the un-

restrained and ungovernable Inhabitants of Guadeloupe and Grande-Terre under your Excellency's, as I once imagin'd Command, but have now such uncontrovertable Proofs, not only that your Orders at Times are of no more Consequence than Ballads, but also that notwithstanding M<sup>r</sup> Gordon presented to you a Petition pointing out where he saw and knew his Property to be Viz<sup>t</sup> in the Possession of one M<sup>r</sup> Darbousier one of the Owners of the Pirate which took the Brigantine *Rainbow*, yet your Excellency stop'd in your short liv'd Plan of Justice and suffer'd the piratically plunder'd Provisions of the King my Master going to his Troops to remain in the Possession of Mons<sup>r</sup> Darbousier.

Neither our Laws nor those of any Nation inflict Punishments on Suspicion, but Sir, Suspicion strong as must and did appear to your Excellency of these Provisions being in the Possession of Mons<sup>r</sup> Darbousier ought I must say, if your Excellency had any Power or Authority in your Government, or intended doing solid ample Justice to have induc'd you to have order'd proper Officers attended by M<sup>r</sup> Gordon to have inspected the Stores or Vessels of Mons<sup>r</sup> Darbousier, and if these Provisions were found 'twas then beyond Suspicion, 'twas a Proof on which the civil Law by which you are govern'd wou'd have punish'd Mons<sup>r</sup> Darbousier, and the Laws of Nations and Justice wou'd have directed Restitution to M<sup>r</sup> Gordon: Why your Excellency did not pursue this self evident Plan of Rectitude remains to be accounted for.

As I demanded Justice and Restitution of my Master's immediate Stores,<sup>2</sup> and your Excellency has thought fit to send me nothing but Copies of Orders which have been treated with most Sovereign Contempt, and was told where they cou'd be found, I shall by the first Opportunity lay a regular and formal Complaint ag<sup>st</sup> your Excellency before The King, and transmit the whole of this Transaction to my Master's Secretary of State to be laid before him.

I will not say 'tis my Opinion, but I cannot avoid telling your Excellency 'tis that of every Man of Sense and Penetration in this Government, that you are not sincere in your Professions of Amity, that while you issue ostensible Orders of doing Justice, Secret Orders are given not to obey them; 'Tis impossible for the World to deem a Commander in Chief in a French Government to be an absolute Cypher, or that the Commandants of Quarters and other Officers wou'd not pay any Respect to his public Orders: unless he knew his private Instructions were to be follow'd & his public were farcical.

I am sorry to assure your Excellency that the flagrant infamous Part which many nay almost all the Inhabitants and Commandants of Quarters of Guadeloupe and Grande-Terre have taken in Alliance and Partnership with Pirates and Rebels has sunk them into a most deserv'd Contempt in this Government where almost every Individual Hopes and wishes for War in Order that they might take ample Satisfaction on the Inhabitants of Guadeloupe for their Treachery and Breach of Faith.

In every Thing, which has hitherto come from your Excellency, I have exerted myself; for the future I shall follow the Example you have set, and direct the Person applying to search, if he finds his Property tell him take it, and refuse as your Excellency did to M<sup>r</sup> Gordon when he pointed out in his Petition where lay his Effects either an Order to the Possessors to deliver them, or any Support to take them.

While I know that Pirates carry their Prizes into the Ports within your Excellency's Government, that their Cargoes are landed, distributed and are irrecoverable when claim'd and that the Commandants of Quarters where these Outrages are com-

mitted pass unpunish'd, and tho' guilty of Breach of Orders hold their Power to rob, and their Commissions I must tho against the good Opinion and Esteem I wish to hold for your Excellency be induced to incline towards the general Beleif that this piratical Conduct receives your private Approbation tho' public Disavowal:

Altho' Plangue and Gillet are fled, yet at Morne a L'eau, Petit Canall, and Point a Petre remain'd as your Excellency was inform'd by M<sup>r</sup> Gordon's Petition put into your Excellency's hand by himself the Cargo of the Brig *Rainbow*, and at Point a Petre unmolested were Mess<sup>rs</sup> Darboussier, Subise, and Clavan and Mons<sup>r</sup> Soulagire at Basse-terre enjoying the Fruits of their Plunder and the Stores of the King my Master.

The Negroes which on the 4<sup>th</sup>. of October I wrote your Excellency were taken and secur'd in the Gaol of this Island, and have your Acknowledgment dated the 14<sup>th</sup>. of October of the Receipt of that Letter still remain in Confinement: Shoud I not hear from your Excellency in the Course of a Fortnight or three Weeks shall conclude what Andre Gerar Tells me is true, and set them at Liberty: Your Excellency will be pleased to assure the Inhabitants of Guadaloupe and Grande-Terre that while they continue their present Partnerships and Support given to the Rebellious Subjects of my Master, and they allow the arm'd Vessels to come into their Ports, receive or treat with them for their Prizes, shou'd any of their Negroes fly to and take refuge in this Government, I shall not give myself the Trouble I hitherto have either to Stop detain or secure them: I am truly griev'd their Conduct drives me to this Expedient. I have the Honor to be [&c.]

William Mathew Burt.

Antigua.

Novem<sup>r</sup> 8<sup>th</sup>. 1777.

Your Excellency cannot be a Stranger, as I have already acquainted you with it, that I am well inform'd His Most Christian Majesty, your Master's Wisdom, Justice and good faith towards the King my Master, has induc'd him absolutely to forbid American Pirates bringing their Prizes into any of His Ports in Europe.

Copy, UKLPR, C.O. 152/57, 143-45. Addressed at foot of first page: "His Excellency The Count D'Arbaud./&c. &c. &c."

1. See above, d'Arbaud to Burt, 7 Nov. 1777.
2. See above, Burt to d'Arbaud, 31 Oct. 1777.

### November 9 (Sunday)

CAPTAIN SIR GEORGE COLLIER, R.N., TO MASSACHUSETTS COMMISSARY OF PRISONERS

Sir

*Rainbow* at Halifax 9<sup>th</sup>. November 1777.

In Answer to Your Letter of the 15<sup>th</sup>. October brought me by the Cartel *Swift*, acquainting me that the Officers & Seamen of His Majestys Ship *Fox* now Prisoners at Boston shall be released upon my giving Assurance that as many in Number & equal Rank of those taken in the *Hancock* & *Fox* shall be exchanged for them.

I think proper to inform You that I consent to the Exchange for those Officers & Seamen belonging to His Majesty according to the Mode You have mention'd, which shall take Place so soon as I am assured the before mention'd Prisoners in Your Possession are liberated.

I understand that there are in Confinement likewise three Men belonging to His Majestys Ship *Blonde*, One of the *Milfords*, & a few other Seamen who are in the Kings Service; if these are likewise set at Liberty, an equal Number in Exchange will be granted for them; but I must signifye to You that no Masters of Merchantmen or Passengers will be exchang'd, unless by People of the same Denomination taken in trading Vessels, & that this Exchange should be made from Rhode Island, as being from its vicinity to Boston & many other Respects, much properer for it.

I must desire You will signifye to those in Authority, that during the Time of the Cartel *Swift's* being at Halifax, another small Vessel <sup>1</sup> under the Name of a Cartel, but calculated only for the most villainous Purposes, made its Appearance at Windsor in the Bay of Fundy;—it is therefore thought necessary to inform You, that if any other Vessels of such Denomination shall come to any other Port in Nova Scotia than Halifax, they will be treated as Spies & suffer accordingly.

And a Person calling himself Daniel Heister having been discovered on board the Cartel *Swift*, who not only does not belong to Her as a Mariner, but is found to be a Major in the Pennsylvania Militia, with Gold to the amount of £150 sewed up in his Cloaths; His Majesty's Lieutenant-Governor & Council of this Province have apply'd for the delivering this Man up to the Civil Power, which has accordingly been done.

I must desire You will make a Representation to the People in Power of the shameful Robberies which have lately been committed on His Majestys Subjects settled near the River St Johns in the Bay of Fundy, by small Privateers, who have plundered & robb'd the poor Inhabitants of their Cloaths, Furniture, & Property, to the disgrace of Humanity, & very contrary to [the] Example set them by the Kings Ships under my Command at Machias, Townsend, & the River Sheepscut.

The Privateer the Inhabitants of St John's particularly complain of, is a Schooner of about Eight Carriage Guns commanded by Agreen Crabtree <sup>2</sup> & belonging to Frenchman's Bay; I expect therefore that some Means is immediately used to put a Stop to these Robberies in future.

You will receive herewith a List of the American Prisoners, <sup>3</sup> which proceed to Boston in the Cartel; If Capt Barron & the Rev<sup>d</sup> M<sup>r</sup> Eagleson (who were taken at Cumberland) are set at Liberty, those of similar Rank shall [be exc]hanged for them. I am [&c.]

Geo Collier

L, M-Ar, Revolutionary Rolls, vol. 8 (Various-Charter Parties-Prisoners), 122. Addressed: "To/Rob<sup>t</sup> Pierpont Esq<sup>r</sup>/Commissary of Prisoners/at Boston/George Collier." Endorsed: "In Council Nov. 25. 1777/Read & thereupon Ordered that Richard/Derbey & Benj<sup>n</sup> Austin Esq<sup>rs</sup> be a Committee/to consider the above Letter with the Papers/accompanying the same & report what is/best to be done thereon/Jn<sup>o</sup> Avery D<sup>r</sup> Sec<sup>y</sup>."

1. Schooner *Three Friends*, Captain Isaac Freeman, who was given instructions on 15 Oct. M-Ar, Revolutionary Rolls, vol. 8 (Various-Charter Parties-Prisoners), 133.

2. Massachusetts privateer schooner *Harlequin*.

3. "A List of American Prisoners sent in the Cartel *Swift* from Halifax to Boston the 9<sup>th</sup>. of November 1777." M-Ar, Revolutionary Rolls, vol. 8 (Various-Charter Parties-Prisoners), 121.

JOURNAL OF H.M.S. *FLORA*, CAPTAIN JOHN BRISBANE, R.N.

November 1777  
Sunday 9<sup>th</sup>.

At Single Anchor Off Newport Rhode Isle Goat Isle Fort  
East and Beaver Tail Light WSW

AM—Read the Articles of War, & punished, Jn<sup>o</sup>. Burnett, Jn<sup>o</sup>. Poundler Seamen & James Stewart Marine with 12 lashes each for Mutiny—

At Single Anchor off Newport Rhode Isle

Mod<sup>e</sup> and Cloudy W<sup>r</sup>, PM at 5 a Pilot came onb<sup>d</sup> at 7 Weigh'd and made Sail in C<sup>o</sup>: His Majesty's Ship *Lark*, *Lady Parker* & *Warren* Arm'd Schooners, at 8 Beaver Tail bore NbW  $\frac{1}{2}$  W  $1\frac{1}{2}$  Miles, heard the Report of a Gun in the SW<sup>e</sup>: Came too with the B<sup>e</sup> Bower in 10 f<sup>m</sup>: near Point Judith, Veer'd  $\frac{1}{2}$  a Cable, at 9 sent the Boats Mann'd and Arm'd to Set Fire to the *Syren*,  $\frac{1}{2}$  past 3 Shott from the Shore past over the Deck, saw the Flashes of Small Arms, at 11 the Boats ret<sup>d</sup>: having set the Ship on Fire; <sup>1</sup> Being so Near the Shore & apprehensive the Ship would not Cast Right, made a Hawser fast to the Cable, made Sail and Cut both Spring & Cable, Stood to the SE<sup>e</sup>;

D, UKLPR, Adm. 51/360.

1. On 10 November *Flora's* journal notes that at 2 A.M. the *Syren* continued to burn in the North-west. Ibid.

#### ACCOUNTS OF THE CONTINENTAL NAVY BRIGANTINE *RESISTANCE*

The Brig *Resistance* Sam<sup>el</sup> Chew Commander D<sup>r</sup>

1777.

April 27	To pd Ja <sup>s</sup> Swan for the Hull	£700	
May 1	To pd Richd Spinks Bill	4	
	To pd Rich <sup>d</sup> Douglass for Rum	2.. 2.. 0	
9	To pd Peleg Brown Bill	2.. 4	
	To pd Oliver Smiths Bill	5.. 5	
	To pd for Provisions at Stonington	3.. —	
	To 1½ bar <sup>s</sup> Tarr	4.. 10	
	To 1 bar Turpentine	4	
	To bar pitch	12..	
			737.. 1
	To 20 lb 24 <sup>d</sup> Nails @ 4/6	4.. 10.. —	
	To 46 lb 20 <sup>d</sup> ditto	10.. 7	
	80 lb 10 <sup>d</sup> d <sup>o</sup>	18	
	58 lb 8 <sup>d</sup> d <sup>o</sup>	13.. 1	
	22 lb 4 <sup>d</sup> d <sup>o</sup>	6.. 12	
	To 1 fore Yard	3.. —	
	To 214 feet boards 1¼ Inc	1.. 6.. 9	
	To 10 C <sup>t</sup> Pigg Iron 10/	5.. 0.. 0	
			73.. 16.. 9 <sup>1</sup>
	To pd Daniel Tillinghast for Cartage	} 11.. 1.. 0	
	4 Cannon from Boston to Providence		
	To pd Ditto for 36 Sheets of Tin	2.. 5—	
24	To pd James Churches Bill	3.. 3	
June	To Bashua Skinner Bill	22.. 8.. 6	
1	To James Darrow & Bill	5.. 12.. 6	
	To 2 m [2,000] boards @ 12/	1.. 4.. 0	
	To 20 Bolts Duck @ £7	140	
	To 2 d <sup>o</sup> oznabrigs 200 Yd <sup>s</sup> 3/	30	
			215.. 14

		To 39 Yd d° 3/	5..17.. 0	
		To 40 Yd Canvas 3/	6.. 0.. 0	
		To 3747 feet pine boards 1 <sup>d</sup>	15..12.. 3	
		To 250 feet plank 2½	2..12.. 1	
		To 60 Gall Rum in fitting out 15/	45..—	
		To 6½ Gall d° from Goddards	4..17.. 6	
		To 10 Gall Oile 8/	4.. 0.. 0	
8		To pd John Braddicks bill	2	
		To 22 Cask lampblack 6/	6..12	
		To 16 lb Sp <sup>h</sup> White /6	8	
				92..18..10
		Carried over		£1119..10.. 7
June	8	To 2 bar Tallow 486 lb 1/6	£36.. 9.. 0	
		To 216 lb Oakham /9	8.. 2..—	
		To 90 lb Sp <sup>h</sup> Brown 1/6	6..15..—	
		To 16 lb Yellow Oaker	1.. 4	
		To 78 lb W <sup>t</sup> Lead 2/	7..16.. 0	
July		To Jn° Springer Bill	18	
		Jn° Braddick d°	5.. 2.. 6	
		Asa Palmer d°	83..—	
				149.. 6.. 6
		Dav <sup>d</sup> Holt d°	5..15.. 6	
		Ichabod Powers d°	66.. 8.. 3	
		Peter Langdon d°	11..11	
5		Stephen Herrick d°	4..12.. 6	
		To 12 Oars 192 feet 4 <sup>d</sup>	3.. 4..—	
7		Christ° Leffingwell Bill	19.. 4..—	
17		Job Rothbone d°	12..12..—	
18		Richd Deshon d°	115.. 7.. 9	
				238..15
		Daniel Tillinghast d°	93.. 7.. 6	
24		John Braddick d°	4	
		Christ° Leffingwell d°	48..14..—	
28		Winth <sup>r</sup> Saltonstall d°	3..12	
29		Noah Hidden d°	7.. 4	
		To pd for Brushes & paint potts	3	
		Mop Yarn	1..10	
		Use fall Blocks stage & <sup>c</sup>	6	
		30 Days warfage 3/	4..10	
		16 Tarr Tubs	1.. 4	
				173.. 1.. 6
				1680..13.. 7
		To 4 bus Lyme @ 6/	1.. 4.. 0	
		4 C <sup>t</sup> brick 5/	1..	
		3 Iron potts 150lb @ 9 <sup>d</sup>	11.. 5.. 0	
		1 Small d° 20 <sup>lb</sup>	15..	
		2 C <sup>t</sup> Iron for Cabbuse	10.. 0	
		4 Iron Stantials 31 lb @ 1/6	2.. 6.. 6	
		1 Small Iron Cabbuse	12	
		1 Chain w <sup>t</sup> 96 lb 1/6	7.. 4	
		9 lb Hooks & thimbles 1/6	13.. 6	
Aug <sup>t</sup>		To Tho <sup>s</sup> Coits Bill	3..19.. 5	
				50.. 7.. 5
		Peter Darrow Bill	1..12.. 3	
		David Gardiners ditto	1..13.. 6	
				2.. 5.. 6
		Carried over		£1733.. 6.. 6

John Owens Bill Rendezvous	91.. 4..	
60 oars 92 feet @ 6 <sup>d</sup>	2.. 6	
14 Large d <sup>o</sup> 350 feet @ 8 <sup>d</sup>	11..13.. 4	
pd John Douglass 3200 pumpnails	2.. 8	
2 awnings bot at Vandue	28..10.. 0	
4 Q <sup>r</sup> writing paper @ 3/	0..12.. 0	
8 Sq <sup>r</sup> Glass 11 by 9	0.. 8.. 0	
Henry deshons bill	2.. 8.. 6	
	<hr/>	139.. 9..10

John Ward Bill	£3.. 18	
John Hallam d <sup>o</sup>	9..16.. 6	
Rich <sup>d</sup> Potter d <sup>o</sup>	36..19.. 6 two Bills	
Rich <sup>d</sup> Stroud d <sup>o</sup>	21.. 14	
Eb Colfax d <sup>o</sup>	23..16	
Sam Cheeny d <sup>o</sup>	32.. 8.. 6	
Dav <sup>d</sup> Roberts d <sup>o</sup>	13.. 4	
Sam Cheeny d <sup>o</sup>	2.. 2	
W <sup>m</sup> Cheeny d <sup>o</sup>	15	
Rob <sup>t</sup> Verdon d <sup>o</sup>	4.. 4	
Cary Latham d <sup>o</sup>	5	
Jo <sup>s</sup> Latham jr d <sup>o</sup>	6	
	<hr/>	174.. 2.. 6

Sam Cardwell d <sup>o</sup>	18..15	
Hez Tuttle d <sup>o</sup>	44..19	
Stephen Peck d <sup>o</sup>	2.. 8	
Jon Miles d <sup>o</sup>	1.. 7	
Dav Latham d <sup>o</sup>	5..14.. 6	
Abner Beebe d <sup>o</sup>	3..14.. 4	
John Guldson d <sup>o</sup>	1..10	
Noble Hinman d <sup>o</sup>	15..11.. 3	
W <sup>m</sup> Stewart d <sup>o</sup>	19..18.. 7½	
John Way d <sup>o</sup>	13..16	
	<hr/>	127..13.. 8½
W <sup>m</sup> Fielding d <sup>o</sup>	48..12	
Deduct Slops chargd	9.. 4 in acco <sup>t</sup>	39.. 8.. 0
Aaron Perkins Bill		12..14.. 4
	<hr/>	179..16.. 0½

Jon <sup>a</sup> Douglasses Bill	6..15	
Arch Robinsons d <sup>o</sup>	15..14.. 8	
Rich <sup>d</sup> Potter horse hire to Ston <sup>s</sup> 40 <sup>s</sup> /	24.. 9.. 8	
Advance Seamen & Cap <sup>t</sup> Rec <sup>ts</sup>	41.. 9.. 8	
James Penemans Bill	18..13.. 2	
George Dennis d <sup>o</sup>	4..16	
6 y <sup>d</sup> oznabrigs for Colours		18
	<hr/>	90.. 6.. 6

Carried over £2317.. 1.. 4½

Aug<sup>t</sup>

To pd Adam Babcocks Bill		
for p <sup>c</sup> Linnen for Colours	8.. 0.. 0	
To pd Sam Bills Bill making	4..—	
	<hr/>	12
Fieldings Bill	£28.. 16	
deduct 11 p trouser & charge	}	22.. 4.. 0
on the Slop Acco <sup>t</sup>		
	6..12	
To pd Silas Churches Bill	}	4.. 4
Red Baise to line ports		
To pd Harris Tinker for 27 Days	5/	6..15

	pd d <sup>o</sup> boarding himself	6 Days	2/	12	
	pd Joseph Harris	12 D <sup>s</sup> Work	5/	3..—	
	Jo <sup>s</sup> Collins	15 d <sup>o</sup>	5/	3..15	
	board <sup>s</sup> himself	13 Days	2/	1.. 6.. 0	
					41..16
	Jo <sup>s</sup> Latham	7 d <sup>o</sup>	6/	2.. 2	
	Dan Brown	13	5/	3.. 5	
	Miles Riley	16	5/	4..—	
	Peter Darrow Caulker	21 @	9/	9.. 9	
	Peter Darrow j <sup>r</sup> d <sup>o</sup>	20	6/	6..—	
	Samuel Coit d <sup>o</sup>	24½	9/	11.. 0.. 6	
	John Howard	11	5/	2..15.. 0	
					38..11.. 6
	David Holt	51	7/	17..17..—	
	Jo <sup>s</sup> Collins 2 <sup>d</sup> time	17	7/	5..19	
	Ja <sup>s</sup> Lamphire jun <sup>r</sup>	3	5/	—..15	
	Ja <sup>s</sup> Devenport	5	7/	1..15	
	Tho <sup>s</sup> Hopkins	7	7/	2.. 9.. 0	
	Dan <sup>l</sup> Brown 2 <sup>d</sup> time	11	5/	2..15	
	W Boulton	37½	7/	13.. 2.. 6	
	W <sup>m</sup> Colbert	37½	7/	13.. 2.. 6	
	To pd Sundry Solders	16 Days	5/	4..—	
					61..15
	Jo <sup>s</sup> Frances	16¾	5/	4.. 3.. 9	
	John Clark	Bill		16.. 4	
	Eb Holt	d <sup>o</sup>		23.. 7	
	N Coit	d <sup>o</sup>		3..12	
	To pd Asa Fellows	46	12/	27..12	
	Tho <sup>s</sup> Bowhave	8½	7	2..19.. 6	
	John Huer	8½	7	2..19.. 6	
	Charles Reed	3½	7	1.. 4.. 6	
	Peter Jeffers	7½	7	2..12.. 6	
					84..14.. 9
					£2555..18.. 7½
				Carried over	
Aug <sup>t</sup>	George Newson	4 Days work		1.. 8.. 0	
	Tho <sup>s</sup> Holt	12 @9/		5.. 8..—	
	Tho <sup>s</sup> . Willson	11½ 5/		2..17.. 6	
	Jo <sup>s</sup> Brown for board			16	
	Florence Seals for d <sup>o</sup>			2..15	
	W <sup>m</sup> Colbert for board of Jon <sup>a</sup> Weeks			4.. 4..—	
	To pd Peter Rogers for freight of Ten				
	4 pounders from Bedford to N L			20.. 0.. 0	
	26 lb Sheet Copper for Ladles @ 5 <sup>s</sup> /			6..10.. 0	
	27 lb Copper Hoops @ 10 <sup>d</sup>			1.. 2.. 6	
	Q <sup>r</sup> of Cartrage paper from Norwich			4.. 6	
	To 200 four pound Shott			17..18..—	
					63.. 3.. 6
	pd Braddick for 12 lb Brimstone			1..14	
	pd W <sup>m</sup> Brooks for 8 Sheep Skins			2..16	
	40 lb Chalk /6			1	
	12 Gun Bitts			1..10	
	20 Yd oznabrigs for grape shott			3	
	To pd John Bolls Bill			7.. 4	
	7½ lb Line 3/			1.. 2.. 6	
	80 Hand Granado's			6	
	1 Drum			6	



	2 P Pistols £4	8	
	20 Bayonets 8/	8..—	
	6 Clapper Nails 1/6	9..—	
			55.. 6.. 6
	To 12 Yd oznabrigs del <sup>d</sup> Gunner 3/	1..16.. 0	
	22 lb Sp <sup>h</sup> White d <sup>o</sup> d <sup>o</sup> 1/	1.. 2..—	
	To pd Tho <sup>s</sup> Douglass for 24 Lance Staffs	3..12	
	To pd John Braddick Freight of Powder from Norwich }	2..—	
	Alex Merrills Bill	83.. 5.. 3	
	John Bolls d <sup>o</sup>	31.. 9.. 4	
	Joshua Starrs d <sup>o</sup>	80.. 8.. 3	
	Eb Goddards d <sup>o</sup>	358..16.. 0	
	Henry Jepsens d <sup>o</sup>	1	
	Peter Rogers Jun <sup>r</sup> d <sup>o</sup>	15	
			578.. 8..10
	Carried over	£3252..17.. 5½	
Aug <sup>t</sup>	To pd Clark Elliott & Bill	£9..—	
	Alex <sup>d</sup> Merrills Bill 2 <sup>d</sup> time	4.. 7.. 3	
	Jon <sup>a</sup> Starrs d <sup>o</sup>	4..10	
	Joseph Fellows d <sup>o</sup>	4..15..—	
	Sam <sup>l</sup> Latimer d <sup>o</sup>	804.. 3.. 3	
	Ja <sup>s</sup> Tilleys d <sup>o</sup>	1142.. 8.. 6	
	John Deshon d <sup>o</sup>	127..10.. 3	
	ditto d <sup>o</sup>	5.. 6.. 0	
	To 1¼ lb Steel 10/		
	6 forks 6/ knives 6 forks	1.. 6.. 6	
	W <sup>m</sup> Brooks Bill	9.. 7.. 9	
	Jo <sup>s</sup> Howel & d <sup>o</sup>	48.. 7.. 0	
			2161.. 1.. 6
			5413..18..11½
	Tim <sup>o</sup> Green Bill	7.. 8..	
	Silas Church d <sup>o</sup>	4.. 4	
	Mehitable Leet d <sup>o</sup>	1..12	
	W <sup>m</sup> Brooks d <sup>o</sup>	25.. 4.. 3	
	Zeb Rogers d <sup>o</sup>	15..—	
	Cash pd Sam Chew & Rec <sup>t</sup>	1333.. 9	
			1386..17.. 3
	To pd Jn <sup>o</sup> Bush for a Boom	6..10	
	pd d <sup>o</sup> for 2 Spars & 2 topmasts	6..16	
	7 Bucketts 28/ 2 Canns 6/	1..14	
	6 lb Sheet Copper for Compasses 4/	1.. 4	
	18 Copper Hoops for d <sup>o</sup>	1..16..—	
	p <sup>r</sup> Grains 6/ Cold Chisel 6/	0..12..—	
	50 Yd Oznabrigs for 15 Towels } & 8 Table Cloths }	7..10	
	6 Palmes	12	
	To 3 pad Locks, 1 Calking Iron & Marline spike	19/	
			27..13
	To 160 Yds. Canvas for Hammocks @ 5/	40..—	
	26 Yds ditto for ditto 6/	7..16..—	
	2 Hollow Shaves	12	
	1 Flag Iron	8	
	2 Jointer Stocks & Irons	1..10	
	1 Grind Stone 24/ wood ax 8/	1..12	

	1 Ha[r]ness Tubb	2..10	
	1 Carpenters rule	2.. 6	
	1 barrel tallow 231 1/6	17.. 6.. 6	
		<u>71..17</u>	
		carried over	£6900.. 6.. 2½
Aug <sup>t</sup>	To 36 Water Butts Iron bound 40/	£72.. 0.. 0	
	7 Gang Cask d <sup>o</sup> 30/	10..10.. 0	
	1 box Soap 118 lb @ 3/	17..14	
	6 Cask Lampblack 6/	1..16..—	
	10 lb White Lead 2/	1..—	
	20 lb 20 <sup>d</sup> Nails @ 4/6 10 <sup>lb</sup> 10 <sup>d</sup> D <sup>o</sup> @ 4/6	6..15	
	18 lb 8 <sup>d</sup> d <sup>o</sup> 81/ 6 lb 4 <sup>d</sup> d <sup>o</sup> 36/	5..17..—	
	20 Yd <sup>s</sup> Old Canvas	3..10	
		<u>119.. 2.. 0</u>	
	To 28 lb Oakham 9 <sup>d</sup> 100 feet wooden ware @ 1/	6.. 1.. 0	
	19 bar pork £15	285..—	
	52 bar beef 10	520..—	
	96.2.1 Bread 60/	289..10..—	
	146 lb Coffee 6/	43..16	
		<u>1144.. 7</u>	
	2 bar <sup>l</sup> Sugar 5..1..1 £12..10	65..15	
4	bar NE Rum 121 Gal 20/	121	
	10 d <sup>o</sup> West India d <sup>o</sup> 300 Gal 30/	450	
	6 Cord Wood 24/	7.. 4	
	3 firkins Butter 195 lb @ 2/	19..10	
	half bar Tongues	3..10	
	8 bus <sup>l</sup> Corn of Jo <sup>s</sup> Packwood 8/	3.. 4	
		<u>670.. 3</u>	
	50 p <sup>r</sup> shoes from Jn <sup>o</sup> Bradford 12/	30	
	10 Hatts @ 12/ 3 p <sup>r</sup> shoes @ 12/	7..16	
	4 p <sup>r</sup> stockings 7/	1.. 8	
	7 full trimmed Frocks	10..10	
	16 Single d <sup>o</sup>	16	
	9 overalls	9	
	1 p <sup>r</sup> Trouser	12	
	24 p <sup>r</sup> Shoes @ 12/	14.. 8	
		<u>89..14</u>	
		£8923..12.. 2½	
	To 24 Dutch Caps @ 6/	7.. 4	
	24 Milled d <sup>o</sup>	4..16	
	15 Blanketts of Jo <sup>s</sup> Packwood	45	
	To 81 Ells Oznabrigs } 213 y <sup>d</sup> 3/	31..19	
	90 d <sup>o</sup>		
	18 Frocks 13/6	12.. 3	
		<u>101.. 2</u>	
		carried over	£9024..14.. 2½
Aug <sup>t</sup>	To 16 p <sup>r</sup> Trouser @ 12/	9..12..—	
	To 17 p <sup>r</sup> Stockings 8/	6..16..—	
	To 24 Checked Shirts 30/	36..—	
	To 1 Bar beef	10..00	
	To 1.2.22 Bread	5.. 2	
	To 6 lb 4 <sup>d</sup> Nails @ 6/ 6 lb 8 <sup>d</sup> d <sup>o</sup> @ 5/	3.. 6	
		<u>70..16</u>	
	To 30 Yd Wide Canvas for the } boat Sails @ 20/ }	30..—	
	29 Yd Old Canvas @ 4/	5..16..—	

	61 feet Boards /2	0..10.. 2	
	To pd M <sup>rs</sup> Malleson boarding } one of the people Sick }	4..10..—	
	40 Gal Rum Expended on board before the Stores were taken on board }	30..—	
			70..16.. 2
Sep <sup>r</sup> 1	To Jo <sup>s</sup> Packwoods Bill	51	
	Jacob Finks d <sup>o</sup>	53.. 1.. 3	
	Jn <sup>o</sup> Lawrance d <sup>o</sup>	13	
			117.. 1.. 3
	To 2 C <sup>t</sup> Lead	22.. 8	
	1 Iron Gate for Cabbuse	1..10	
	pd Ich <sup>a</sup> Powers j <sup>r</sup>	3	
	pd Eb Goddard for Timber & <sup>c</sup>	138.. 2.. 2	
	To Cash advances W <sup>m</sup> Cheeny towards } his Wages being Carpenter }	19..17	
	To Cash advanced } Robert Newson Boatswain }	3..10..—	
	pd Thomas Whipple	1..16	
			190.. 3.. 2
3	To Cash pd Cap <sup>t</sup> Chew & Rec <sup>t</sup>	22..10 scale	22.. 6.. 6
10	To Sundries del <sup>d</sup> at Bedford viz Cash 600 Dollars 105 Gall Rum @ 34/ 5..1..21 Sugar £12—	180.. 178..10 65.. 5	
		423..15	413.. 8.. 3
19	To pd Ja <sup>s</sup> Rice Bill	42.. 1.. 6	39..18.. 5
20	To pd Nathan Baley d <sup>o</sup>	74..12.. 0	70..12
	carried over		£10019..15..11½
Sep <sup>r</sup> 25	To pd Ichabod Powers Jun <sup>r</sup> Bill	9..10.. 0	8..17.. 0
Octo 3	To pd Gurdon Saltonstall Bill	25.. 2.. 0	22..15.. 3
7	To pd Pember Calkings Bill	59.. 6.. 8	52..19.. 8
Nov 9	To pd W <sup>m</sup> Coits Bill	20.. 6.. 6	16.. 5.. 9
			10120..13.. 7½
	Deduct 50 p <sup>r</sup> Shoes charged by John } Bradford with his other articals }		30
			10090..13.. 7½
	To my Commissions 5 & C <sup>t</sup>		504..10.. 8½
			£10595.. 4.. 4

D, CtY, Shaw Papers, Ledger no. 26, pp. 116–23.

1. This subtotal should be £61 .. 16 .. 9.

# GEORGE WASHINGTON TO THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

Gentlemen

Head Quarters Whitemarsh 9<sup>th</sup>. Novem<sup>r</sup> 1777

I yesterday rec<sup>d</sup>. a Letter from Congress informing me that they had received a Report from your Board with your opinion ~~that it would be better to lighten the Frigates and float them up the River, and by taking their Guns on shore~~ upon the most probable means of securing the Frigates. Whereupon they came to the following Resolution on the 4<sup>th</sup>. ins<sup>c</sup>: “Ordered that a Copy of the said report be sent to Gen<sup>l</sup> Washington for his approbation and if he approve the same that a detachment of troops be sent to assist in the Construction and management of the Batteries aforesaid.”<sup>1</sup>

Upon the receipt of this I took the opinion of the General Officers who unanimously agreed that, as we had not any men to spare to construct and defend the works recommended by you, there were no other possible means of effectually securing the Frigates but by scutling them. You will therefore be pleased to have it done in such manner as will render the weighing of them most easy in future and in such depth of Water as will secure them from being damaged by the floating Ice in the Winter. All the other Vessels capable of being converted into armed ships should be scutled also. This should be done as speedily as possible and as secretly, for should the Enemy get notice of your intentions, I should not at all wonder at their sending up a force purposely to destroy them or bring them down. You will dispose of the men that were on Board of them as directed in my former<sup>2</sup>—I am &—

Df, DLC, George Washington Papers, Series 4. Addressed at the foot of the page: "Francis Hopkinson/&/Jn<sup>o</sup> Wharton Esq." Docketed: "9<sup>th</sup> Novem<sup>r</sup> 1777/to/Francis Hopkinson/&/Jn<sup>o</sup> Wharton Esq."

1. Journal of the Continental Congress, 4 Nov., above. See also Continental Marine Committee to the Navy Board of the Middle Department, 5 Nov., above.

2. See the two letters from George Washington to the Navy Board of the Middle Department on 27 Oct., above.

# MASTER'S JOURNAL OF H.M.S. ROEBUCK, CAPTAIN ANDREW S. HAMOND

Nov<sup>r</sup> 1777

D<sup>o</sup>. [At Anchor aBreast the Fort<sup>1</sup>]

Sunday 9<sup>th</sup>

AM The *Sommersett* made Sig<sup>l</sup> for Cap<sup>t</sup> 11 sent the stream Anchor to assist the *Somersett* through the Cheevaux de Freeze—

D<sup>o</sup>

Little Wind and fair Weather, PM weigh'd and Shifted our Anchor to make room for the *Somerset*

D, UKLPR, Adm. 51/4311.

1. Billingsport.

# BRIGADIER GENERAL JAMES M. VARNUM TO GEORGE WASHINGTON

[Extract]

Sir—

Woodberry 9<sup>th</sup> Nov<sup>r</sup> ½ past 6, Ev. 1777.

Previous to the Rec<sup>t</sup> of your Commands of yesterday,<sup>1</sup> I had sent an additional Reinforcement of a Cap<sup>t</sup> two Subs, three Serjeants and fifty Rank & File into Fort Mifflin.—I have been at Fort Mifflin to day; The Enemy are prepared to open a Battery of five Guns, I take them to be Eighteens or Twenty fours,<sup>2</sup> this Night, or tomorrow Morning, In Conjunction with their two Howitzers, besides two small Batteries, w<sup>h</sup> they have heretofore fired from. They have been very busy this Day in crossing the Mouth of the Schylkill with Waggon, Fascines &c.—Two double Deckers<sup>3</sup> more have passed thro' the lower Frize. There are Eight in the whole upon this upper Station, but all of them are below my two Gun Battery.<sup>4</sup>—Thirsday last one Floating Battery was launched in Schylkil, it sunk with its Guns, w<sup>h</sup> were bro't from the *Eagle*, Two more upon the Stocks, one to have been launch'd this day. They are very busy building two Bridges across Schylkill,—all their Force seems to be in that Quarter, w<sup>h</sup> is destined to the Attack of Fort Mifflin—Their Boats are moved from

Delaware; This is Intelligence gained from a Ferryman opposite Cooper's Ferry who came from Philadelphia this Day.—Our Guard Boats keep the Enemy from transporting Provisions &c. the usual Way, but they pass unmolested over Tinnicum Island, by the Way of Derby Creek, A Rout, that lays out of our Power.—They Enemy will make Fort Mifflin very warm; I shall relieve them from Time to Time to my utmost. I think they will Open their Batteries with great Activity: Soon after w<sup>h</sup>, it is probable they will bring down their Water Craft from Schylkil, which will make a Line of Fire intersecting that from their Principal Battery on Province Island,<sup>5</sup> at an Angle of about thirty Degrees.—The Commodore<sup>6</sup> seems determined to meet them with Spirit, adhearing to the same Dispositions, w<sup>h</sup> I had the Honor of mentioning in my Letter of Yesterday.<sup>7</sup>—The two Mischiefs the Enemy will Effect by their cannonade, will be making of Breeches in the mud Walls, and knocking down the Pallisades—To remedy w<sup>h</sup> as much as possible, I am sending numbers of Pallisades into the Fort, & great Quantities of Fascines.—I hope to God, our mutual Efforts here may be pleasing to your Excellency; I am certain they arise from good Intentions. . . . I am, [&c.]

J M Varnum

. . . . P.S. ¼ past Seven—W<sup>m</sup>. Ward is bro't in by my Scouts, a Prisoner from the *Camilla*, who was this afternoon taken “he come ashore with the Captain,<sup>8</sup> to dine at Billingsport;—He says the Ships are in Readiness to move up upon a Signal, w<sup>h</sup> is to be given from Province Island, w<sup>h</sup> will be an English Jack hoisted. They are to attack Red Bank, saying that if they should take fort Mifflin, red Bank would cover the Garrison. Says the Shipping have Orders to move, some to New York, some to one Place, & some to another, in a Fortnight,—Should they not take the Forts.—Says the Ships have not more than a Third of their Compliment, & are very sickly—” Whither their Preparations against Mifflin are real or a Feint, I cannot say, but believe the former, however, shall attend to both Circumstances—

J V

L, DLC, George Washington Papers, Series 4. Addressed: “His Excellency General Washington/Headquarters—/Whitmarsh/This goes by Quartermaster Wheatly, who/is permitted to pass all Guards and others,/unmolested—/J M Varnum B C<sup>t</sup> Woodberry.” Docketed: “from/Gen<sup>l</sup> Varnum/Woodberry Nov<sup>r</sup>. 9<sup>th</sup>. 1777/Ans<sup>d</sup>.”

1. See Washington to Varnum, 8 Nov., in Washington, *Writings* 10: 25–26.

2. Varnum is referring to the six twenty-four pounder cannons brought to Carpenters Island in flat boats from H.M.S. *Eagle*.

3. One of these ships was H.M.S. *Somerset*.

4. Mantua Creek battery.

5. Varnum means Carpenters Island.

6. John Hazelwood.

7. See Varnum to Washington, 8 Nov., above.

8. Charles Phipps, Captain of H.M.S. *Camilla*.

# JOURNAL OF H.M. SLOOP *ZEBRA*, COMMANDER JOHN ORDE

Nov<sup>r</sup> 1777

Sunday 9

D<sup>o</sup>. [at Single <anchor> abreast of the middle of Tencham  
<Tinnicum Island>]

D<sup>o</sup>.

Little Wind & hazy PM at 2 the *Isis* & *Cornwallis* Galleys fired sundry  
Shot at a boat attempting to plunder the wreck of the *Augusta*

## VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

List of Paroles correspondent to the different Signal-Pendants placed on the same Line, for the Times undermentioned.

	Paroles				
From the 9 <sup>th</sup> to 15 <sup>th</sup> Nov <sup>r</sup> inclusive	From the 16 <sup>th</sup> to 22 <sup>d</sup> Nov <sup>r</sup> inclusive	From the 23 <sup>d</sup> to 29 <sup>th</sup> Nov <sup>r</sup> inclusive	From 30 <sup>th</sup> Nov <sup>r</sup> to Dec <sup>r</sup> inclusive	Pendant	Flag-Staff.
Clarendon Dunmore Bolton Richmond Talbot	Grafton Egmont Lincoln Berkshire Romney	Coventry Montrose Holland Sussex Winchelsea	Hereford Oxford Dorset Warwick Bedford	Red White Blue Yellow { Striped Red } { & White. }	Main-topmasthead.
Derby	Totness	Rippon	Durham	{ Striped Blue } { & White }	
Malden Bewdley	Grantham Dover	Andover Seaford	Surrey Ashburton	Dutch English	

Given onboard His Majesty's Ship the *Eagle*,  
Delaware River, the 9<sup>th</sup> day of November 1777.

Howe

By Command of the Vice Admiral.

Jos<sup>th</sup> Davies.

NB. Whilst the Fleet continues separated, the Paroles will be taken in Succession, as they stand in the Column allotted to each Week; so that the last parole in the several Columns will be omitted.

DS, UKLNM, Cornwallis West Collection, Cornwallis Papers, vol. 2. Addressed flush left below the signature line: "To/The Honble: William Cornwallis/Commander of His Majesty's Ship the/*Isis*." Docketed: "*Isis*./paroles 9<sup>th</sup> Nov<sup>r</sup> 77/E<sup>d</sup>."

## GOVERNOR THOMAS SHIRLEY TO MARQUIS DE BOUILLE

[Extract]

Sir—

Dominica 9<sup>th</sup> November 1777

I have now the honor to answer your Excellency's Letter dated the 19<sup>th</sup> October<sup>1</sup> which I received about a fortnight ago. . . .

It is extremely unfortunate that your Excellency's efforts for preventing the Sale of Prizes taken from the English Nation by her rebellious Subjects and carried into your Ports prove so very ineffectual and that the extensiveness of your Excellency's Island puts it out of your power to have your orders upon that head strictly and immediately put in execution in all parts of it.

I doubt, Sir, this will not be very satisfactory to my Court—

I must confess, Sir, that the steps your Excellency has taken to prevent French men from arming and acting in an hostile manner against the English Nation are extremely prudent and proper, since I find by your Excellency's own Letters that there are such numbers who attempt it. But, Sir, the English have not declared War with France nor France with England, and I believe it is the intention of both Courts to avoid it if possible; therefore why should your Excellency have so much trouble in hindering Frenchmen from arming. I was hopeful that your Excellency would have been as active in hindering the English Rebels from arming and fitting themselves for War in your Ports.

I have most carefully examined the Congress Commission which your Excellency was so obliging as to send me, and should be under the highest obligations to you Sir, if you could assist me towards finding out the Fabricator here if it has been fabricated in this Island which I much doubt and should rather think it was printed at Martinique or Guadaloupe and that your Excellency has been misinformed in that particular[.] After having made every private search and inquiry, I laid it before his Majesty's Council and the inclosed Gazette<sup>2</sup> will shew your Excellency the Public method that Government has taken to come at the truth of it. The person who has informed your Excellency will be equally entitled to the reward offered, let him be of what Nation he will. I have the Honor to be [&c.]

Tho<sup>s</sup>: Shirley

Copy, UKLPR, C.O. 71/7, 17–18. Addressed below close: "His Excellency/The Marquis de Bouillée/Governor and Commander/in chief of the Island of/Martinique and its De/pendencies &c. &c. &c." Docketed: "In Gov<sup>r</sup> Shirley's of/26<sup>th</sup> Nov<sup>r</sup>: 1777./ (5.)." See below, Shirley to Lord George Germain. Three paragraphs of this letter are not printed. Shirley discusses French debtors who fled to British islands to escape their creditors.

1. See above.

2. See above, Proclamation of Thomas Shirley, 7 Nov. 1777.

## November 10

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War-Office, Boston Nov<sup>r</sup>: 10<sup>th</sup>: 1777

Ord'd, That Mess<sup>rs</sup>: Clark & Duxburys Bills for repairing Brig<sup>t</sup> *Favorites* Boat £9 . . 14/.—  
for Row Gallies d<sup>o</sup>. £3 . . 4 . . 8<sup>1</sup> for Brig<sup>t</sup> *Penet's* d<sup>o</sup>. £4 . . 10/.—be p'd . . .

Ord'd, That Mess<sup>rs</sup>. Kemble & Thomas's Bills for Sundrys

for Brig <sup>t</sup> . <i>Massachusetts</i>	£13 .. 9/.
for d <sup>o</sup> . for Brig: <i>Freedom</i>	7 .. 12/.
for d <sup>o</sup> . for Brig: <i>Penet</i>	9 .. 8 .. 8
& for mak <sup>g</sup> . 35 Tents be p'd	<u>21 .. — .. —</u>
	£51 .. 9 .. 8

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 84.

1. Galley *Lincoln*.

GOVERNOR NICHOLAS COOKE TO REAR ADMIRAL SIR PETER PARKER

Sir

Providence Nov. 10<sup>h</sup>. 1777.

The fortune of War having put the Crew of the *Syren* Frigate & a Schooner into Our Hands <sup>1</sup>—I have dispatched Lieut *Channing* in a Cartel Vessel to propose making an Exchange of as many of them as there are Prisoners of War with you, or at New-York belonging to this State—& after that exchange is effected, to exchange the Remainder for Prisoners belonging to any of the United States who were taken in Armed Vessels so far as the Same can be made upon equal Terms—I am [&c.]

Nich<sup>s</sup> Cooke

P.S. Capt. Furneaux hath requested me to release Francis Vent<sup>r</sup> Field Midshipman recommended to him by S<sup>r</sup> Rich<sup>d</sup>. Bickerton, and John Scoffin another Midshipman recommended to him by Capt. Uppleby of the *Preston*. I am willing to give them in Exchange for William Langford Master and Thomas Jackson Super Cargo of a small Brig<sup>e</sup> bound from Boston to Surinam, who are now on board the Prison Ship at New-York. Upon your informing me that the Exchange shall take Place I will send the Midshipmen down—

Copy, R-Ar, Letters from the Governor (1768–1777), vol. 2, 174. Addressed at foot: "Sir Peter Parker." Docketed: "Copy of Letter/to S<sup>r</sup> Peter Parker/Nov<sup>r</sup> 10. 1777."

1. The schooner was the *Two Mates*, and approximately 180 officers and seamen were captured. Maj. Gen. Joseph Spencer to the Rhode Island Council of War, 9 Nov., R-Ar, Letters to the Governor (1777–1778), vol. 11, 66.

CAPTAIN TOBIAS FURNEAUX, R.N., TO REAR ADMIRAL SIR PETER PARKER

Sir,

Providence 10th: November 1777.

On the 6<sup>th</sup>. Ins<sup>t</sup> about 5 AM His Maty's Ship *Syren* under my Command run on Point Judith; the Convoy under my Charge was immediately apprised of the danger, and all avoided it except the Ship *Sisters* and a small Schooner<sup>1</sup> (Sam<sup>l</sup> Layton Master) which were too near to shun the point; After making several efforts to get the Ship off without success, sent the first Lieut<sup>t</sup> in the Pinnace to inform you of our situation, but as he found it impracticable to get to Newport in the Pinnace went on board a Sloop, and the Pinnace returned with four of her Crew; I then found the Ship must be inevitably lost, and consulted with the Officers remaining on board for the safety of the People, and determined to attempt getting the Schooner off, which was effected; the utmost expedition was using to get the People aboard, some were sent and the Schooner got under way in order to be bro't under the protection of the Ship from the firing ashore, when the Fore & Peek halliards were unfortunately



shot away, and the Schooner went ashore: As it was possible some assistance might be sent from Newport, thought it would be imprudent to surrender, before there was an absolute Necessity to do for the preservation of the people. On the 7th: about 8 [AM] we saw two Sail which were imagined to be the *Flora & Lark*, [they] Anchored about  $\frac{1}{2}$  past 9, soon after which sent a boat with a P[etty officer] and four Men to acquaint them that the Ship was still in our possession (and as the boat did not return conclude they were detained on board one of the Frigates) soon after the boat was sent it came to blow very strong and the Sea rose greatly, so that I concl[uded] they would not be able to give us any assistance, but did not give up the Ship 'till about 2 AM, when the Water having rose considerably between decks were obliged to get the People on the Quarter deck, the Sea then making a breach over the Ship, which had received several large Shot from Field-pieces ashore: The lives of the People would have been greatly endangered to no purpose, [if] we persisted in keeping the Ship any longer.—Had two Men [killed] and the Master & four men wounded.—Should have found great difficulty in getting the People ashore, nor do I think it could have been effected without the loss of many, had not the People ashore with the greatest diligence exerted themselves particularly in assisting them.—The People are very much distressed for Cloathing, therefore beg you will please to send a supply of Slops for their relief as soon as possible.—I am [&c.]

Tob<sup>s</sup>. Furneaux

On the 5th: Inst<sup>t</sup> I appointed M<sup>r</sup> Cha<sup>s</sup>: Vaughan (then Mid:) to Act as second Lieut: M<sup>r</sup>: Cook<sup>2</sup> being at Sick Qu<sup>rs</sup>: and duty very heavy on the first Lieut<sup>t</sup>:<sup>3</sup> & Mast<sup>r</sup>:—M<sup>r</sup>: Vaughan has passed for a Lieut<sup>t</sup>: T: F

L., UKLPR, Adm. 1/488, 361–62. Addressed: "Sir P: Parker/Rear Adm<sup>t</sup> of the Blue and Comm<sup>r</sup>:/of a Squadron of His Maty's Ships/at Rhode-Island." Endorsed: "In Lord Howe's Letter Dated 12 Sep<sup>r</sup> 1778." Docketed: "1777 Novb<sup>r</sup> 10<sup>th</sup>/Capt<sup>n</sup>. Furneaux."

1. Schooner *Two Mates*.
2. Lt. John Cook.
3. Lt. Thomas Newton.

#### CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO GEORGE WASHINGTON

Continental Navy Board

Sir

Borden Town 10<sup>th</sup> Nov<sup>r</sup>: 1777—

In answer to your Letter of yesterday, we would inform your Excellency that when we first sent the Navy Board at this Place & got our Frigates up we had formed a Plan for defending them by a small Battery; of which, among many other Things we gave Notice to the Marine Committee of Congress. We had no Answer to our Letter from that Committee, 'till the Day before yesterday, when they sent us the Resolve of Congress referred to in your Letter. In the mean Time however we had the Honour of a Correspondence with your Excellency on this Subject; in which you fully declared your Judgment of the Matter and explicitly told us what you would have done. We have the Satisfaction of assuring your Excellency that your Orders were immediately complied with & as punctually executed as our Situation would permit of. The Frigates have been long since sunk & now lie fast aground in a Place where they can receive no Damage from the Ice & cannot possibly be got off by the Enemy unless they knew the particular Parts where they have been bored, & of which we have a secret Gage that will enable us

to raise them with Ease when a suitable Time shall offer. We gave you our Word that your Desire should be complied with & we have fulfill'd our Engagement so far as respected the Frigates; the men indeed have not been discharged owing to the following Accident: In sinking one of the Ships she unfortunately lay against a steep Bank, which the Tide's falling, caused her to heave outwards from the Shoar. As this is an uneasy Situation & may injure the Ship we have been obliged to retain all the Hands & men here more to get her up-right again. We have not yet been able to effect this Purpose but hope to do it in a few Days with the Purchases & Powers we are preparing to apply. All other Vessels great & small (one only excepted) we have with great Labour crowded up Crosswicks Creek, where most of them lye aground at high Water, nor can any be got down but by means of an extraordinary Tide or Fresh nor then, but with the utmost [torn] <sup>1</sup> & Patience. Not trusting wholly to this [torn] however, our Determination is to sink [one] Vessel at the mouth of the Creek, which [would] effectually Secure them from the Enemy. The Ship excepted above, is a large Vessel belonging to M<sup>r</sup> Rob<sup>t</sup> Morris, having on [board] a valuable Cargoe of Tobacco part Contin[ental] & part his private Property. This Ship [cannot] possibly be got up the Creek with her [Cargo] we are therefore unloading her into Sha[llops] & when empty shall get her also up the Creek or sink her, whichever may be most suitable. We request your Excellency would be perfectly easy as to the Shipping at this Place. The Enemy may possibly send up & burn them, this we cannot help—but you may depend upon it none of them shall fall into their Hands so as to become an annoyance to your military Operations.

It gives us great Concern to think your Excellency should for a Moment suppose us capable of neglecting your earnest Instructions after having so solemnly assured you we would strictly obey them. We confess, however, the Resolve of Congress in Consequence of our former Representation, gave you sufficient Reason to suppose we had applied to that Body, instead of following your Advice. But the Mystery will unfold when you consider that our Application to Congress was prior to the Letters we received from you on this Subject. We did indeed wrote to Congress a second Time enclosing a Copy of your Instructions to us and declaring our Determination of complying with them. But Congress, anxious, as we suppose to save the Frigates, & not so apprehensive of Danger from the Enemy, framed their Resolve parallel to our first Scheme; which on further Consideration appears to be ineffectual.

We shall be happy in hearing from your Excellency that the above Representation is satisfactory; & that our Conduct in this Affair meets with your Approbation. If any thing is amiss, or you would wish any thing further to be done in our Department you may depend on our earnest Endeavours to comply with your Desire.

We request your Excellency would be so good as to forward the enclosed Packet to York Town by the first Opportunity: We have therein informed Congress of what we have done & our Reasons for so doing.

With the utmost Esteem & sincere Prayers for your Health & Success we have the Honour to be [&c.]

Fra<sup>s</sup>. Hopkinson  
John Wharton

L, DLC, George Washington Papers, Series 4. Addressed at foot of last page: "His Excell<sup>y</sup> Gen<sup>l</sup> Washington." Docketed: "Bordentown 10<sup>th</sup>: Nov<sup>r</sup>/1777/from/Francis Hopkinson/&/Jn<sup>o</sup>. Wharton Esq<sup>r</sup>/Ans<sup>d</sup>. 12<sup>th</sup>."

1. A portion of the right margin of the page is torn and missing for eleven lines. Approximately one word is missing from each line.

## GEORGE WASHINGTON TO PRESIDENT OF CONGRESS

[Extract]

Sir Camp at White Marsh Nov 10<sup>th</sup> 1777

... With respect to the views of the Navy Board for securing the Frigates<sup>1</sup>—The situation of the Army would not admit of a compliance with them, supposing they would answer the end. I have therefore written to the Board, in the most pressing terms to have the Frigates scutled in such way, that they may be raised when it shall be necessary, and that in the mean time, they may not be liable to injury from floating ice.<sup>2</sup> I see no measure so likely to secure [*th*]em to us and against the Enemy's attempts. I have been extremely fearful, they would have possessed and employed them with the *Delaware*<sup>3</sup> & their Batteries on the rear of the Gallies and the Fort,<sup>4</sup> while the Ships below attacked in Front. I need not point out the probable consequences of such an Event—they are too obvious.

The Resolves<sup>5</sup> which you request to be communicated to the Army, shall be published in General orders—The Letters for Commodore Hazlewood &c have been put in a proper channel of Conveyance. . . .<sup>6</sup>

... I have nothing very interesting to communicate. The Enemy have lost One of their New floating Batteries. It sunk in a little time after it was launched. There has been a Canonade to day—it still continues. I do not know the occasion, but imagine, it is between the Ships and Gallies. I have the Honor to be [&c.]

G<sup>o</sup>: Washington

L, DNA, PCC, item 152, vol. 5, 173–76 (M247, roll 168). Seven paragraphs of this letter are not printed here. They cover numerous topics including Washington's correspondence with Congress, the disposition of the Northern Army, the issue of rank in the army, and the memorials of foreign officers to Congress. Docketed: "(Entered)/Letter from Gen Washington/White Marsh 10 Nov<sup>r</sup> 1777/read 12."

1. Continental Navy frigates *Effingham* and *Washington*.
2. George Washington to Continental Navy Board of the Middle Department, 9 Nov., above.
3. H.M. armed ship *Delaware*, formerly the Continental Navy frigate *Delaware*.
4. Fort Mifflin.
5. For the text of one of these resolves see Journal of the Continental Congress, 4 Nov., above. The resolves in their entirety are printed in General Orders, 11 Nov. 1777, in Washington, *Writings*, 10:43–44.
6. President of Congress to Commodore John Hazelwood et al., 5 Nov., above.

## DIARY OF CAPTAIN FRANCIS DOWNMAN

[Extract]

[*Carpenters Island, Pa.*]

November 10th.—... Two brigs and two sloops with provisions from our fleet passed the fort in the night and got up the Schuylkill without any loss, though the fort fired both cannon and small arms at them.

Downman, "Services of Lieut.-Colonel Francis Downman," 211. Three sentences of this entry are not printed here. They describe the exchange of artillery fire between the British Batteries on Carpenters and Province Islands and Fort Mifflin.

## LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

[Extract]

Sir

Fort Mifflin 10<sup>th</sup>. Novem<sup>r</sup> 1777

... As the principal object I presume of your Excellency is to hinder the enemy from raising the Chevaux de frize this winter, I am of Opinion it could be done nearly as well from the other Shore as from this fort, was our Cannon there. Gen<sup>l</sup> Vernon has inform'd you of the two Gun Battery he erected,<sup>1</sup> with which the enemy might be hindered from raising the Obstructions with the Assistance of the fleet and 2 Guns that may be placed on Bush Island. My Opinion & the Opinion of the Officers in this Garrison is, that unless the Seige can be rais'd the enemy must in a short time reduce this place, we are determined to defend it to the last extremity, but we are of Opinion that it wou'd be for the common good to destroy the whole of the works and take the Guns to the Jersey Shore; where they'll serve to guard the River, and in case we could get Possession of Billingsport to mount on it, had we that post it would secure the River effectually. The Gallies will be much annoyed from the enemies Batteries, and when the Shipping comes up, we shall have the whole of their fire, a Say-lor taken this morning says they are prepar'd to come up and act in consort with their Batteries.

Our present Situation strikes us in the light I have described, shou'd circumstances alter our Sentiments I shall give you the earliest notice. I have the Honor to be [&c.]

Sam Smith

P.S. The enemies Boats still pass up and down the river I presume with provision

L, DLC, George Washington Papers, Series 4. Addressed: "His Excellency Gen<sup>l</sup> Washington." Docketed: "10<sup>th</sup>. Novem<sup>r</sup> 1777/from/Col<sup>o</sup>. Smith."

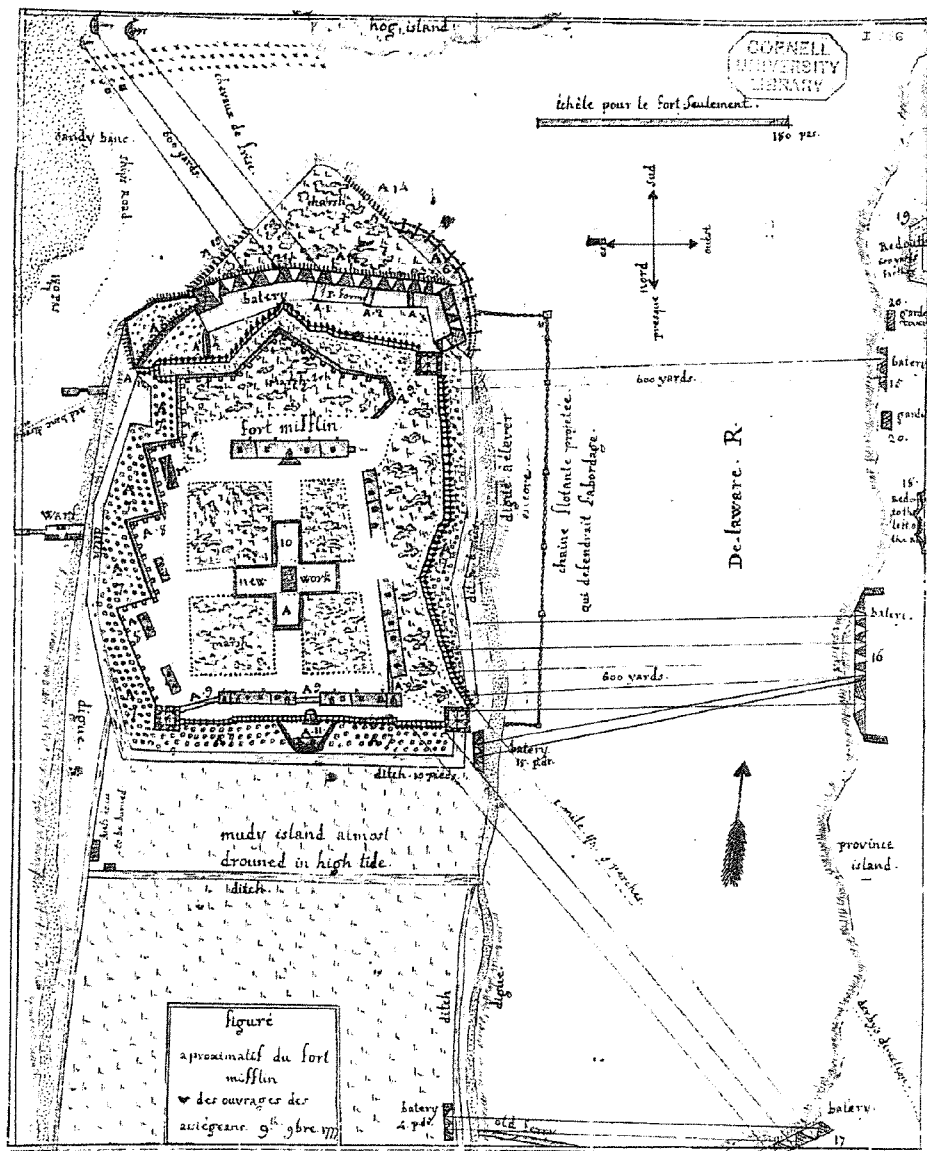
1. Mantua Creek battery. See Brigadier General James M. Varnum to George Washington, 6 Nov., above.

## JOURNAL OF MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY

[November] 10—[Fort Mifflin]

... It is probable that the Enemy will undertake to carry this place by Storm, and I should not fear them if we could fix the floating Chain described in the Figure;<sup>1</sup> it would cover the Front Which is likely to be attacked, and by delivering us from our uneasiness for this Side, would enable us to post the men destined to it's defence, at the Wall of Masonry which is ten feet high and is not out of the reach of an Escalade, notwithstanding the Ditches, Pits and Stakes &ca—with which we have endeavour'd to surround it—

The Commodore,<sup>2</sup> Master of the incomparable Chain in question, proposes to stretch it by means of Buoys, between our Island and Province Island,<sup>3</sup> I believe this obstacle to the communication between the Enemys Fleet and Army will be of little consequence. and if he would spare us the Chain, the Enemy would pay dear for their Hardiness if they dared attack us. Colonel Smith wrote this morning to ask this favour but I am afraid that public Interest will suffer by private misunderstandings.— I am interrupted by the Bombs and Balls which fall thick—



Copy, DLC, George Washington Papers, Series 4. Eight sentences of this entry are not printed here. They describe damage to Fort Mifflin's palisades from British cannon fire. This is part of a multi-date entry in Fleury's journal for 9–11 November 1777. A notation at the top of the page reads: "Continuation of M<sup>r</sup> Fleury's Journal."

1. This is a reference to a map of Fort Mifflin's defenses and the opposing British batteries drawn by Fleury and forwarded to Washington. It is reproduced on p. 457.

2. John Hazelwood.

3. Actually, Carpenters Island.

CAPTAIN ANDREW S. HAMOND, R.N., TO

CAPTAIN WILLIAM CORNWALLIS, R.N.

Dear Sir

*Somerset* [Below Billingsport 10] November 1777

I wrote from on board the *Somerset* by Captain Ourrys desire. A Rebel Officer just now came in, by way of Billingsport, to read his recantation. He seems intelligent & perfectly acquainted with all transactions of the Rebels, & hopes to make his peace with the General<sup>1</sup> & his Father (whose name is Barblet & lives in Philadelphia) by giving intelligence that may be servicable. He says that Cap<sup>t</sup> Lee<sup>2</sup> who brought the Guns down against the ships the day before Yesterday, intends to bring down 2 twenty Pounders tonight nearer to the Point, & to open his Battery in the morning with Hot Shot.<sup>3</sup> Cap<sup>n</sup>. Ourry is desirous you should be acquainted with this circumstance & thinks it would be right to drop a little lower down: even if you was to move up again tomorrow upon seing the intelligence had no foundation—I always am [&c.]

A. S. Hamond.—

LB, NH, William Cornwallis Papers, Letter Book, 138. Addressed at foot of page: "Hon<sup>ble</sup>/Cap<sup>n</sup>. Cornwallis.—"

1. Sir William Howe.

2. Capt. James Lee, 2d Continental Artillery, who established a two-gun battery near Mantua Creek.

3. The site of this second battery was located about 800 yards north of Mantua Creek just below Little Mantua Creek. Archibald Robertson, *Archibald Robertson, Lieutenant-General Royal Engineers, His Diaries and Sketches in America, 1762–1780*, edited by Harry M. Lydenberg (New York: New York Public Library, 1930), 154. Apparently the former site was abandoned in favor of the latter. British warships observed work on the construction of the new battery as early as the afternoon of 11 Nov. According to William Bradford it was not operational until the morning of 15 Nov. William Bradford to Thomas Wharton, Jr., 16 Nov., below.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO

CAPTAIN ANDREW S. HAMOND, R.N.

Dear Sir

*Isis* off Billing'sp<sup>t</sup>. Nov<sup>r</sup>. 10<sup>th</sup>. 1777.—

I have been just favor'd with yours & Shall immediately move the ship down as near the Cheveaux de frize. as possible & if I am not thought to be perfectly safe there, we shall be ready to drop through. But for my part I think there's more danger to be apprehended in moving in the night then there would be from the Rebel Red Hot Shot.—I am [&c.]

W<sup>m</sup>. Cornwallis.

LB, NH, William Cornwallis Papers, Letter Book, 139. Addressed at foot of letter: "To/Captain Hamond/Roebuck.—"

## EMMANUEL DE PLIARNE TO THE MASSACHUSETTS BOARD OF WAR

Gentlemen

york town 9<sup>ber</sup> 10<sup>th</sup> 1777

I had some Difficulties for taking any concern in the Ship *Pliarne*, as My letters have informed you. the trouble I had for her in Charlestown Made me forseen her unlucky fate, and it is with pain I must tell you that she is Now at New york. I have seen Just Now the News Papers from Philadelphia where the Prizes are Mentioned and it is said that the ship *Pliarne*, Cap<sup>e</sup> Green, Bound to Nantz from Charlestown was taken By the *Brune* frigate<sup>1</sup>— the Brig *freedom* Armed Vessel from your Port is also Mentioned to have been taken—<sup>2</sup>

I am, Gentlemen, with several ready to think that all these prizes wich are Made Every Day are Made by the Carefulness and indifference of the Crew—you Cannot find in any port upon the Continent the half of Sailors necessary for the Vessels, and Every adventurer is obliged to Compleat the Number by English or other disaffected Sailors who are Glad to find occasion to run away with the Vessels to the Men of war— by our accounts from Europe I Learn Great quantity of prizes have been made by that way and indeed it is too Much to run the Risk from the own Crew, besides the Dangers of the Men of war—

these Considerations, Gentlemen, Determine me to not be Concerned in any of your Vessels Except to have on Board the share of the Cargo, as it is stipulated in the Contract—I prefere to have Vessels Maned with french men or people I will acquainted with, than to be Concerned in any where it will be two to one, if the sailors don't Go to the Men of war.

as soon as I will hear Virginia or Maryland free from the Men of war, I will write to the Hon. Board of war—this winter is the time to Make remittances and I hope, Gentlemen, you will Seaze Every opportunity to do it.

I think the Best Manner to Convey the Letters from the Hon. Board to me is to Direct them to the Delegates of your State in Congress by your Expresses and other trusty Gentlemen who Come to Congress—your Delegates, I am sure, will be Exact to forward them to me—your Post is so irregular.

I hope to hear soon from you and to receive an answer to my letters from the southern and the letter from this place of the 25<sup>th</sup> ult. I have the honour to be [&c.]

Pliarne

L, M-Ar, Mass. Archives Collection, vol. 152 (Board of War Letters), 419–20. Addressed: “The Honourable the Board/of war of the State of Massachusetts Bay/at Boston.”

1. Massachusetts State trading ship *Pliarne*, Capt. Samuel Green, with a cargo of rice, was captured by H.M.S. *Brune* on 14 Sept. off Charleston, S. C. NDAR 9: 927.

2. Massachusetts Navy brigantine *Freedom*, Capt. John Clouston, was taken on 16 Sept. by H.M.S. *Apollo*. NDAR 9: 932.

MASTER'S LOG OF H.M.S. *RICHMOND*, CAPTAIN JOHN LEWIS GIDOIN

Novem<sup>r</sup> 1777  
Monday 10

the S<sup>o</sup>. m<sup>t</sup>. of the Tangeir Is<sup>ds</sup>. NB 1½ E Watts Island NE 8  
or 10 M<sup>s</sup>.

AM at 6 Weighd & Came to Sail in C<sup>o</sup>. as befor<sup>1</sup> at 10 Came too  
w<sup>th</sup> B<sup>t</sup> B<sup>r</sup> in 7 f<sup>m</sup>. w<sup>th</sup> the S<sup>o</sup>. m<sup>t</sup>. of Tangir Is<sup>lds</sup>. NNE 7 or 8 M<sup>s</sup>. Watts

Island ENE 10 or 12 M<sup>s</sup>. Sent the B<sup>ts</sup>. mand & arm<sup>d</sup>. to 3 Vessels at Anch<sup>r</sup> off watts Island m<sup>d</sup>. the *Otters* Sig<sup>l</sup> to do the Same—  
First & mid pts Fresh Gales & Squally w<sup>th</sup>. Rain Lat<sup>r</sup> more Mod<sup>t</sup> & f<sup>r</sup>. PM at 1 Weighd & Came to Sail in Co<sup>o</sup>. as above, at 2 Anch<sup>d</sup> w<sup>th</sup>. B B<sup>r</sup> in 9 f<sup>m</sup>. w<sup>r</sup>. muddy Bottom, Veerd to ½ a Cable the S<sup>o</sup>. End of the Southm<sup>t</sup>. of the Tangeir Isl<sup>ds</sup> NNE ½ E 4 M<sup>s</sup>. Watts Isl<sup>d</sup>. EBN 6 or 7 M<sup>s</sup>. Got down TG<sup>t</sup> Yards & Struck TG<sup>t</sup> mts Op<sup>d</sup>. a Cask of Beef Con<sup>s</sup> 154 pieces.

D, UklPR, Adm. 52/687.

1. H.M. sloop *Otter* and prize sloop captured on 7 Nov. 1777.

#### MASTER'S LOG OF H.M.S. *LIZARD*, CAPTAIN THOMAS MACKENZIE

Nov<sup>r</sup>. 1777

Charls town W¼S 13 Lgs

Monday 10

[at] 1 [AM] D<sup>o</sup>. W<sup>r</sup>. [Fresh b<sup>r</sup> and Cloudy] Light airs and Clear [at] 3 Hoisted out the Long boat and Cutter and Sent a peart of the prizes Cargo<sup>1</sup> on b<sup>d</sup>. the *Carysfort* [at] 7 Calm [at] 10 Lat<sup>d</sup>. 32° . . 55' N [at] 1 [PM] Calm hoisted the Cutter and Long boat in ½ past 1 TK<sup>d</sup>. Ship [at] 3 Light airs and Cloudy [at] 5 Made the Sig<sup>l</sup> for Seeing a Sail<sup>2</sup> in the NW Q<sup>r</sup> fresh breezes and squally in 2 reef topsails [at] 9 D<sup>o</sup> W<sup>r</sup>. TK<sup>d</sup>. Ship and gave Chase Set Studding Sails<sup>3</sup>

D, UklPR, Adm. 52/1839.

1. Schooner *Buckskin*.
2. Sloop *Santa Maria*.
3. See below, Master's Log of H.M.S. *Lizard*, 11 Nov. 1777.

#### SOUTH CAROLINA NAVY BOARD TO CAPTAIN JAMES DOHARTY

Capt<sup>n</sup>. James Doharty  
Sir/

Navy Board November 10<sup>th</sup> 1777—

The Commissioners of the Navy Desire that you will Supply the Crew of the *Beaufort* Galley with the Necessary provissions, on the most Reasonable Terms you can, and that you do purchase as much good Pork as will make when Cured Fifty Barrels, and as much Beef as will make when Cured Fifteen or Twenty Barrels, and have these well Cured and packed in Tight strong Barrels, or if Barrels cannot be got, in good Tight Rum Hh<sup>ds</sup>, taking care to have them well washed and Burnt before the Beef or Pork is put into them, for payment of which Your Draughts on the Commissioners will be duly Honoured—You'll please note that all Accounts against the Board must be properly Certified and Attested Mr. Calvert is Directed to send you Salt for the purpose of Curing such Pork or Beef as you may Purchase—

By Order of the Board

Edward Blake first Commissioner



## SOUTH CAROLINA NAVY BOARD TO ANTHONY BONNEAU

M<sup>r</sup> Anthony Bonneau  
Sir/

Navy Board Novemb [10, 1777]

The Commissioners of the Navy being in want of a Quantity of good Salted Pork and Beef in Strong and Tight Barrels for the use of the Navy of this State, being fearful that they will not be able to purchase a Sufficient Quantity at Charles Town, and being well assured that you will do Every thing in Your power for the Service of the State, they Beg that you will purchase for Account of the Naval Department Three Hundred Barrels of good Pork and Fifty Barrels of good Beef, well Cured and in Strong Tight Casks, or if they Cannot be purchased, ready Cured in Barrels, as much Pork and Beef as will make that Number of Barrels, on the most Reasonable terms you can, and Employ some Careful Honest Man that you can depend on to Cure and pack the same, for which they will allow you the usual Commissions, and will pay due Honour to your Draughts on them for the Amount, or if Necessary will advance a Sum of Money to make the purchase, Should you want Salt for the purpose above mentioned the Commiss<sup>rs</sup> have in the Hands of Mess<sup>rs</sup> Heriot and Tucker Eighty Bushels which may be apply'd to that purpose and any further Quantity that may be wanted, they will forward by the first Oppertunity after receiveing your Order for so doing—

By Order of the Board  
Edward Blake first Commiss<sup>r</sup>

Salley, ed., *South Carolina Commissioners*, 106–7. The date of this document is a conjecture based on the date of the minutes of the South Carolina Navy Board.

## GOVERNOR WILLIAM MATHEW BURT TO COMTE D'ARBAUD

Copie de la Lettre de M<sup>r</sup> Burt Gouverneur à Antigue à M<sup>r</sup> Le Comte D'arbaud,  
en datte du 10. 9<sup>bre</sup>. 1777.

Monsieur.

J'ai reçu hier apresmidi l'honneur de la Lettre de votre Excellence, ainsi que la Déposition d'un certain Pascaly<sup>1</sup> et la lettre de M<sup>r</sup> Guionneau Commandant à Deshayes, sur une Plainte que vôtre Excellence forme d'une frégate appartenante comme Vôtre Excellence l'imagine au Roi mon Maitre.

Je suis fâché que votre Ex<sup>ce</sup>. me met encore dans la dure nécessité d'observer, les injures mesquines et peu honnetes avec lesquelles fort librement vous tancéz les serviteurs du Roi mon maitre; vous pouvéz vous souvenir de celle qui régarde les juges de la cour de Nice amirauté, que j'ai remarqué: cette seconde qui dit que les officiers de la frégate de sa Majesté ont poursuivi les negres et mulatres afin d'en faire des esclaves à leur profit, ne mérite presque pas de réplique; mais, Monsieur, il faut qu'une fois pour toutes; je prie votre Excellence de tacher de gagner sur Elle de croire que les officiers de Sa Majesté agissent avec zèle pour son service, affection pour sa Personne et famille, Détestation de Rebels, et non par principe d'interets. Comme ceci ne heurte point la protection accordée aux Pirates et Rebels, cette Demande, probablement sera accordée.<sup>2</sup>

Pascali sçavoit à qui il couroit: ce m'est un devoir de donner à vôtre Excellence une relation de cette personne distingué; il est si notoirement infame que même M<sup>r</sup> Le Marquis De Bouillé, quoiqu'il souffre, que le carennage soit prostitué et un Bassin de Rebels en refond le Batiment Pirate nommé *Le Serpent Sonnette* cependant persuadé de la conduite infamante de Pascaly, qui avec un mélange de gens, de Corse, français, Espagnols, hollandais, et américains, commande un Pirate américain armé qui navigue de la Martinique et de la Guadeloupe (qui vraisemblément est le Batiment pris) à donné ordre aux gardes Côtes de la Martinique de le faire Rentrer.<sup>3</sup>

Il faut aussi que j'apprenne à vôtre Excellence que Pascaly n'est pas un Espagnol, mais un Corse fugitif, que s'y il à Commission, c'est de L'Agent du Congrès; qu'il à plus d'une fois volé des negres à Tabac, d'ou il à attiré des Negres, et les à portés à la Trinité, où ils ont etés réclamés; et le Gouverneur à promis de faire tous ses efforts pour les découvrir afin de les remettre.

Voici l'homme à qui vôtre Excellence, et M<sup>r</sup> Guionneau donnent avec chaleur protection, le reçoivent à bras ouverte, et voudraient faire voir du ressentiment parceque son Batiment à été pris.<sup>4</sup>

À L'égard de la Lettre du Commandant, vôtre Excellence voudra bien m'excuser si je dis qu'elle met de peu d'importance; Les Commandants en Général ont fait voir tant de partialité dans vôtre Gouvernement aux Pirates, que je dois conclure avec beaucoup plus de sens propre, que ce sur quoi est fondé l'opinion desfavorable de vôtre Excellence contre les officiers de la frégate du Roi, que leurs ressentimens d'avoir vu ou d'avoir entendu dire qu'un Batiment avait été pris, à été plus sincere, que leurs zêles ou leurs indignations qu'ils voudraient faire parade, relativement à ce qu'ils appellent Indignités commises contre sa Majesté tres Chretienne: ma sensibilité me fait connoître, que des sujets qui ne sont point soumis aux ordres de leurs souverains à quoi vos commandants sont contraires, le traite avec des Indignités si insolentes qu'ils sont calieux pour la conduite des autres.<sup>5</sup>

J'ai l'honneur de Déclarer avec la plus profonde verité que j'ai le plus grand respect pour la Dignité de sa Majesté très Chretienne; et que j'aurais un chagrin Infini si quelques Personnes dans ce Gouvernement y offrait le moindre mépris ou Indécence.

Comme vôtre Excellence à mis au jour une accusation si legere et si vague contre une fregate et quelques Personnes, et qu'elle n'a pas donnée aucune indice qui pourrait les faire connoître comme nous avons plusieurs fregates et mouches dans ces parages il m'est impossible de savoir sur qui me fixer. Je dois aussi vous informer que la conduite maritime des vaisseaux de Guerre, est plus immédiatement à la connoissance de l'Amiral.<sup>6</sup>

Je n'occuperai pas plus longtems vôtre Excellence, que pour lui faire observer que si sa Ligne réelle de justice, avoit été aussi forte que celle avec laquelle elle s'exprime, je n'aurais pas eû tant de raisons de me plaindre dans le cas de M<sup>r</sup> Gordon.<sup>7</sup>

Comme vôtre Excellence m'annonce quelle vâ transmettre immédiatement à sa cour cette affaire: j'en feré de même à la mienne, et feré connoître au Roi mon maitre, comme il est de mon devoir, les Torts réitérés faits à ses fidelles sujets, par les habitants de la Guadeloupe, ainsi que leurs attachements, et Partialité Pour les américains. J'ai lhonneur d'être &c.<sup>a</sup>

Signé, William Malthuw Burt.

pour copier.

Le C<sup>te</sup> D'arbaud

[Translation]

Copy of the letter from Mr. Burt, Governor of Antigua, to Comte d'Arbaud, dated 10 November 1777.

Sir.

Yesterday afternoon, I received your Excellency's letter, along with the deposition of a certain Pascali<sup>1</sup> and the letter of M. Guionneau, commandant of Deshayes, about a complaint which your Excellency is lodging with regard to a frigate belonging, as your Excellency assumes, to my master the king.

I resent Your Excellency's once more forcing me to bear witness to the petty, unfair insults with which you freely abuse the king's servants; you may recall the one regarding the judges of the Admiralty Court of Nice, which I mentioned; this second one which says that the officers of his Majesty's frigate were hunting down negroes and mulattoes to sell as slaves barely deserves a reply; but, sir, once and for all, I beg your Excellency to try to persuade you to believe that His Majesty's officers act out of zeal for His royal service, affection for himself and his family, and loathing for rebels, and not out of their own interests. As this does not at all conflict with the protection accorded to pirates and rebels, this request will probably be granted.<sup>2</sup>

Pascali knew to whom he ran: this forces me to inform your Excellency what type of distinguished person Pascali is. He is so notorious that even the Marquis de Bouillé, although he is already tolerating prostitution of the careening-place and a dockful of rebels, and is refitting the pirate ship called *Rattlesnake*, and although he knew of Pascali's ignoble conduct—Pascali, with a mixture of people, Corsicans, French, Spaniards, Dutch, and Americans, is commanding an armed American pirate ship which is working out of Martinique and Guadeloupe and is apparently the ship which was seized—gave the coast-guards at Martinique orders to bring him back.<sup>3</sup>

I must also inform Your Excellency that Pascali is not a Spaniard, but rather a Corsican fugitive, and if he has a commission, he is doing it as an agent of the Congress; he has on more than one occasion stolen tobacco from negroes, which he used to attract negroes, and took them to Trinity, where they were reclaimed; and the governor promised to make every effort to find and return them.

Here is the man that your Excellency and M. Guionneau are protecting so warmly, receiving him with open arms; this is the man whose ship you resented being seized.<sup>4</sup>

With regard to the letter from the commandant, I hope your Excellency will excuse me if I suggest that he disregard it; the commanders in general have shown such partiality in your government towards pirates that I must conclude with much more proper sense than the basis of your Excellency's poor opinion of the officers of the king's frigate, that their resentment at having heard about or seen that a ship had been seized was more sincere than their proclaimed zeal or indignation at what they call indignities perpetrated on His Very Christian Majesty: The way I perceive it, subjects who do not at all submit to the orders of their rulers to which your commanders are averse behave with indignities so insolent that they are callous to the behavior of the others.<sup>5</sup>

I am pleased to state very truthfully that I have the greatest respect for His Very Christian Majesty's dignity, and that I would be terribly chagrined if several people in this government were acting defiantly or improperly.

Since your Excellency has made so careless and ambiguous an accusation against a frigate and several people, and he has not given any indication as to how to iden-

tify them, since we have several frigates and advice boats in these waters, there is no way I could know which one it might be. I must also inform you that the maritime conduct of warships is something more in the admiral's jurisdiction.<sup>6</sup>

I will not take any more of your Excellency's time except to point out to him that if his approach to justice were as passionate as his language, I would not have so many reasons to complain in the case of Mr. Gordon.<sup>7</sup>

As Your Excellency tells me that he is going to pass this business directly on to his court, I will likewise do the same to mine and inform my master the king, as is my duty, of the repeated injustices perpetrated on his loyal subjects by the inhabitants of Guadeloupe, as well as their dealings with, and partiality for, the Americans. I have the honor of being &c.<sup>a</sup>

Signed, William Mathew Burt.

copy.

Cte. D'arbaud

Copy, FrPMAE, Arch. Dipl., Corr. Pol., Angleterre, vol. 525, 342-44.

1. See above, "Copy of Jean Pascaly's Declaration," 4 Nov. 1777, and Comte d'Arbaud to William Mathew Burt, 6 Nov. 1777.

2. Comment written by Comte d'Arbaud in the margin: "*il m'a paru plus convenable, d'attribuer a [illeg.] cupidité, cette voye de fait, qui devenait un acte d'hostilité, si elle était déterminée [illeg.] la poursuite, sans egard, d'un ennemi, sur une côte neutre qui doit imprimer du [r]espect: une audace pareille ne peut, ni ne doit être supportée.*" Translation: "this assault, which turned into an act of hostility, would be more properly attributed to cupidity as it was a determined and reckless pursuit of an enemy on a neutral coast which ought to be respected: this sort of impertinence cannot and will not be tolerated."

3. Comment written by d'Arbaud in the margin: "*Ce n'est point a titre de protection personele accordée au sieur pascali corse ou espagnol, que j'ai demande restitution, et repudation: mais bien a titre d'offense envers les sujets du roy mon maitre, et d'insulte sur les costes d'une de ses possessions, pas une voye de fait, et un acte d'hostilité que le droit des gens, [illeg.] de la neutralité, et l'union qui regne entre les courones de france, et dangleterre condamnent egaleme: tels sont le motifs de ma reclamation, on ne peut prendre le charge par ma depeche a Mr. burt—et le gouverneur ou ne la pas lire, ou n'a pas dicté la reponse peu mesurée, malhonnête, et tout a fait étrangere a l'objet en discussion qu'il ma adressée: Db.*" Translation: "it is not at all a matter of according personal protection to M. Pascali, whether he is Corsican or Spanish, that I requested restitution and repudiation, but rather it is on account of an offense against the subjects of my master the king, and an attack on the coasts of one of his possessions, by an assault, and an act of hostility that the rights of men and of neutrality, and the union which reigns between the crowns of France and England condemn equally: these are the motives for my claim: one cannot support the charge by reference to my dispatch to Mr. Burt, and the governor either did not read it, or did not dictate the answer which was immoderate, false, and completely unrelated to the topic under discussion which I addressed. Db."

4. Comment written by d'Arbaud in the margin: "*tous ces objets presentes d'une maniere peu convenable, et jobadere [?] tous grossiere, avec des epithetes et des personalites que des personnes en place ne doivent jamais se permettre ne meritent aucune discussion. Db.*" Translation: "all of these subjects, presented in a manner unsuitable and extremely foolish, with epithets and personal remarks which people of rank should never allow themselves to use, do not even merit discussion. Db."

5. Comment written by d'Arbaud in the margin: "*une poursuite a main armée, sur une coste neutre: ne peut être déterminée, que par une audace qui n'admet ni egards ni considerations, je suis bien éloigné de le presumer, ou par une cupidité qui n'est point arrêtée par les lois conservatrices de la propriété qui sont les mêmes et communes a toutes les nations: Db.*" Translation: "armed pursuit on a neutral coast can only be embarked upon by an insolence which deserves neither regard nor consideration—I am far removed from presuming it—or by a greed unchecked by the laws that protect property, which are the same and common to all nations. Db."

6. Comment written by d'Arbaud in the margin: "*L'accusation n'est point vague, elle est moins encore legere. elle porte sur un acte de violence, une voye de fait exercee sur nos costes par une fregate de sa majesté britannique. de 26 canons. Db.*" Translation: "the accusation is not ambiguous, and even less so careless. It deals with an act of violence, an assault perpetrated on our coasts by one of his British majesty's 26-gun frigates. Db."

7. Comment written by d'Arbaud in the left margin: "*imputation personnelle qui porte sur la bonne fois, qui ne merite aucune reponse Db.*" Translation: "personal allegation about my lack of good faith, which does not deserve a reply Db."

## November 11

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Nov<sup>r</sup> 11<sup>th</sup> 1777

Ord'd That D<sup>r</sup> John Greenleaf deliver Cap<sup>t</sup> Simeon Samson one Doctors Box for use of Brig<sup>t</sup> *Hazard*, as p<sup>r</sup> M<sup>r</sup> Green<sup>s</sup>. Acc<sup>t</sup> £115 .. 19 .. — . . .

Ord'd That Kemble & Thomas receive of Caleb Hopkins one Bolt English Duck N<sup>o</sup>. 2 to repair a spare fore-sail for the Brig<sup>t</sup> *Hazard*—also 2<sup>lb</sup> Twine—10<sup>lb</sup> Spun-Yarn, & 8<sup>lb</sup> Bolt Rope—

Ord'd That D<sup>r</sup> John Greenleaf deliver D<sup>r</sup> Turner<sup>1</sup> Medecine for Brig<sup>t</sup> *Tyrannicide*—£18 .. 18 .. 6. . . .

Ord'd, That Joseph Walkers Bill for Sundrys

for Brig <sup>t</sup> <i>Penet</i>	£ 9 .. 2 .. —
& for d <sup>o</sup> . for Row Galley	<u>4 .. 3 .. —<sup>2</sup></u>
	£13 .. 5 ..

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 85.

1. Dr. Edward Kitchen Turner.

2. Galley *Lincoln*.

CAPTAIN TOBIAS FURNEAUX, R.N., TO GOVERNOR NICHOLAS COOKE AND  
THE RHODE ISLAND COUNCIL OF WAR

Gentlem<sup>n</sup>:

Providence 11<sup>th</sup> Nov<sup>r</sup> 1777.—

From the Rank I hold in His Ma'tys service<sup>1</sup> expected to have had a audience before this, but attribute your delay in seeing me, to the hurry of business you may have had in hand: As I am informed a Flag of Truce is to be sent to Newport, having several propositions to make, beg I may be permitted to an interview before the Truce is dispatch'd<sup>2</sup> I am [&c.]

Tob<sup>s</sup>. Furneaux

L, R-Ar, Letters to the Governor (1777–1778), vol. 11, 73. Addressed: "To/The Honble Govern<sup>r</sup> Cook/and the Council/of Providence." Docketed: "Capt. Furneaux/Letter/Dated Nov<sup>r</sup> 11<sup>th</sup> 1777."

1. Captain of H.M. frigate *Syren*.

2. On 13 Nov. the flag of truce arrived at Newport with letters from Captain Furneaux and Governor Cooke's proposals for an exchange of seamen from H.M.S. *Syren* for an equal number of American seamen on the prison ship. Mackenzie, *Diary* 1: 212.

CAPTAIN SETH HARDING'S RECEIPT FOR GENERAL ACCOUNT OF THE  
CONNECTICUT NAVY SHIP *OLIVER CROMWELL*

Hartford Nov<sup>r</sup> 11<sup>th</sup> 1777

Rec<sup>d</sup>. of Pay Table Com<sup>tee</sup>. their four Orders on the Treas<sup>r</sup> of this State amounting to Two thousand Two hundred & Seventeen pounds fourteen Shillings—for Use of the Ship *Oliver Cromwell*—and am to account therefor with s<sup>d</sup>. Com<sup>tee</sup>.

✂ Seth Harding

N B—Cap<sup>t</sup> Hardings Pay Roll is to be examined as there are several Errors to be rectified

DS, Ct, Connecticut Archives, 1st Series, vol. 9, 209.

## CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO CAPTAIN ISAIAH ROBINSON

Continental Navy [Board] <sup>1</sup>

Sir.

Borden Town 11<sup>th</sup>. Nov<sup>r</sup> [1777]

We are very sorry to find by [your] Letter of the 8<sup>th</sup>. Inst that you have en[tirely] misunderstood ours of the 6<sup>th</sup>. We did [not] intend by any thing said therein to [give] you the least Pain or offence. We [only] mentioned, that when we formerly s[ent] Supplies for the Fleet, we told you [there] were several Articles required which [it] is not in our Power to furnish, & [we] observed Indents came for those very [ones.] We likewise wished the former Indents [had been] compleat as to those Things we could pr[ovide] since a second Application gave us the [necessity] of sending into the Country & opening [all the] Packages in order to get at them. Our [only] Desire is that our Officers & Men may [be] accomodated with every Necessary & Co[mfort] we can procure them, & have not drop[ped the] least Hint that we thought your De[mands] unreasonable.—You seem to have [made] up your Ideas a little too hastily; w[e wish] however, that you would think [no] more of this Matter, as we shall not.

There is a public Bake house which we have supplied with Flour, [out] of which the Commissaries assured us t[hey] would furnish our Fleet with Bread, [tom] & other Provisions in Common with the[ir] Fleet, & M<sup>r</sup> Crispin left us in Order [to] chose a Cargoe of Rum for the Purpose arrived along Shoar. We informed you of this immediately after the Engagement was made. But should he not be able to supply you, or should there be any Mistake in the Matter, let us know immediately & we will exert every Means for procuring you a sufficiency of Rum & Bread. At any Rate, however, we will forward you a few Hgds as soon as we can procure Waggons to carry them.

We are sorry you offer to send us a Sample of the Rum you received for Spirits. This is rather touching us in a tender Point, carrying an Insinuation that we either doubt your Declaration of the Quality of the Rum you received; or that you doubted our having put West India Rum into the waggon for the Use of the officers.—We request you would not affront us so much as to send this Sample.

We rejoice in your Escape from the Enemy's Boats—Your Situation was indeed critical—& we are happy in knowing you have taken Measures to cut off the Supplies to the City; could this be effectually done, Gen<sup>l</sup>. Howe's Stay at Philad<sup>a</sup> must be of short Duration.

M<sup>r</sup> James Wharton is gone to Mount Holly to purchase Stores for our Vessels, & will forward them immediably if they can be procured there.—We sincerely wish you well [&c.]

Fra<sup>s</sup> Hopkinson

John Wharton

L, NHpR, Naval Matters. Addressed: "[Mr.] Robinson Esq<sup>r</sup>"

1. The right hand margin of the first page is frayed. Bracketed words are derived from the logic of the text.

## CHAPLAIN EBENEZER DAVID TO NICHOLAS BROWN

Dear Sir

Fort Mercer Nov<sup>br</sup>. 11—1777

I know your anxiety to hear of the event of every Day I wrote you a few days since by M<sup>r</sup> Thompsons He was able to inform you exactly concerning our situation then—Last

monday Morning the Enemy opened several Batteries upon us from Province Island <sup>1</sup> & have by day cannonaded & heave shells ever since—not by Night so constant—We have lost but few men—But the works Barracks &<sup>c</sup> are near cut all the peaces—and I find that it is in agitation to abandon them. the Enemy got up two Brigs a Schooner & a sloop last night runing near Fort Mifflin these must afford a large supply of Provision they are safe in Schoolkill save the sloop that is run aground—If this could be done when our Galleys had assistance from Fort Mifflin—what when the Fort is turned against them—The Commanding Officer of Fort Mifflin <sup>2</sup> & the Commodore <sup>3</sup> are at variance (a most unhappy affaire) I forbore to mention what has hapened between them in my hearing since I have had pen in hand—I could weep for the Consequences—The Bearer hurrys me—in one word I expect that the Enemy will get a superior force upon the water above our Cheveau de frize & the Consequences are evident—May Americas GOD interpose & save our Country when those set for the defence of it are at swords point Gen<sup>l</sup> Varnums conduct on the Occasion as well as Col<sup>l</sup> Greens dose them honor in striving to make peace—We still think we can hold this Post as long as it shall be thought necessary & Both officers & Men are Firm & unshaken—Oh that we could hold out til Frost Ice—

E. David

L, RPJCB, Nicholas Brown Papers. Addressed: "M<sup>r</sup> Nicholas Brown/Merchant/Providence." Docketed: "Let<sup>r</sup> from Eben<sup>r</sup>/David—/Nov<sup>r</sup> 11: 1777."

1. Batteries were also on Carpenters Island.
2. Lt. Col. Samuel Smith.
3. John Hazelwood.

#### JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Nov<sup>r</sup> d<sup>o</sup> [Billingsfort SWbW  $\frac{1}{4}$  of a Mile]

Tuesday 11. AM our Army Cannonading Mud Fort.

d<sup>o</sup>.

Mostly fresh breezes & sleet. PM The *Cornwallis* Galley & a Tender <sup>1</sup> belong<sup>g</sup> to the *Eagle* firing on a battery on the Jersey shore, <sup>2</sup> the Rebels being at work there. At 4 Weigh'd & dropt farther down anch<sup>d</sup> again w<sup>th</sup> the Stream Anchor in 4 f<sup>m</sup>: the Small B<sup>r</sup> in 4 $\frac{1}{2}$  f<sup>m</sup>: Billingsfort WSW  $\frac{1}{4}$  of a Mile Run up the N<sup>o</sup>ermost Channel four Victuallers for the use of the Army at Philadelphia

D, UKLPR, Adm. 51/675.

1. H.M. sloop tender *Elk*.
2. American battery under construction near Little Mantua Creek.

#### JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 Novemb<sup>r</sup> D<sup>o</sup> [At Anchor Off Billingsport in the Delaware.]

Tuesd<sup>y</sup> 11 AM employed Barricadoing the Ship and getting ready to go against Mud Island Fort at 11 weighed and came to Sail, In about 5 minutes after the Adm<sup>l</sup> <sup>1</sup> made our Signal to Anchor again, but being in a very narrow part of the Channel we got aground.—

D<sup>o</sup>

Fresh Gales and Squally, Started 3 Tons of Water and carried out the Stream & Catch Anchors aStern to heave her Off by. at 6 PM 2 Briggs and Two Sloops past us with Provision for the Army, ½ past 8 hove off into 3 fms and Anch<sup>d</sup>.

D, UKLPR, Adm. 51/1037.

1. H.M.S. *Eagle*, Vice Adm. Viscount Howe's flagship.

#### JOURNAL OF THE CONTINENTAL CONGRESS

[York] Tuesday, November 11, 1777

The Committee on the Treasury brought in a report:

Whereupon,

*Ordered*, That a warrant issue in favour of Mr. John Brown, secretary to the Marine Committee, for 2,000 dollars, for the use of the said committee, who are to be accountable:

JCC 9: 886.

#### JONATHAN RUMFORD TO BRIGADIER GENERAL JAMES POTTER

Dr General

Wilmington Nov<sup>r</sup> 11<sup>th</sup>. 1777

I am acquainted by Cap<sup>t</sup>. Hugh Montgomery<sup>1</sup> who is Just Come from the River Shore that hee Counted thirty Eight Sales of Vessels Cheifly Ships & that hee heard from M<sup>r</sup> Whitehead Jones there had Ten Solders landed & Came to his House who Acquainted him That there was a fleete Now in the Delawar with Several Thousand British Soldiars on Borde The Ships are Now Passing by I therefore Send You this Inteligance<sup>2</sup> & am [&c.]

Jon<sup>a</sup>. Rumford

L, DLC, Papers of George Washington, Series 4. Addressed at bottom of page: "To his Excellency/General Potter."

1. Pennsylvania Navy Captain Hugh Montgomery, commander of the Pennsylvania galley *Effingham*.
2. Similar intelligence was sent to Potter by Maj. George Evans on this date. He forwarded both letters on to Washington. See Potter to Washington, 11 Nov., and Evans to Potter, 11 Nov., in Worthington C. Ford, "Defences of Philadelphia in 1777," *Pennsylvania Magazine of History and Biography* 19 (1895): 235, 237.

#### PETITION OF JOHN PEED

[Williamsburg, November 11, 1777]

A petition of *John Peed*, is presented to the House and read, setting forth, that he is a sailor belonging to the *Hero* galley under the command of Captain *Chamberlain*, and hath lost the use of one of his eyes in the service, and praying the House will take his case into consideration, and grant him such relief as shall be thought just and reasonable.

*Ordered* that the said petition be referred to the Committee of Publick Claims; and that they do examine the matter thereof, and report the same, with their opinion thereupon, to the House<sup>1</sup>

*Journals of the House of Delegates of Virginia* (Williamsburg: Alexander Purdie, 1778), p. 20.

1. The petition was rejected on 19 Nov. Ibid.



MASTER'S LOG OF H.M.S. *LIZARD*, CAPTAIN THOMAS MACKENZIENov<sup>r</sup> 1777Lat<sup>d</sup>. 32° .. 55' N [off *Charleston*]

Tuesday 11.

[at] 1 [AM] Shortned Sail and fired 4 three p<sup>dr</sup>s. 1 nine p<sup>dr</sup> and 1 Canester and brought to a Sloop from Cha<sup>s</sup> town bound to Cura-soe<sup>1</sup> hove to [at] ½ past 6 made Sail & wore Ship fresh breezes and Squally *Carysfort* and Prize in Company [at] 10 Wore Ship [at] 12 [PM] Lat<sup>d</sup>. Obs<sup>d</sup>. 32° .. 08' N.

[at] 1 Fresh b<sup>r</sup> and Clear [at] 3 hove to and hoisted the Cutter out and Sent hir on b<sup>d</sup>. the prize [at] 6 D<sup>o</sup> W<sup>r</sup> Sent amids: and 6 hands on b<sup>d</sup>. the prize made Sail [at] 8 hoisted the Cutter in light airs and Clar

D, UKLPR, Adm. 52/1839.

1. Sloop *Santa Maria*, James Spencer, master, of Charleston, mounting four guns and manned by nine seamen; the prize, laden with rice and tobacco, was sent to St. Augustine. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 239.

THE GAZETTE OF THE STATE OF SOUTH-CAROLINA,  
TUESDAY, NOVEMBER 11, 1777

Charles-Town, Nov. 11.

Capt. Vickery informs us, that he was chased to the Northward of Cape Romain, last Wednesday, by a large ship, till he ran into three fathom water, when another ship giving a signal, she gave over the chase, and stood off.<sup>1</sup>

The schooner *Jemmy and Sally*, one of the prizes taken by our State brigantine of war *Notre Dame*, has got safe into Sunbury in Georgia.

The sloop *Tom*, from the Bay for Bristol, lately taken by the *Washington* privateer of this port, arrived here last Tuesday.

On Saturday also arrived here, the ship *Spiers*, another of the *Washington's* prizes; taken on the 15th of September last, but retaken on the 19th of October, in lat. 32, just on the edge of soundings, by the armed ship *George*, from St. Augustine, Captain John Hosmer (described in this Gazette, No. 2076)<sup>2</sup> and again recovered from the enemy, by Capt. William Nicholls, the prize-master and other men belonging to the *Washington*, together with three Frenchmen, who had been taken by the *George* and put on board. The *George* (not the *General Howe* transport, as was said in our last)<sup>3</sup> had taken the sloop *Sally*, Capt. Carr, from this port bound for St. Eustatius, before she fell in with the *Spiers*: On taking the latter she immediately proceeded for St. Augustine, being very ill-manned, and anchored with them off the bar the 22d, at 5 o'clock in the evening; the British prize-master going ashore, Capt. Nicholls thought this a good opportunity to alter her destination, and accordingly, at 8 o'clock, the wind blowing very hard, after securing such men as might oppose him, cut her cable, made sail, though not 300 yards from each of the other vessels, and brought her off safe. Capt. Hosmer had taken another prize during his cruize, a brig from Nantes bound for this port, called the *Triton*, Luke Chauvet, master, vessel and cargo all French property: He took her on the 2d of October, but she was afterwards lost near St. Augustine. Capt. Chauvet was one of the persons put on board the *Spiers*, and is arrived in her.

The masters of some small vessels arrived from the Northward yesterday, say, that they on Sunday last saw a ship, and two brigs or snows to the southward of Cape Romain.

'Tis reported: that a privateer sloop, from Halifax, is cruising in lat. 28.—And the *Hinchinbrook*, with a sloop, and two schooners, none of them well manned, are said to be on a cruize, from St. Augustine,—from whence the ship *George* also may sail, after having been hove down in St. John's river.

1. Schooner *General Starks*, Vickery, master, from Newbury, Mass., owned by Nathaniel Tracey.

2. No. 2076, dated 7 Oct. 1777, has not been found. For another description of the armed ship *George*, see above, *Gazette of the State of South-Carolina*, 14 Oct. 1777.

3. See above, 4 Nov. 1777.

#### JOURNAL OF H.M.S. *SOUTHAMPTON*, CAPTAIN WILLIAM GARNIER

Nov<sup>r</sup> Tuesday 11<sup>th</sup> Port Royal Church SEbS and Salt Pond Hill WSW  
(AM) came in the *Washington* Snow Loaded w<sup>th</sup>: Rice [ou]r Tenders Prize, at 6 D<sup>o</sup>: weighed and came to Sail under whole Topsails, [*illeg.*] Punish'd Cha<sup>s</sup>. Walk Seaman with 12 Lashes for Neglect of Duty, at 8 D<sup>o</sup>: the Wind came to the SW came too with the Best B<sup>r</sup>: in 9 <sup>fm</sup>: Water.—

Port Royal Harb<sup>r</sup>: North<sup>d</sup>. 2 or 3 Miles  
Fresh Gales & Squally with Rain at 4 (PM) the Anchor came home D<sup>o</sup>. weigh'd run into the Harb<sup>r</sup>:

D, UklPR, Adm. 51/914.

#### November 12

##### MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Nov<sup>r</sup>: 12<sup>th</sup>: 1777—

Order'd That Ellis Gray Esq<sup>r</sup> deliver Cap<sup>t</sup> S Samson for the use of the Brig<sup>t</sup> *Hazard*, 2 Spy Glasses, 2 p's Drabb & 1 p's English Duck—

Order'd, That Cap<sup>t</sup> Caleb Hopkins deliver Simeon Samson Esq<sup>r</sup> 2 p's Stout Duck for the use of the Brig<sup>t</sup> *Hazard*—

Order'd, That Eleazer Johnson & Nehemiah Somes Agents for Schooner *Active* receive 60 H'ds Salt from Prize Ship *Johnson*—

Order'd, That Gustavus Fellows & Rob<sup>t</sup> Hitchborn receive 60 H'ds Salt from Prize Ship *Johnson*—

Order'd, That Sam<sup>l</sup>. Harris's Bill for Sundrys for Brig<sup>t</sup> *Penet* £9 . . 1 . . be p'd

Order'd, That Ellis Gray Esq<sup>r</sup> deliver Mess<sup>rs</sup>. Kemble & Thomas 1 p's English Duck N<sup>o</sup>. 1, for the use of the Brig<sup>t</sup> *Hazard*. . . .

Order'd, That William Lambert deliver the Topping Loft Chain, belonging to Brig<sup>t</sup> *Massachusetts* for the use of Brig<sup>t</sup> *Hazard*—

Order'd, That Cap<sup>t</sup> Hopkins deliver Cap<sup>t</sup> Samson one Stove, one Pan & Sheet Lead— for the use of Brig<sup>t</sup> *Hazard*—

SAMUEL ELIOT, JR., TO  
GOVERNOR JONATHAN TRUMBULL

Hon<sup>d</sup> Sir

Boston 12 Nov<sup>r</sup> 1777—

I take the liberty by Capt Perkins,<sup>1</sup> of writing to your Excellency, respecting the Plan adopted for fitting out the Vessells of Warr belonging to your State—The *Oliver Cromwell* now lies at the Wharf, under Care of Lieut Chapman,<sup>2</sup> who has one man only with him,—many Seaman and others would have enter'd before this, had we known upon what establishment to have taken them

Officers as well as Men are desirous of getting out as soon as possible, and are very pressing for enlisting papers—The same I say of the *Defence*, which is now near ready for Launching, but another difficulty attends her, I am at a loss for the States determination of her being rig'd into a Ship or a Brig, Captain Harding was of opinion she would make a better Ship than a Brig—You must be sensible it will not do for me to determine, I must desire orders as soon as can be conveniently sent; as nothing can be done about Her Masts and rigging, (and the Weather will soon be so cold, as to make it in a manner impossible to work upon them) untill it is determin'd.—Capt Perkins will wait upon your Excellency respecting the Port Wine and Tea sent to Lebanon, out of the *Honor* Brig, amounting to £569 . . 10/— the moiety I would have paid Capt Perkins on the spot; but he mentioning something about a division of the Tea, I tho't best to lett it alone untill his return, when I will pay him the ballance, and charge the State accordingly—Coll Trumbull<sup>3</sup> dld me your favor of 6<sup>th</sup> Instant, this day—the Order shall be duly attended to, as soon as it suits the Coll's convenience.—I remain [&c.]

Sam Eliot

L, CtHi, American Revolution, Box 6, Naval Affairs (1776–82). Addressed: "To/His Excellency Jon<sup>as</sup> Trumbull Esq<sup>r</sup>/Governor of the State of Connecticut/Lebanon." Docketed: "12<sup>th</sup> Nov<sup>r</sup> 1777/Sam<sup>l</sup> Eliot jun<sup>r</sup> Esq<sup>r</sup>/de Sundry/rec<sup>d</sup>. 17<sup>th</sup> Nov<sup>r</sup> 77 Cap<sup>t</sup> Niles."

1. Capt. Jabez Perkins.
2. Lt. John Chapman, Connecticut Navy.
3. Col. Joseph Trumbull.

GEORGE WASHINGTON TO THE CONTINENTAL NAVY BOARD  
OF THE MIDDLE DEPARTMENT

Gentlemen

Head Quarters [*Whitemarsh, Pa.*] 12 Novem<sup>r</sup> 1777

I have your fav<sup>r</sup> of the 10<sup>th</sup> and am only sorry that I did not sooner know my request of sinking the Frigates<sup>1</sup> had been complied with. The delay of the Resolve of Congress from the time you first applied for their advice, was what led me into a mistake, and I am obliged to you for the genteel manner in which you excuse me. I am perfectly satisfied with the measures which you have taken to secure the shipping and desire when you have no further occasion for the Men that they may be disposed of as directed in my former letters—I am [&c.]

Df, DLC, George Washington Papers, Series 4. Docketed: "12<sup>th</sup> Novem<sup>r</sup> 1777/to/Francis Hopkinson/&/Jn<sup>o</sup> Wharton Esq."

1. Continental Navy frigates *Washington* and *Effingham*.

## BRIGADIER GENERAL JAMES POTTER TO GEORGE WASHINGTON

[Extract]

Sir

I am sorey to Inform your excellency that Last night in the night the enemy got two Briggs and one sloop up past the Island<sup>1</sup> on the side nixt the Islands,<sup>2</sup> and this day they were unloading them at the Lowast ferrey in Schulkill,<sup>3</sup> there has been a verey hevey fiering this day at the fourt<sup>4</sup> from the Battreys on the Islands the fourt seldom Returned the fier the Galleys went lower down the River then Usel [Usual] and fierd on the ships. . . . I have Just Receved a letter from George Reed Esq<sup>r</sup> of the Dalawer State Informing me that there Militia has Destroyed 6 Vessels in Duck Creek with provisions going to the enemy Shiping and Taken a number of the Treaders he can give no Account of the numbers of soldiers that were in the fleet that came up—sum says there did not appear to be meney on Board—I am [&c.]

Nov<sup>r</sup> 12<sup>th</sup> 1777 9 oClock—Ja<sup>s</sup>. Potter

L, DLC, George Washington Papers, Series 4. Eight lines of this letter are not printed here. They relate to intelligence Potter expects to receive from Fort Mercer and Philadelphia. Addressed: "on public Service/His Excellency/General Washington." Docketed: "Brigad. Gen<sup>l</sup> Potter,/12<sup>th</sup> Novem 1777."

1. Mud Island.
2. Carpenters and Province Islands.
3. Probably Webb's Ferry.
4. Fort Mifflin.

## DIARY OF CAPTAIN FRANCIS DOWNMAN

[Carpenters Island, Pa.]

November 12th.—The firing from our batteries in a small degree kept up during the night and pushed on with vigour when day appears. Our men-of-war are approaching nearer the *chevaux-de-frise*. The *Vigilant* is to come up as soon as the tide will admit her. She is not to come over or through any part of *chevaux-de-frise*, but up a creek between Province Island and another small isle.<sup>1</sup> Her station is to be on the angle of the rebel grand battery and on the right of our batteries. A sloop,<sup>2</sup> likewise, with three 18-prs. is to follow the *Vigilant*, and after she is moored the sloop is to anchor just ahead of her. The men-of-war are to approach as near the *chevaux-de-frise* as possible and to keep up a fire on the fort and prevent their galleys from falling on the *Vigilant*. The floating battery with two 32-prs. is to be stationed on the left of our batteries, and a detachment of the guards is to be in readiness to storm.

Downman, "Services of Lieut.-Colonel Francis Downman," 211.

1. Up through the western channel between Carpenters and Hog Islands.
2. H.M. sloop *Fury*.

## MASTER'S JOURNAL OF H.M.S. ROEBUCK, CAPTAIN ANDREW S. HAMOND

Nov<sup>r</sup> 1777D<sup>o</sup> [At Anchor aBreast the Fort<sup>1</sup>]Wednesday 12<sup>th</sup>

at 12 AM Fresh Gales and Cloudy the *Isis*, *Cornwallis* Galley and Tenders kept Firing on the Enemy's Works on the Jerseys<sup>2</sup>

D<sup>o</sup>.

Ditto Weather 4 PM the *Isis Cornwalliss* & Tenders, continued firing on the Enemys works above Mantua Creek

D, UklPR, Adm. 52/1964.

1. Billingsport.
2. American battery under construction near Little Mantua Creek.

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

To the Commissioners of the Navy Board  
at Boston

Gentlemen

[York] November 12th 1777

We have received M<sup>r</sup> Warrens favour of the 4<sup>th</sup> & 7<sup>th</sup> ultimo informing us of the loss of the Brigantine *Hampden*<sup>1</sup> and we have no doubt but care has been taken to save as much of that Vessels materials as possible. Should you think what has been saved of those materials worthy of another Hull we would have you purchase One, provided it can be done on reasonable Terms, and that you get one every way well calculated for a Cruizer, particularly in point of sailing as that is a most material object with us. M<sup>r</sup> Bradford the agent at Boston hath lately advised us of the arrival of a Prize Brigantine called the *Industrious Bee* which he thinks would be suitable for a Cruizer. You will please to order a Court of enquiry on Captain Burroughs and his Pilot and if the Captain is acquitted and you purchase the Hull as above advised we would have the command given to him and when ready for Sea you will dispatch him on a Cruize the most likely for success. Enclosed are some Resolves of Congress which you will please to have published in all the Eastern Papers. M<sup>r</sup> Cushing informs the 36 Gun Ship will soon be launched,<sup>2</sup> but that he knows of no provision of Guns for her. That matter is under your direction and you will use every possible means to obtain them, and inform us as soon as may be what probability you have of succeeding therein and upon what terms; and you will see that all materials are provided for intire equipement for Sea and that all possible dispatch be given. The Expence of the Navy is very great, but every delay adds to the charge and deprives the States of that advantage over our enemies, and of those supplies which are the great ends of their destination. We sent you by Doctor Lynn<sup>3</sup> warrants upon the Loan Offices of Massachusetts and Rhode Island to the amount of 100,000 Dollars which we hope considering the present applications for monies from every quarter will for a time answer the demands on your Department. We are extreemly sorry to find such heavy complaints against Captain McNeill and we hope that Gentleman will be able to justify his conduct but as a Court Martial must be hereafter appointed for that purpose as well as for doing justice to the publick, we cannot consent in the mean time that the public Service should suffer, in addition therefore to what we have already in our former Letter said to you on that subject we must add, that if you apprehend the service will be injured by Captain McNeills remaining in the command of the *Boston*, you will suspend him till his conduct respecting his last Cruize is properly enquired into—Should this be done, you will put a person in command of her, the best qualified and most deserving you can procure being already in Commission perhaps you'll find none more diserving than Captain Olney; and you will also establish all such Of-

ficers in her, as have been in her the last Cruize who from proper inquiry you shall judge adequate to their stations, notwithstanding any suspensions or arrests of Cap<sup>t</sup> McNeill We have sent by Captain Palmes warrants in favour of M<sup>r</sup> Daniel Tillinghast Continental Agent at Providence for 44,000 Dollars and an order in his favour on the Honble Stephen Hopkins Esq for 15.926 Dollars & 8/9ths which we hope will answer the sums he has hitherto advanced. We shall direct him to exhibit his Account to you till the first of November from the time of his last Accounts exhibited to us— You will examine his vouchers and then transmit his account to us with such observations thereon as may occur to you, in order that we may settle the same to that time, after which he will from time to time settle his Accounts with, and make all applications for direction &c to you

As you have Authority so we approve of the Exchange of any officers from one Ship to another as they service may require, and we doubt not you had sufficient reasons for the Exchange of Captain Granis for Captain Palmes.—<sup>4</sup>

We are sorry to hear the expedition against Rhode Island was likely to prove unsuccessful, but we hope the getting the Frigates out of Providence River<sup>5</sup> will not depend upon that circumstance, fully relying on your utmost exertions in that object as well as in every other in your department We remain [&c.]

P:S: Captain Palmes having lost his Horse on the Road, and being obliged to purchase another as he informs us, and not being in Cash to defrey his Expences on his return— On his application we have advanced him 200 Dollars and taken his receipt therefor duplicate whereof signed by him we inclose you in Order that you properly settle with him, referring to you how far he ought to be considered as to his loss, & Charges

LB, DNA, PCC, Marine Committee Letter Book, pp. 109–10 (M332, roll 6).

1. See *Providence Gazette*, 11 Oct., above.

2. Continental Navy frigate *Alliance*.

3. John Linn.

4. John Grannis for Richard Palmes. See "Votes and Resolutions of the [*Continental*] Navy Board of the Eastern Department," 3 Oct., above.

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

#### JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

November 1777— At Anchor off Chester In the River Delaware  
Wednesday 12<sup>th</sup> Some of our Men of War up the river firing at the rebels all this day, our Convoy Anchored all round us, got onboard another. pilot Weighed & made Sail up the river.

At Anchor off Chester In the River Delaware  
D<sup>o</sup> W<sup>r</sup>: [Fresh Gales and Cold] the first part Latter Moderate Breezes PM anchor'd with the B<sup>t</sup> B<sup>r</sup> in 6 fms abrest of Red Hook and moored with the Stream Anchor, we see under Red bank 2 floating Batteries and Some Rebel Ships, the *Somerset*, *Isis*, *Roebuck*, *Pearl*, and *Liverpool* at Anchor a Mile above us, the *Isis*, Schooner, & Galley firing all this day at the rebles,<sup>1</sup> the *Vigilant* in the North Creek—

D, UKLPR, Adm. 51/331.

1. *Isis*, H.M. galley *Cornwallis*, and H.M. sloop tender *Elk* had been directing cannon fire at an American battery under construction near Little Mantua Creek since the afternoon of 11 Nov.

## MAJOR JOHN CLARK, JR., TO GEORGE WASHINGTON

[Extract]

My dear General

Mr Jacobs House Nov<sup>r</sup>: 12<sup>th</sup>: 1777 8 o Clock A.M.

This will inform you I left New Castle Yesterday Evening, at which place their lay about one hundred sail of Men of War & Transports, chiefly of the latter, one large Ship of Force at the mouth of Christiana—Day before Yesterday thirty five sail of Transports hove in sight & soon after taking advantage of the Flood, moved up & joined the Fleet at Chester—The Inhabitants say they had no Troops on board—same Day nine Hessians came on shore to bury a Hessian Captain who died of the Wounds he received at Brandywine; and informed the inhabitants they had between two & three thousand Troops on board & woud land Yesterday—I have also received information that all the Transports have Orders to hold themselves in readiness to sail with six Weeks provision exclusive of what they had. . . . The Militia of the Delaware State have taken 5 or 6 Shallops trading with the Enemy & a considerable quantity of Cash (solid Coin) about 20 prisoners. . . .<sup>1</sup> I am [&c.]

Jn<sup>o</sup>. Clark Jun<sup>r</sup>

P.S. A pilot Boat was going to New Castle when I came away, probably to pilot the Shipping up—

J C

L, DLC, George Washington Papers, Series 4. Six sentences of text are not printed here. They relate to Clark's spy in Philadelphia, his correspondence with Col. Christopher Greene, and to Benjamin Jacobs, the bearer of this letter. Addressed at foot of page: "His Excellency Gen<sup>l</sup> Washington." Docketed: "Major Clark./12<sup>th</sup> Novem: 1777./Ans<sup>d</sup>: 13<sup>th</sup>."

1. The capture of these vessels took place in Duck Creek, Del. See Brigadier General James Potter to George Washington, 12 Nov., above.

JOURNAL OF H.M.S. *CARYSFORT*, CAPTAIN ROBERT FANSHAWENov<sup>r</sup> 1777[Charles Town] Barr N 10° W<sup>t</sup> 26 Leag<sup>s</sup>.Wednesday 12<sup>th</sup>

At 10 AM Sailmakers compleated repairing the Main topmast Staysail D<sup>o</sup> Saw 2 Sail from the Masthead in the NW D<sup>o</sup> made the Signal to the *Lizard* & gave Chace—At Noon made the *Lizards* Signal to continue Chaceing to the NW D<sup>o</sup> Tk<sup>d</sup> & chaced to the S<sup>o</sup>ward

Charles Town Bar W<sup>t</sup> 10 Leagues

Fresh Gales & Squally At 1 PM Still in Chace—At 2 fired several Shot at the Chace At ½ past 2 the Chace br<sup>t</sup> too D<sup>o</sup> she proved to be the Sloop *Enterprize* from Charles Town for Martinico with Rice & Indico D<sup>o</sup> took the Prisoners on board & sent a Mate & 4 Men on board to take Charge of the Prize<sup>1</sup>

D, UKLPR, Adm. 51/168.

1. Sloop *Enterprize*, Timothy Pearse, master, owned by Messrs. Bowers & Co. of Swansea, Mass., carried four guns and a crew of seven seamen. The prize was sent to St. Augustine. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 239.

## November 13

LOG OF MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*,  
CAPTAIN JONATHAN HARADEN1777 Nov<sup>r</sup> 13<sup>th</sup> [*Salem*]

This Day begins a with Fresh Breeze of Wind at N.W. at 8 O'clock in the Morning Weighed Anchor in Salem Harbour at half past Nine came to Sail sent the Boat ashore at Marblehead and brought all the Hands on Board then made sail for Boston at 6 PM Anchored in Nantasket Road the Boat went up to Boston with the Capt<sup>n</sup> and for a Pilot—

D, MSaE, Log of Brigantine *Tyrannicide* (Nov. 1777–May 1778).

“VOTES AND RESOLUTIONS OF THE [*CONTINENTAL*] NAVY BOARD  
OF THE EASTERN DEPARTMENT”

at Boston Novem<sup>r</sup> 13. 1777—

Voted That Instructions be sent to Cap<sup>t</sup> Rathburn to proceed on his present Cruise—

Whereas Commissions Cannot be obtained here for the Lieutenants on board the Sloop *Providence* Cap<sup>t</sup> Rathburn Commander therefore

Voted That a Commission be sent to Joseph Vesey as first Lieutenant of said Sloop and to Daniel Bears as Second Lieutenant.—

Voted That four blank warrants be Signed by this Board and Sent to Cap<sup>t</sup> Rathburn to fill up to those persons that are proper for warrant officers on board the Sloop of which he is Commander.

Voted That a Letter be wrote & sent to Cap<sup>t</sup> Rathburn Inclosing his instructions and to Inform him that it is not in our power to furnish him with Slops &c and that as there are no blank Commissions to be obtained here that this board have Sent him Commissions for his two Lieutenants and warrants for the warrant officers—

Voted That a Letter be wrote to M<sup>r</sup> Leonard Jarvis informing him of the receipt of his the 5<sup>th</sup> instant and desiring him to Transmit an Inventory of the Stores saved out of the *Hampden* &c &c—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Nov<sup>r</sup> 13<sup>th</sup>. 1777—

Order'd, That Cap<sup>t</sup> Chapman take charge of the Brig<sup>t</sup> *Nantz* and fit her for the Sea—<sup>1</sup>

Voted, That Cap<sup>t</sup> Phillips<sup>2</sup> be a Committee to procure a Captain & People for the Ship *Adams* & get her ready for the Sea—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 87–88.

1. Capt. Joseph Chapman of the Massachusetts State trading brigantine *Nantes*.

2. Isaac Phillips.



*INDEPENDENT CHRONICLE (BOSTON), THURSDAY, NOVEMBER 13, 1777*

Boston, November 13.

Since our last, a Prize Sloop, laden with Wines, Fruit, &c. taken by the *Mars*, arrived at an Eastern Port<sup>1</sup>. . . .

Last Monday arrived at a safe Port, a Prize Sloop, laden with Coal, Oil, &c. taken by the Schooner *Lizard*.<sup>2</sup> She was bound from Spanish-River to Halifax.

1. Sloop *Jenny*, Peter Scott, master. *NDAR* 9: 632.

2. Massachusetts privateer schooner *Lizard*, William Steward, commander, mounting four guns with a crew of thirty seamen, was commissioned on 23 Sept. 1777 and was owned by Mungo Mackay and Thomas Adams, of Boston. *M-Ar, Revolutionary Rolls*, vol. 6, 190.

## CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO CAPTAIN ISAIAH ROBINSON

Continental Navy Board

Borden Town 13<sup>th</sup> Nov<sup>r</sup> 1777

Sir.

As the Weather is growing cold very fast we are uneasy on Account of the uncomfortable Situation of our Officers on Board the Fleet for want of Fire Places. We have endeavoured, but find we cannot procure the suitable Cannon Stoves. we are told however that some of the small open Stoves are so cast that they may have Pipes fitted to them & therefore may serve the present Occasion. We have, sent a Gentleman down to Mount Holley & we expect he will be able to get 5 such stoves for you & forward them immediately. We have also wrote to the Works at Holly ordering a Quantity of Sheet Iron to be rolled out as soon as possible & sent down. Your Smiths must contrive to make them into Pipes & fit them for; & we hope this may be done without much Difficulty. This is the most speedy Method we could think of for supplying you with these necessary Accomodations. We are [&c.]

Fra<sup>s</sup> Hopkinson

John Wharton

L, NHpR, Naval Matters. Addressed: "On public Service/To/Isaiah Robinson Esq<sup>r</sup>/Commander on Board/the *Andrew Doria*/at/Red Bank/ContinentalNavy Board." Docketed: "November 13th/1777."

## GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Head Quarters Whitemarsh 13<sup>th</sup>. Novem<sup>r</sup> 1777

The weight of the Enemy's Fire upon Fort Mifflin has made such an impression upon the Works, that I think it more than probable that the Garrison will soon be obliged to evacuate it totally, altho' I have directed them to keep up a shew of possession as long as possible. I shall be glad to know whether it will be possible for you to remain at or near your present station with the fleet, after our people have totally evacuated the Island, and the Enemy have taken possession? or whether it will be in your power to hinder them from erecting new Works upon the Island by the Fire of your Ships, Floating Batteries and Gallies? If this can be done, and we can keep possession of the Jersey Shore three Weeks longer, we may possibly hinder them from getting a clear passage thro' the Chevaux de frize this Winter, which to us is the most

desirable event. They have already carr<sup>d</sup>. some of their smaller Vessels, such as Brigs and sloops, between the Islands and into Schuylkill.

I confess myself unable to give you any Advice as to the disposition of the navy, supposing the Enemy in possession of Mud Island, and shall therefore be glad to have the opinion of yourself and Officers upon the subject. I am Sir

G<sup>o</sup>: Washington

L, NjGbS, Stewart Collection, Safe Ms. By permission. Addressed: "Public Service/To/Commodore Hazelwood./Off Red Bank/Delaware." Docketed: "November 13<sup>th</sup>. 1777."

#### DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Carpenters Island, Pa.*]

November 13<sup>th</sup>.—The wind blows exceeding hardly; the *Vigilant* cannot come up, nor the floating battery get down. Our batteries keep up a constant fire with cannon and mortars. The fort appears a perfect wreck; they return our fire but very faintly. The wind abated in the night. The floating battery went down and took her station.

Downman, "Services of Lieut.-Colonel Francis Downman," 211.

#### JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEW

November 1777

In the River Delaware

Thursd<sup>y</sup> 13<sup>th</sup>

at 9 AM weigh'd run higher up & Anchor'd abreast of a Small Battery the Rebels were throwing up against the Shipping<sup>1</sup> carr<sup>d</sup>. a Small Anchor, out to Steady the Ship & begun to fire on the Rebels.

In the River Delaware

D<sup>o</sup>. W<sup>r</sup> [Fresh Gales & Cloudy] at 1 PM left of firing on y<sup>e</sup> Rebels got y<sup>e</sup> Sprits<sup>l</sup> yard fore & aft & fir'd our forecandle Guns Occasionally

D, UkLPR, Adm. 51/548.

1. American battery under construction near Little Mantua Creek.

#### MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Nov<sup>r</sup> 1777

D<sup>o</sup>. [At Anchor aBreast the Fort<sup>1</sup>]

Thursday 13<sup>th</sup>

at 8 AM The *Liverpool* dropt up and with the *Isis* &c<sup>a</sup>. Fired on the Enemys Works—<sup>2</sup>

D<sup>o</sup>.

First part Fresh Gales and fair latter moderate and Cloudy 4 PM the *Experiment* came up and Anchord below Billings Port

D, UkLPR, Adm. 52/1964.

1. Billingsport.
2. American battery under construction near Little Mantua Creek.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Thursday, November 13, 1777

*Ordered*, That a warrant issue on the continental loan officer for the State of Rhode Island,<sup>1</sup> for forty-four thousand dollars, and another warrant on the commissioner of the loan office for the State of Maryland for eight thousand dollars, both in favour of the Marine Committee, or their order, and for which they are to be accountable:

JCC 9: 898.

1. Daniel Tillinghast.

CONTINENTAL MARINE COMMITTEE TO  
THOMAS CUSHINGThomas Cushing Esq<sup>r</sup>

Sir

[York] November 13<sup>th</sup> 1777

You will on all occasions apply to the Navy Board of the Eastern Department for advice, Instructions and necessary Moneys for completing your Agency—We are glad to hear the 36 Gun Ship<sup>1</sup> is so far advanced, we shall give Instrucions to the Navy Board for providing her Guns and every other necessary for her equipment. We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 111 (M332, roll 6).

1. Continental Navy frigate *Alliance*.

CONTINENTAL MARINE COMMITTEE TO  
JOHN DESHONJohn Deshon Esq<sup>r</sup>

at Providence

Sir

[York] November 13<sup>th</sup>. 1777

We have received yours of the 26th of October and altho we have very unfavourable Accounts of the expedition upon Rhode Island yet we are glad to find the Continental Ships in Providence River are so nearly fit for Sea and hope their getting out will not depend on the Success of that expedition. The getting those Ships out is an object of very great importance and we learn there were but two Ships in the Bays when Captain Palmes left Providence we are in hopes that one of the Ships at least has already sailed we had sent forward before Captain Palmes Arrived Loan Office Certificates for 100,000 dollars by Docter Lynn which we hope will answer for the present necessities. The calls for Money are pressing on every side. However we shall endeavour as much as possible to support the important department entrusted to the direction of the Navy Board. We shall write more at large to the Navy Board and in the mean time remain [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 111 (M332, roll 6).

CONTINENTAL MARINE COMMITTEE TO  
DANIEL TILLINGHAST

Daniel Tillinghast Esq<sup>r</sup>

Sir

[York] November 13<sup>th</sup> 1777

Yours of the 27th of October enclosing a Copy of your Letter of the 13th we have received. Some particular circumstances together with the removal of Congress prevented the signing and forwarding the Letter now enclosed of the 10th of September and the order of that date on the Honble Stephen Hopkins Esq<sup>r</sup> for 15,926 8/9ths Dollars also the obtaining any further Moneys for you. with that order we now inclose you a warrant on the Loan office for the State of Rhode Island for 44,000 Dollars for which you are to be accountable and which we hope will answer present emmergencies.

You will present your Accounts and vouchers from the last charge of your accounts heretofore exhibited to us to the 1st of November to the Navy Board of the Eastern Department who we have directed to examine the same and thereupon to transmit the account to us in order that the same may be settled after which you will be pleased from time to time to apply to that Board for settlements and for any directions necessary for your conduct when you shall not have received particular directions from the Marine Committee.—

We enclose you the Order of the Court of Appeals reversing the judgment in the Case of Hopkins against Darby upon the Brigantine *Kingston Packet*.<sup>1</sup> We are glad to hear the Frigates<sup>2</sup> are in such readiness for putting to sea. this is an object of great importance and we hope the attainment of it will not depend upon the intended attempt upon Rhode Island as we hear that Expedition in all probability has turned out unsuccessful but from what causes we are yet ignorant. We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, pp. 111–12 (M332, roll 6).

1. The *Kingston Packet* was taken by Capt. John Paul Jones, Continental Navy sloop *Providence*, on 25 Sept. 1776. See *NDAR* 6: 1126, 1287–88.

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

JOURNAL OF H.M.S. *EMERALD*, CAPTAIN BENJAMIN CALDWELL

November 1777

In Mocksack [*Mobjack*] Bay.

Thursday 13<sup>th</sup>

at 4 AM saw a Vessel standing into this Bay fired 4 twelve pounders at her, which brought too; a Sloop from Hampton bound up the Bay; took her Cargo, out.<sup>1</sup>

In Mocksack Bay.

Ditto Weather, [Fresh gales & clear] sent the Barge to chace a Vessel running along Shore the *Phœnix's* Tender anchored here, PM the Barge return'd which had burnt a Vessel on Shore, loaded with Salt and Sundries.

D, UKLPR, Adm. 51/311.

1. Sloop *Polly*, Thomas Bell, master and owner, of Virginia, a crew of three seamen, from Suffolk, Va., to Alexandria, with rum and salt, taken in Mobjack Bay, employed as a tender. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488.

JOURNAL OF H.M. SLOOP *STORK*, LIEUTENANT FRANCIS L'MONTAISNovem<sup>r</sup> 1777

[Off Cape François]

Thursday 13

At 7 AM Saw a Sail in the SE Gave Chace, fired a Gun Bro<sup>t</sup> her to She proved to be Schooner from Virginia bound to Cape Francois, took Possession of Her<sup>1</sup>

[at Noon] Fresh breezes and Cloudy At 5 PM in Top Gall<sup>t</sup> Sails the Mount E<sup>1</sup>/<sub>2</sub>S, at 8 Saw a Sail Gave Chace, fired two Guns to bring the Chace to She proved to be a french Ship,

D, UklPR, Adm. 51/930.

1. Schooner *Adventure*, from Virginia, with flour and staves. Cayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UklPR, Adm. 1/240, 505.

## NATHANIEL MONRO TO WILLIAM PATTERSON

Dear Sir,

Marigalante Nov<sup>r</sup> 13<sup>th</sup>. 1777

One third of the Chances at present appear to be against my making my fortune in the privateering way, The *Rambler* being no more—<sup>1</sup>

when I arriv'd here she was one side under water the Rocks having gone through her soon after she Struck her materials are all ashore, some of which I have taken & given a Receipt for, the Quality when you come to value them Capt: Staunton can inform you,—What are left here of her crew are English which the Governor insists on my taking on board, they according to the general disposition of Sailors oppose it, but are forc'd on board by the Soldiers, whether they will become reconciled or not is yet a doubt—if they do I shall be better mann'd than any privateer in the Westindies if not I must set them ashore & shall then be as well off as my Neighbours—this loss may make me a little desperate therefore do not be surpriz'd should you hear of my being taken in some foolhardy enterprize<sup>2</sup>—The officers on board were much to blame, tho such an Accident might have happen'd to me as soon as anybody. have paid: Capt Staunton thirty Jo's & three Dollars on Acc<sup>t</sup> of Sloop *Rambler* which He will Acc<sup>t</sup> with you for—I am dear Sir your most sincere Wellwisher

Nath<sup>l</sup> Monro

I believe the Sloop sails tolerable—

L, MdHi, Miscellaneous Documents, Vertical File. Addressed: "To M<sup>r</sup> W<sup>m</sup>. Patterson Merch<sup>t</sup>/in/S<sup>t</sup> Pierre/favor'd by/Cap<sup>t</sup> Stanton." Docketed: "Cap<sup>t</sup> Nath<sup>l</sup> Monro/Marigalant 13<sup>th</sup> Nov<sup>r</sup>/1777."

1. See NDAR 9: 538, for earlier activities of the privateer sloop *Rambler*.

2. For Monro's eventual fate as captain of the privateer sloop *Henry*, see below, Lord Macartney to Lord George Germain, 25 Dec. 1777; and *South Carolina and American General Gazette*, 19 Feb. 1778.

## November 14

## COLONEL SAMUEL HERRICK TO THE PRESIDENT OF THE VERMONT COUNCIL OF SAFETY

Sir

Poulet Novem<sup>r</sup> 14<sup>th</sup> 1777—

I have the Pleasure to inform you, that the Enemy have abandoned Tyconderoga, Mount Independance &c<sup>a</sup> on Saturday last after demolish<sup>s</sup> all the Fortifications,

Bridges, burn<sup>g</sup> all the Houses, & destroy<sup>g</sup> all Stores Cannon &c<sup>a</sup> which they could not bring off—Their Retreat was precipitate indeed, as appears by many Circumstances—

A few Days before I was informed by Deserters that their Shipping & a Number of Boats were loaded for S<sup>t</sup> Johns, who had orders to return immediately to fetch more Load<sup>g</sup>—about that Time I ordered Cap<sup>t</sup> Eben<sup>r</sup> Allen with 60 Rangers down to Lake Champlain with Orders to take two Armed Vessells by Stratagem, & to secure what Provisions, Forage &c<sup>a</sup> he could—Cap<sup>t</sup> Allen was join<sup>d</sup> by Cap<sup>t</sup> Lee<sup>1</sup> at Rutland—and a considerable Number of the Inhabitants & Hunters—a few Days after which enlarged Cap<sup>t</sup> Allens Detachment to about 200. Men—

I suppose they had not yet recovered from the Surprise which my Letter of Nov<sup>r</sup> 1<sup>st</sup> occasioned them when Cap<sup>t</sup> Allens Detach<sup>t</sup> was discovered on the Lake—a few Days after which made them suppose I was serious in my hinted Projects & being afraid that their Retreat would be cut off at the Narrows—they immediately began their Retreats on the 3<sup>rd</sup> Instant—& finished the whole on Saturday last—

Major Wait<sup>2</sup> is gone with 75 Men to take Possession & to secure Stores, Cattle, Horses & Boats, if the Enemy have left any—Cap<sup>t</sup> Allen is now harrassing the Enemies Rear endeavoring to take some scattering Boats—

The Coast is now clear & the Season is far advanced & Nothing to be feared from the Enemy in this Quarter till Spring—I would propose to Consideration of the Hon<sup>l</sup> Council whether it would not be best for the Reg<sup>t</sup> to be stationed in or about Bennington &c<sup>a</sup> I have the Honor to be &c<sup>a</sup>—

Sam<sup>ll</sup> Herrick<sup>3</sup>

Copy

Copy, Ct, Jonathan Trumbull Papers, VII, pt. 2, 187. Addressed at foot of letter: "President of Council."

1. Capt. Thomas Lee, New Hampshire Rangers.
2. Possibly Capt. Jason Wait, 1st New Hampshire Continental Regiment.
3. Colonel, Vermont Rangers.

*THE FREEMAN'S JOURNAL, OR NEW-HAMPSHIRE GAZETTE (PORTSMOUTH),*  
SATURDAY, NOVEMBER 15, 1777

Portsmouth, Nov. 14.

Monday last arrived at a safe port a prize Brigantine<sup>1</sup>, from London bound to Halifax, taken by Captain Stacpole, in the privateer Brigantine *McClary*, belonging to this place; the invoice of her cargo amounts to twelve thousand pounds sterling, in the following articles, viz. English Goods, 13 Chests Bohea Tea, Loaf Sugar, Cheese, Steel, Porter, Hard Ware, Provisions, &c. The Captain of the prize informs, that on hearing Gen. Burgoyne had taken Tyconderoga, and his progress towards Albany, looking upon it that America was conquer'd, 35 sail came out with him, laden with the like articles, bound to different ports in America.

1. *Lusanna*, Matthew Wood, master.

LIBEL FILED IN NEW HAMPSHIRE MARITIME COURT

State of New-Hampshire, Rockingham ss.

To all whom it may concern.

Notice is hereby given, that a LIBEL is filed before me, in behalf of Joshua Stackpole, Commander of the private armed Brigantine, called the *McClary*, and all concerned therein, against the Brigantine *Lusannar*, of about 70 Tons burthen, her Cargo and Appurtenances, Mathew Wood late Master—which vessel so libelled, is said to have been taken and carried into the State of New Hampshire aforesaid; and for the trial of the Justice of this Capture the Maritime Court for the said State, will be held at the Court House in Portsmouth, on monday the 8th day of December next, when and where the owners of said Capture, and all concerned may appear, and shew cause (if any they have) why the said Vessel and Cargo should not be condemned. Portsmouth, Nov. 14. 1777.

J. Bracket, Judge of said Court.<sup>1</sup>

*The Freeman's Journal, or New-Hampshire Gazette*, 15 Nov. 1777.

1. A copy of the manuscript libel, dated 11 Nov., is in DNA, PCC, item 44, 265–66 (M247, roll 58).

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*,  
CAPTAIN JONATHAN HARADEN

1777 Novem<sup>r</sup> 14<sup>th</sup>. [*Nantasket Road*]

This day begins with a Fresh Breeze at 4 PM a Lighter came down from Boston and brought a Cable & Anchor 4 Tierces & 2 Barr<sup>l</sup>. Bread, a Puncheon of Rum 6 Quart<sup>r</sup> of Beef a Bush<sup>l</sup>. Salt and a Cord of Wood—at 6 PM carried out the sheet Anchor and moored the Brig<sup>t</sup>.—

D, MSaE, Log of Brigantine *Tyrannicide* (Nov. 1777–May 1778).

“VOTES AND RESOLUTIONS OF THE [*CONTINENTAL*] NAVY BOARD  
OF THE EASTERN DEPARTMENT”

[*Boston*] Novem<sup>r</sup> 14. 1777

Voted That M<sup>r</sup> Jonathan Hastings be paid his Acco<sup>t</sup> for paper & other articles for the use of this Board Amounts to £23.15.3.—

Voted That M<sup>r</sup> Deshon be desired to write a letter to Joshua Huntington Esq<sup>r</sup> to inform him that this Board have it now in their power to furnish him with a sum of money to Enable him to prosecute the Building the Ship for the present &c &c<sup>1</sup>

Voted That M<sup>r</sup> John Welch be paid the sum of 24/ in full for Carving the garter round the mould for Cannon.—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. See Continental Navy Board of the Eastern Department to Joshua Huntington, 14 Nov., below.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOSHUA HUNTINGTON

Navy Board Eastern Department

Boston Novem<sup>r</sup> 14, 1777

Dear Sir

We have just received from the Hon<sup>ble</sup> Continental Congress an Answer to the Several Requisites made by this Board and now have it in our power to furnish you with

a Sum of Money as will Enable you to prosecute the Building the Ship<sup>1</sup> for the present and also purchase a quantity of Beef and Pork for the Navy This being the Season for purchasing Beef We request you and Mr. Wheat to Engage to Amount of 300 barrells as soon as possible We shall depend on you and Mr. Wheat for 300 barrells of Pork.

I purpose next week to be at Norwich and shall bring the Needfull with me We wish you would send for more Beef Salt. The Salt for Pork we will Endeavour to furnish you with at Norwich. I am [&c.]

John Deshon

Connecticut Historical Society *Collections* 20: 76.

1. Continental Navy frigate *Confederacy*.

### JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Friday 14th November 1777

Return of Officers on Board the Brig called the *Hazard* whereof is Commander Simeon Sampson Read & Ordered that said Officers be Commissioned agreeable to their respective ranks.—

LB, M-Ar, Mass. Archives Collection, vol. 21 (Massachusetts Council Records), 872. Marginal note: "Capt Sampson's Return of the *Hazard's* Officers—Order to be Commissioned."

### MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War Boston Nov<sup>r</sup> 14<sup>th</sup> 1777—

Order'd, That Simeon Samsons Account against Brig<sup>t</sup> *Hazard* £53 . . 2 . . 3 be paid. . .

Order'd, That Cap<sup>t</sup> Harraden's Account for Sundrys for Brig<sup>t</sup> *Tyrannicide*—£198 . . 11—be paid. . .

Order'd That Cap<sup>t</sup> Doble take the Prisoners on shore from the Prison Ship *Adams* & deliver the Ship to Cap<sup>t</sup> Phillips<sup>1</sup>—Cap<sup>t</sup> Doble to see the Prisoners forth coming—<sup>2</sup>

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 88–89.

1. Capt. Isaac Phillips.

2. Lt. Joseph Doble, Continental Navy.

### PETITION OF THE OWNERS OF THE MASSACHUSETTS PRIVATEER BRIG *WASHINGTON* TO THE MASSACHUSETTS COUNCIL

To the Hon<sup>ble</sup>: the Council of the State of  
Massachusetts Bay.—

The Petition of John Dyson & Sam<sup>l</sup>: Thwing for themselves and the rest of the Owners of the Privateer *Washington* of Fourteen Carriage Guns and ninety men<sup>1</sup>  
Humbly Sheweth,

That the said Privateer is now Compleatly manned and ready to Sail on a Cruise, and waits only for the want of Powder of which they were disappointed, and they are utterly at a Loss how to procure it unless your Honors will be pleased to Sell them a quantity out of the Publick Stores Sufficient for her Cruise, which will be Eight hundred weight.—



We therefore humbly pray your Honors would be pleased to Give Orders for them to receive the Quantity of Powder as aforesaid as the said Privateer is detained for nothing else at a very great Expence to the Owners, and if they can't Obtain it must break up the Cruise.—

And as in duty bound shall pray &c

John Dyson  
Samuel Thwing

Boston Novem<sup>r</sup> 14<sup>th</sup> 1777

[*Notation*] In Council Nov<sup>r</sup> 14<sup>th</sup> 1777 Read & Ordered that the Prayer of the above Petition be granted and that Sam<sup>l</sup> Phillips Esq<sup>r</sup> of Andover be and he is hereby is directed to deliver Mess<sup>rs</sup>. John Dyson & Sam<sup>l</sup> Thwing Eight hundred Wh<sup>t</sup> of Powder—they paying for the same at the Rate of Six Shillings 7<sup>d</sup> lb.—

Jn<sup>o</sup>. Avery D<sup>r</sup> Sec<sup>y</sup>

DS, M-Ar, Mass. Archives Collection, vol. 173 (Council Papers), 575.

1. The brigantine *Washington*, Nicholas Ogelbe, commander, was commissioned on 8 Nov. 1777. M-Ar, Revolutionary Rolls, vol. 7, 301, 302.

#### SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL

Hon<sup>d</sup> Sir

Boston 14 Nov<sup>r</sup> 1777—

This you will receive by M<sup>r</sup> Angell<sup>1</sup> Lieut of the *Defence*, he waits upon your Excellency for the determination of the Council of Safety, respecting the fitting out the Vessells now in the Harbor of Boston—several Officers have arriv'd since I wrote by Capt Perkins,<sup>2</sup> who will be oblig'd to lay still untill M<sup>r</sup> Angells return, I doubt not I should be able to obtain many good Seamen if I had orders so to do—I must refer your Excellency to M<sup>r</sup> Angell for the particulars relating to each Vessel, especially the *Defence*, as we are very uncertain about preparing her rigging, Capt Harding was for Rigging her into a Ship, and most people are of opinion she could make a better Ship than Brig. I have given M<sup>r</sup> Angell a Survey of the *Defence*,<sup>3</sup> properly certified, and hope to receive full directions when he returns—We shall want two pair of Six pound Cannon—if we had all Sixes it would be better—M<sup>r</sup> Angell will give your Excellency an account of the Stores we shall want from Connecticut—My brother some time since forwarded 7 bolts Russia Duck to Lebanon, we shall have occasion for that and a large Quantity besides.—I will take the most prudent measures for obtaining the Stores to be purchas'd in this place.—I remain [&c.]

Samuel Eliot

L, Ct, Connecticut Archives, 1st Series, vol. 9, 213. Addressed at foot: "Gov<sup>r</sup> Trumbull."

1. Lt. James Angell.

2. Capt. Jabez Perkins.

3. The survey has not been located.

#### MUSTER ROLL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*

A List of Officers and Men on board the Ship *Boston*

Hector M <sup>c</sup> Neill	Captain
Hezekiah Welch	Lieutenant
William Faris	Acting do

Patrick Connor	}	Acting Master
Samuel Carlton		
Daniel Webber		
Hector McNeill Jun <sup>r</sup>		
Thomas Ward		Mates
John Hewes	}	
Alexander Robertson		
Samuel Gragg		Pilott for the Coast
Benj <sup>a</sup> : Crowningshield		
Peter Cavey		}
William O'Brien		
Peter Clarke		
William Lamb	Capt <sup>s</sup> : Clerk	
Joseph Lewis	Boatswain	
Thomas Waite Foster		Gunner
Gideon Woodwell		Carpenter
John Linn		Surgeon
Moses Sawyer		do Mate
Benj <sup>a</sup> : Balch		Chaplain
Chipman Bangs		Steward
Chace Rogers		Cooper
William Jennison		Serjeant
James Sims		do
Josiah Waite		
Benj <sup>a</sup> : Foster,		Sailmaker,
Caleb Parker		do Mate,
Benj <sup>a</sup> : Tapping		Abraham Buzzell
John Smith		John Keefe
Joseph Henderson		Joel Philbrook
Benj <sup>a</sup> : Henderson		John Murray
Daniel Harraden		John Crossley
Arthur Lloy'd		Richard Webber
John Willson		James Elmes
Thomas Morgan		William Liscomb
Lewis Leblanch		Elkanah Elmes
James Fitzgerald		Samuel Gray
Joseph Pettit		George Smith
Richard Lubey		David Willson
John Fullerton		Robert Dorne
Michael Burns		John M <sup>c</sup> Leod
Winter Calef		Thomas Gilliam
Hants Pederson		John M <sup>c</sup> Lane
Thomas Balch		Prince Gilbert
John Elliot		Nero Freeman
Daniel Horne		Cato Austin
Francis Tree		Cato Wood
Thomas Shaw		Jack Faris

John Calderwood  
 Thomas Perkins  
 Christopher Crow  
 Arthur Lloy'd Jun<sup>r</sup>  
 Joseph Harraden  
 Ephraim Pettingale  
 Abel Wetherell  
 George Lamb  
 John Keeper  
 88

London Terry  
 Francis Heck  
 Charles Hathaway  
 Quashey Hazard  
 Hampshire Dodge  
 Cornelius Cowart  
 Benj<sup>a</sup>. Peirce  
 William Newman

Ship *Boston* Novem<sup>r</sup>. 14<sup>th</sup>. 1777.—  
 Hector McNeill

DS, MB. By courtesy of the Trustees of the Boston Public Library. Docketed: "List of Men Nov<sup>r</sup> 14<sup>th</sup>/1777."

MAJOR GENERAL NATHANAEL GREENE TO  
 GEORGE WASHINGTON

[Extract]

D<sup>r</sup> Sir

At M<sup>r</sup> Morris Nov 14th 8 OClock PM 1777

... The flag was flying at Fort Mifflin at sunset this evening, there has been a very severe cannonade today—inclod is a letter from Col Greene respecting the condition of the fort <sup>1</sup>—the enemy have got up two or three vessels into the Schuylkill, they were attempting to get up a two and thirty gun frigate,<sup>2</sup> between hog Island and Provence Island by the best observation we could make her guns were taken out and follow'd her in a sloop<sup>3</sup>—She did not get up, but what was the reason I know not—The Comodore<sup>4</sup> should be directed to sink a vessel or two in the new channel as soon as possible, and the fort encouraged to hold out to the last—There is but one bridge over the Schuylkill and that is at the middle ferry—I examined the river my self from the falls to the mouth—

The enemy have got a chain of redoubts with Abatis between them from one river to the other, part of this is from information and part from my own observation—the Schuylkill is very deep and rapaid, too deep for foot to ford it—the bridge at Mattesons ford is not in so great forwardness as I could wish, the commanding officer sais it will be done in three days but a bridge of waggons can be thrown over for the foot to pass if that should not be done—

the enemy are greatly discouraged by the forts holding out so long and it is the general opinion of the best of the citizens that the enemy will evacuate the city if the fort holds out until the middle of next week—

There is plenty of forage in the country especially about Darby—We purpose to examin the ground a little more about Darby tomorrow and if possible return tomorrow evening—From the best accounts we can get there is but five Ships, with troops on board in the river.—I am [&c.]

Nath Greene

L, DLC, George Washington Papers, Series 4. One paragraph of this letter is not printed here. It relates a reconnaissance made by Greene of the grounds between the Middle Ferry on the Schuylkill River, Derby, Pa., and Carpenters and Province Islands. Docketed: "Maj<sup>r</sup> Gen<sup>l</sup> Greene/14<sup>th</sup> Novem 1777."

1. Letter not found.
2. H.M. armed ship *Vigilant*.
3. H.M. sloop *Fury*.
4. John Hazelwood.

COUNCIL OF WAR HELD ON BOARD THE PENNSYLVANIA NAVY GALLEY *CHATHAM*

In Council of War held on board the *Chatham* Galley Nov<sup>r</sup> 14<sup>th</sup>. 1777 Summoned by Commodore Hazlewood to deliberate on a letter wrote him by his Excellency Gen<sup>l</sup> Washington dated Whitmarsh 13<sup>th</sup> Nov<sup>r</sup> 1777—<sup>1</sup>

After maturely considering the contents of his Excellency's Letter, this Council are unanimously of opinion, That should Fort Mifflin be evacuated & so fall into the enemys hands, it will be altogether impracticable for our Fleet or any of them to keep their present Station, or to prevent in such case the enemys raising works at the aforementioned Fort Mifflin, as in their present situation they are within reach of Shot & Shells from the enemys Batterys on Province Island. But should such evacuation on our side, & possession on that of the enemy take place, this Council are of opinion, that by the Batterys raised & to be raised on this the Jersey Shore on the upper side of Mantua Creek, & above that opposite the Cheveaux de Friez, the passage of the Enemys Shipping especially those of any considerable force, will be altogether obstructed as without raising, or removing the Chevaux de Friez, it is impossible such Ships can have a passage.

Much, indeed all depends on our keeping possession of the Jerseys, for should the enemy prevail there, it is our opinion, that our Fleet will be altogether annihilated, as in that case our retreat & resources will be entirely cut off.

Should we be by the enemy's getting possession of Fort Mifflin, be obliged to retire further up, we have a sure retreat into Timber Creek, where all our Fleet may shelter in safety, from whence the Galleys might in a very short time salley out & we trust defeat any light Vessels of the enemy, for which the pass thro' in the intervals between the Chevaux de Frieze might be practicable, but those Vessels in such case must meet with many obstacles, not only the risque of venturing thro' almost impracticable passes, but be also exposed to the fire of those large Batterys of ours on this the Jersey Shore—

We of the Council are therefore unanimously of opinion, That on our Forces keeping possession of the Jerseys, depends altogether the preservation of our Fleet, & consequently every expectation to be formed from its Manœuvres in future.

Nathan Boyce

Hugh Montgomery

Thomas Houston

William Brown

Jeremiah Simmons

George Garland

Isaac Roach

John Mitchell

Edward York

John Harrison

Robert Hardie

William Watkin

John Hazelwood

John Rice

Richard Eyres

Thomas Moore

Isaih Robertson<sup>2</sup>

[*Elisha*]<sup>3</sup> Warner

Benjamin Dunn

James Josiah

Peter Brewster

L, DLC, George Washington Papers, Series 4. This council of war was enclosed in Commodore John Hazelwood to George Washington, 15 Nov., below.

1. See George Washington to Commodore John Hazelwood, 13 Nov. 1777, above.
2. Capt. Isaiah Robinson, commanding Continental Navy brig *Andrew Doria*.
3. Capt. Elisha Warner, commanding Continental Navy sloop *Fly*.

### JOURNAL OF CAPTAIN JAMES PARKER

[*Carpenters Island, Pa.*]

14<sup>th</sup>. [*November*] I went down this morning our works have rec<sup>d</sup>. but very little damage from the Enemys fire, one of the floating batterys was brought down & carried near the Enemys Works last night, but the seamen were obliged to abandon her in the Morning after loosing a man, tho' this piece of work was long in constructing & Carried 2. 32 pdrs, She is not proof against grape 5 deserters came over with an arm'd boat from the Rebel ships.<sup>1</sup> They inform'd me that the Works on Red bank are very strong,—however that there are ground near it which will command it, that is not Occupied. that the works of mud island is much damaged. that the rebels in it are desperate & that W[ashing]ton is to give each man £10s Extr<sup>a</sup>. who will continue on that duty till the 10 Decm<sup>r</sup>. there is now a 13 in. Mortar in front of our lowest battery & a medium 12 pd<sup>r</sup> on a wharf between the pest house & main Batterys. I now saw the *Vigilant* move up, she got over a little bar about Carpenter Island. If the wind is favourable, a very formidable attack is to be made tomorrow—

D, City of Liverpool Library, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Steuart.

1. Capt. John Montresor noted desertions from the American fleet each day for the period 11–13 Nov. See Montresor, *Journals*, 474–76.

### DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Carpenters Island, Pa.*]

November 14<sup>th</sup>.—This morning at daybreak the rebels discovered the floating battery and directed all the guns they could against it and in a very little time obliged the officer and men to quit her.<sup>1</sup> The shot went through and through but fortunately they lost but one man. It was now proposed to take the guns out of her and put them on the wharf where I had made a battery.<sup>2</sup> As soon as night came on, boats went down and towed her alongside the wharf, and one gun was taken out and put on the platform; the other remained in her.

Downman, "Services of Lieut.-Colonel Francis Downman," 211.

1. According to Capt. John Montresor this floating battery mounted two thirty-two pounders and took up a position five hundred yards from Fort Mifflin. See Montresor, *Journals*, 476.

2. This wharf was on the southeastern shore of Province Island at the mouth of Mingo Creek.

### JOURNAL OF MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY

Nov. 14<sup>th</sup>. [*Fort Mifflin*]

Daylight discovers to us a floating battery of the Enemy, placed a little above their grand battery,<sup>1</sup> and near the Shore; it seems to be a Bomb-battery Fort Mifflin

is certainly capable of defence if the means be furnished.—if they supply us from Red-bank with Tools, Fascines, Palisades &c all which they may do in abundance—the Fire of the Enemy will never take the Fort, it may kill us men but this is the fortune of War, And all their bullets will never render them masters of the Island, if we have courage enough to remain on it—but they are removing our Cannon from the grand battery under pretext that it is necessary to raise a battery on the Jersey Side<sup>2</sup> to keep the Enemy's Shipping at a distance—but what signifies it, whether their Fleet be at the point of Hog-Island or a quarter of a mile lower—will they not by taking this Fort have the Channel of province Island open, for their small Sloops and other light Vessels—will they not drive the Gallies from the River—Fort Mifflin is the important Object, it must be maintained, and furnish'd with means of defence, Men—Earth—and Fascines to cover them—Our new Garrison consists of 450 Men—what can they do in a circumference of works so extensive as ours—being weak every where, they could make a defence no where and the Fort would be carried—The apparent Project of the Enemy is to debark on the Island, either to risque a Storm, or to establish a battery on the old ferry wharf, or nearer if they can—what means have we of hindering them—with a Garrison so feeble can I make any advantageous Sal-lies—can I dislodge the Enemy—if I raise a battery against them will it not serve against ourselves in case of attack—for without a sufficient number to defend it, it must be given up—our grand Battery has 19 Embrasures and 8 Cannons, two of which are dismounted—we must have Artificers to make Wheels—Fascines and Palisades for breaches—Gen<sup>l</sup> Varnum supplies us scantily, We must have men to defend the Ruins of the Fort, our Ruins will serve us as breast-works, we will defend the Ground inch by inch, and the Enemy shall pay dearly for every Step—but we want a Com-manding Officer, ours is absent and forms projects for our defence at a distance—<sup>3</sup> P.S. As the Light becomes clearer, I perceive the Enemys floating battery, not to be a Mortar-battery but that it contains two 32 Pounders—we are going to raise a Counter battery of two eighteen Pounders taken out of our River battery—which will now have no more than 7 Guns, the Wheels of two of which have been disabled by the Enemys Cannon we are so much neglected that we have been 7 days without wood, and at present have only Cartridges of eighteen pounders for a Piece of 32 which does considerable mischief to the Enemy.

14<sup>th</sup>.

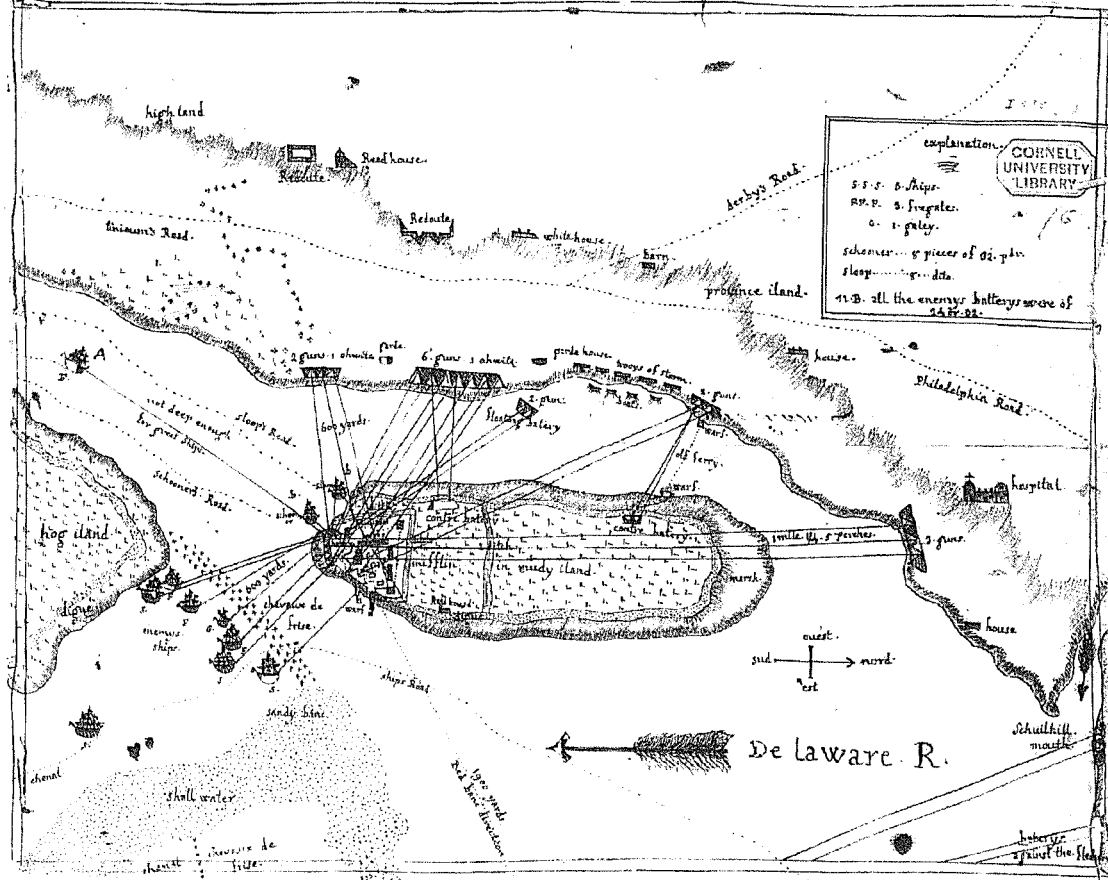
at 7 OClock—The Enemy keep up a great Fire from their Floating battery and the Shore—

I repeat it our Commanding Officer issues orders from Woodberry—if he were nearer he would be a better Judge of our Situation—

Our blockhouses are in a pitiful Condition but with fascines I hope to cover two pieces in each lower Story which will be sufficient to flank us—I say again the Enemys fire will not take our fort, if they attempt a Storm we shall still have a little parapet to oppose to them, but we must have men to defend it—Novem 14<sup>th</sup>. At Noon—

We have silenced the Enemys floating Battery, I know not whether we have dis-mounted her Cannon, or whether her present Station exposes her too much, but the firing from her has ceased—I suspect that she is destined to land men on this Island—

Their grand battery is in little better condition than our block-houses—we have open'd an embrasure at the Corner of the Battery, and two pieces here joined to two others on the left which we have reinstated, throw the Enemy into disorder—



### *Bombardment of Fort Misslin*





Fresh Gales and Cloudy.  $\frac{1}{2}$  past 1 PM weighed and run over the Bar, on which we had but  $11\frac{1}{2}$  feet water, and Anch<sup>d</sup>. in our former Berth between Hog Island and Bow Creek, carried a Hawser to a Tree on Shore to Steady her,

D, UKLPR, Adm. 51/1037.

JOURNAL OF H.M. SLOOP *ZEBRA*, COMMANDER JOHN ORDE

Nov 1777

Friday 14

[at Single <anchor> abreast of the middle of Tencham<sup>1</sup>]  
AM lent a hosser to the  *fury* Armed Ship to Warp thro Hog Isl<sup>d</sup>. Channel against mud Isle.

[at Single <anchor> abreast of the middle of Tencham]  
Fresh breezes & Cloudy W<sup>e</sup> the Ships warpt higher up & began a heavy fire on the rebel floating batteries & at mud Is<sup>l</sup>.

D, UKLPR, Adm. 51/1100.

1. Tinicum Island.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, NOVEMBER 14, 1777

Deserted from the *Manly* galley, two negro men, the property of Mr. *Wills Cowper* of *Suffolk*, one named PASS, the other CAMBRIDGE. *Pass* is about four feet eight inches high, of a very yellow complexion, stout and well made, and has a remarkable scar near one of his knees, occasioned by the cut of a glass bottle. *Cambridge* is about four feet seven inches high, of black complexion, and has a very pleasing countenance. Whoever secures the said negroes, so that i get them again, shall have twenty dollars reward for each.

WILLIAM SAUNDERS

JOURNAL OF H.M.S. *CARYSFORT*, CAPTAIN ROBERT FANSHAWE

Nov<sup>r</sup> 1777

Friday 14<sup>th</sup>

D<sup>o</sup>. [Charles Town] Barr N<sup>o</sup> 81° W<sup>t</sup> 10 Leag<sup>s</sup>.  
At 2 AM Tk<sup>d</sup> to the W<sup>ward</sup> At 6 in 2<sup>d</sup> Reef Topsails At 7 Tackd made a Signal to the *Lizard* At 11 Saw a Sail to the SSW D<sup>o</sup> made Sail & gave Chace D<sup>o</sup> made the *Lizards* Signal to Chace at Noon perceive we come fast up with the Chace

D<sup>o</sup>. Barr S 49° W<sup>t</sup> 8 Leag<sup>s</sup>.  
Little Wind & Hazy Wea<sup>r</sup>—At 3 PM fired several 3 pounders Shot-  
ted at the Chace, At 4 the Chace br<sup>t</sup> too D<sup>o</sup> found her to be the Schooner *Mary Ann* from Charles Town for N<sup>o</sup> Carolina, with Salt, Rum, Arms, & Cloathing for Soldiers & Officers Baggage<sup>1</sup> D<sup>o</sup> sent the Cutter on board her, which returned with a Number of French Officers who were going to Join the American Army, D<sup>o</sup> took all the Prisoners out of the Schooner D<sup>o</sup> sent a Mate & Midshipman & some hands on board to take Charge of the Prize At 9 Dble Reefd Topsails, At 11 Shortn'd Sail for the Prize

D, UKLPR, Adm. 51/168.

1. James Hamlin, master, owned by Messrs. Bowers & Co. of Swansea, Mass., with a crew of seven seamen. The schooner *Mary Ann* sailed for North Carolina and Virginia, laden with salt on congressional account, as well as rum, arms, and clothing for the Marquis de Brétigny's corps. The prisoners, including Brétigny and fourteen officers, were sent to St. Augustine. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 239.

GOVERNOR JOHN DALLING TO VICE ADMIRAL VISCOUNT HOWE AND  
GENERAL SIR WILLIAM HOWE

Copy

My Lord,

Jamaica 14<sup>th</sup>. Nov<sup>r</sup>. 1777

I take the Liberty to inform your Lordship that I have granted a Letter of Marque to the Ship *Mary Henry* Johnson Master, principal Owner Hercules Ross for New York, which I should not have done, but, on the Owner producing a Licence from Admiral Gayton for New York for which Port being loaded She would have sailed in consequence of the above Licence, without the Letter of Marque mine having been refused to her.<sup>1</sup>—I make not the least doubt but the Admiral acts from sufficient Authority and that he judges properly, I only mean to manifest to your Lordship that I shall grant no Licence whatever for York till your circular Letter of the 20<sup>th</sup>. April<sup>2</sup> last shall be revok'd. I hope your Lordship and Sir William have received mine of the 18<sup>th</sup>. October<sup>3</sup> Relative to Licences &c.—Ardently praying for your Lordships prosperity I have the honor to be [&c.]

(signed) John Dalling

Copy, UKLPR, C.O. 137/73, 62–63. Addressed at foot of first page: "The R<sup>t</sup> Hon<sup>ble</sup>: Lord Visc<sup>t</sup>. Howe/and one of the same tenor to His Excellency Sir W<sup>m</sup>: Howe." Docketed: "Copy of a Letter from/Governor Dalling to/Lord, and Sir W<sup>m</sup>: Howe/dated 14<sup>th</sup>. Nov<sup>r</sup>. 1777." Docketed in another hand: "In Gov<sup>r</sup>. Dalling's (N<sup>o</sup> 13) of/13<sup>th</sup>. Jan<sup>r</sup> 1778./ (2.)." Enclosed in Dalling to Lord George Germain, 13 Jan. 1778, *ibid.*, 57–59.

1. The privateer commission for the ship *Mary*, dated 4 Nov. 1777, can be found in DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture, no. 67.

2. NDAR 8: 388.

3. See above.

COMTE D'ARGOUT TO VICE ADMIRAL CLARK GAYTON

Sir,

In sight of the Cape 14<sup>th</sup>. Nov<sup>r</sup>. 1777

I take this opportunity by one of your English Frigates to acquaint your Excellency how much I am surprised at the Conduct of your privateers towards our Drogers and even our Merchant Ships—I particularly complain of the Hostilities committed by the *Palliser* Tender of Eight Carriage Guns & 10 Swivels on a French Sloop named the *Union* of St. Mark on the 28<sup>th</sup>. October last, and also of the *Holtten* Tender commanded by M<sup>r</sup>. John Webster on a Ship named the *Pourvoyeur* from au Cayes bound to Bourdeaux—if for the future your Tenders under a pretence of searching shall be guilty of the like piracy, I must inform your Excellency I shall be obliged to make reprisals. I hope your Excellency equally jealous as I am to maintain Harmony between the two Crowns, will remedy the like for the future, by punishing y<sup>e</sup> Commanders of the Two Tenders, against whom I make my Complaint, I have some Reason to expect this Satisfaction from your Excellency as You can not be ignorant how ready I ever am to render justice to the Subjects of His Brittanic Majesty, at all times when they have made their just complaints I have the honor to be [&c.]

Dargout

I send to your Excellency the two Declarations relative to the Complaints I have made, I have received the dispatches You did me the honor to write by the *Hornet*, concerning a Prize which was made by a privateer upon the Subjects of His Britannic Majesty,<sup>1</sup> I shall answer more particularly your dispatches, but I imagine You have received my Letter, wherein I mention what Steps I had taken to punish the plunderers & to recover the Effects

Dargout  
a True Copy  
Clark Gayton

Copy, UkLPR, Adm. 1/240, 476–77. Docketed: “N<sup>o</sup> 2/14<sup>th</sup>: Nov<sup>r</sup>: 1777/Copy of the Governor/of Hispaniolas Letter/to Admiral Gayton.”

1. See above, Vice Admiral Clark Gayton to Comte d'Argout, 10 Oct. 1777; and *NDAR* 9: 986.

## November 15

### JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES

In the House of Representatives [*Exeter*] Nov<sup>r</sup>: 15<sup>th</sup>. 1777.

Voted that the late Conduct of Cap<sup>t</sup> John Paul Jones Commander of the Continental Frigate *Ranger* in Stopping the Brigantine *Mary*, John Barrere Master, from Sailing on his Destined Voyage is highly reprehensible by this Court, he having Derived no Authority therefrom for his So ding [*doing*]

Sent up by S Gilman Esq<sup>r</sup>—

D, Nh-Ar, Journal of the House (1776–78), 228. On 19 Nov. the New Hampshire Council joined the New Hampshire House of Representatives in censuring Jones for preventing the sailing of the brigantine *Mary*. Nh-Ar, Council Book, VII (1776–78), 234.

### “VOTES AND RESOLUTIONS OF THE [*CONTINENTAL*] NAVY BOARD OF THE EASTERN DEPARTMENT”

[*Boston*] Novem<sup>r</sup>: 15. 1777

Voted That the sum of five hundred dollars be paid to Cap<sup>t</sup> McNeil to Enable him to pay wages to his Men.—

Voted That the Sum of Twenty thousand dollars be sent to Maj<sup>r</sup> Huntington by Cap<sup>t</sup> Tho<sup>s</sup> Fanning to Enable him to go forward with the Ship at Norwich.<sup>1</sup>—

Voted That a Letter be wrote to Maj<sup>r</sup> Huntington acknowledging the receipt of his of the 11<sup>th</sup>. instant and to Inform him that this board had sent him Twenty thousand dollars for the purposes mentioned in his Letter

Voted That a Letter be wrote to Col<sup>o</sup>. Tillinghast to desire him to purchase the Sails Riggins Guns & Stores belonging to the *Syrene*<sup>2</sup> if to be [*h*]ad at a reasonable rate and to inform him that they shall soon furnish him with a Sum of money.—

Voted That a Letter be wrote to M<sup>r</sup> Jarvis to Inform him that this Board have Intelligence that the Enemy are forming an attack on Bedford therefore to recommend to him to Secure the Stores there.—

Voted That a letter be wrote to Cap<sup>t</sup> Rathburn informing him that this Board have Intimations that the Enemy are meditating an attack upon Bedford therefore directing him to remove his Vessel from thence—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. Continental Navy frigate *Confederacy*.

2. H.M.S. *Syren*, which had run aground on Point Judith and was captured. See advertisement in *Providence Gazette*, 15 Nov., below.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Saturday 15th November 1777

On motion Ordered that John Lambert be appointed Commander of the Brig called the *Massachusetts* lately commanded by Captain Fisk who has resigned.—

Captain Simeon Sampsons Roll of Brig *Hazard* for one Month advance wages—Two hundred Eighty seven pounds, Six Shillings.—

Captain Simeon Sampsons Roll for men whose names are left blank on the above Roll for one Months advance Wages he to be accountable for the same, Thirty eight pounds Eight shillings.—

Read & Allowed & Ordered that a Warrant be drawn on the Treasury in full discharge of said Rolls—a Warrant was drawn & signed by Seven of the Council.

LB, M-Ar, Mass. Archives Collection, vol. 21 (Massachusetts Council Records), 875.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, [*Boston*] Nov<sup>r</sup>. 15<sup>th</sup>. 1777—

Order'd, That Thomas Knox immediately proceed to Nantasket in the State Yacht, & return as soon as possible with a Cable & Anchor from on board the Brig<sup>t</sup> *Tyrannicide*—& deliver it to Cap<sup>t</sup> Harraden. . . .

Order'd, That the Com<sup>rs</sup> Gen<sup>l</sup> deliver Cap<sup>t</sup> Harraden two Bushels Salt, two Cord Wood, one Drum & two Drum heads, Six Quarters Beef, Five Bushels Coal, & 15<sup>Ct</sup> . . 0<sup>Qr</sup> . . 21<sup>lb</sup> Bread, for the Brig<sup>t</sup> *Tyrannicide*.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 90–91.

#### RHODE ISLAND COUNCIL OF WAR TO GOVERNOR JONATHAN TRUMBULL

State of Rhode Island &c

Hon<sup>d</sup> Sir.

Providence Novem<sup>r</sup> 15<sup>th</sup> 1777—

By order of his Honour the Governor and Council of this State, I write to inform your Excellency that on the 7<sup>th</sup>. Instant, Capt Tobias Furneaux, late Commander of the *Syren* Frigate a British Vessel of War became a Prisoner, and is now in this Town; and as it is very improper that he should remain in or near this Town on account of its Vicinity to the Enemy upon Rhode Island the Council are induced to request you to permit him to be sent to Lebanon to remain with Capt. Judd<sup>1</sup> who is now there—if it be agreeable to your Excellency that he be sent thither you will be

kind enough to inform his Honour Governor Cooke thereof by the first Opportunity and he will order him to be immediately conveyed there<sup>2</sup>

One Thomas Smith who acted as a Pilot on Board of the *Syren* was taken at the Same Time; he says he was born in Stamford in Connecticut, his Fathers Name being Ephraim Smith—That he has been absent from Stampford about Six years, and has acted as Pilot on board the *Niger* and *Syren*; as he belongs to Connecticut the Council think it proper that he should be sent to that State to be proceeded with agreeable to the Laws thereof—if agreeable to you Governor Cooke will take the Necessary Measures for sending him to Lebanon immediately—

His Honour Governor Cooke and his Council would be glad to be informed whether there is a prospect of Capt. Judd being exchanged for Capt Manly<sup>3</sup> and to have your Excellency's Answer with respect to Capt Furneaux and Smith by the very first Opportunity—

By order and in Behalf of his Honour Governor Cooke and the Council of War I am [&c.]

Theodore Foster Sec<sup>ry</sup> pro Tem

L, Ct, Jonathan Trumbull Papers, vol. 7, 190. Addressed at foot: "His Excellency/Governor Trumbull."

1. Capt. William Judd, R.N.

2. Trumbull replied on 8 Dec. that it would be troublesome to have Capt. Tobias Furneaux join Capts. William Judd and Paul Flynn in Lebanon and suggested he be confined to some rural town in Rhode Island. Gov. Jonathan Trumbull to Gov. Nicholas Cooke, 8 Dec., R-Ar, Letters to the Governor (1777-1778), vol. 11, 103.

3. Capt. John Manley, Continental Navy.

PROVIDENCE GAZETTE, SATURDAY, NOVEMBER 15, 1777

Providence, November 15.

The British Ship of War *Syren*, of 28 Guns, Tobias Furneaux late Commander, mentioned in our last to have run on Point-Judith, was compelled to strike her Colours after receiving a few Shot from an 18 Pounder on the Shore. The Prisoners, including those taken out of the Transport Ship and Schooner<sup>1</sup> which ran ashore at the same Time, amount to 166 and have been safely conducted here. The Transport Ship mounted 6 Carriage Guns. As it was judged impracticable to get off the *Syren*, a Number of Men were employed in stripping her, who got on Shore her Sails, the principal Part of her Rigging and Stores, 17 Puncheons of Rum, &c. On Sunday Night the Enemy sent in some Boats to set Fire to the Hull, which they effected; a Part of her however is only consumed, as her lower Deck was under Water; the Guns and many other valuable Articles will still be saved. The Transport Ship is bilged, but the Schooner we are told may be got off.

The two last mentioned Vessels were Part of a Fleet of 30 Sail bound from Newport to Long-Island for Wood under Convoy of the *Syren*, which was afterwards to have proceeded on a Cruize.

We learned that a Schooner, one of the above mentioned Fleet, was forced by strong westerly Winds into Bedford, where she has been secured.

A Court of Inquiry consisting of Committees appointed by this State, Massachusetts-Bay, and Connecticut, met here this Week, to enquire into the Cause of the Failure of the late intended Expedition to Rhode-Island.

1. Transport ship *Sisters* and schooner *Two Mates*.

## LIBELS FILED IN RHODE ISLAND MARITIME COURT

State of Rhode-Island and Providence Plantations  
King's County ss.

A Libel is filed before me, in Behalf of Charles Dyre, Esq; Colonel, and Ray Sands, Esq; Lieutenant-Colonel of the Second Regiment of Militia in the County of King's-County, in said State, in Behalf of themselves, the Officers and Soldiers of said Regiment, and all others who were actually engaged against the British Ship of War called the *Syren*, of the Burthen of 600 Tons, with 28 Carriage Guns, her Sails, Tackle, Furniture, Provisions, Arm[s], Ammunition, 17 Puncheons of Rum, Stores and Appurtenances. Tobias Furneaux, late Commander: Also against the British Ship called the *Sisters*, of the Burthen of 200 Tons; with 6 Carriage Guns, her Sails, Tackle, Furniture, Provisions, Arm[s], Ammunition, Stores and Appurtenances, the Name of her late Commander unknown to the Libellants: Also against the British Schooner called the *Two Mates*, of the Burthen of 40 Tons, her Sails, Tackle, Furniture, Provisions, Stores and Appurtenances, and one Negro Man Slave, the late Commander unknown: Which said Ships and Schooner, with their Stores and Appurtenances, the Libellants say, they have lately captured and taken, near the Shore of Point Judith, in said County; and that the said Ships and Schooner, at the Time of Capture, were employed in the Service of the British King against the United States of America, and then were the Property of the said King and some of his Subjects. The Justice of the said Captures will be tried, at the Maritime Court in said State, appointed to be holden at the State-House in South-Kingstown, in said County, on the first Monday of December, A. D. 1777, at the Hour of Ten in the Forenoon; and this Notice thereof is given, that any Person or Persons, interested or concerned in said Vessels, their Stores and Appurtenances, or either of them, may appear at said Court and shew Cause, if any they have, why the same should not be condemned as lawful Prize.

John Foster, Judge of said Court.

*Providence Gazette*, 15 Nov. 1777.

ADVERTISEMENT FOR DESERTERS FROM RHODE ISLAND NAVY GALLEY *SPITFIRE*

Deserted from the galley *Spitfire*, Joseph Crandall, commander, Thomas Austin, a stout young man, about 24 years of age, about 5 feet 9 inches high, and has short light coloured hair: Had on when he went away a light coloured thick jacket, and a pair of long white trowsers. Also, Sampson Sims, a stout young fellow, 5 feet 9 inches high, about 20 years of age, and has light coloured hair: Had on when he went away, a green thick jacket, and a pair of leather breeches. Also, William Clarke, 24 years of age, about 5 feet 4 inches high, has long redish hair, and is a well set fresh-looking man: Had on when he went away, a short blue jacket, and white breeches. Also, Preserved Sisson, 18 years of age, about 5 feet high, and has long light coloured hair: Had on when he went away, a blue jacket, and long white trowsers. Whosoever will take up said deserters, and secure them in any gaol in the United States, or return them to me the subscriber, shall receive Five Dollars reward for each, and all necessary charges, paid by

Joseph Crandall, Capt.

\* \* \* \*

Bristol, Nov. 13.

Deserted from the galley *Spitfire*, Joseph Crandall, commander, Ebenezer Bosworth, 5 feet 8 inches high, about 23 years of age, and has short light coloured hair: Had on when he went away, a light coloured coatee, and a pair of long white trowsers. Whoever will take up said deserter, and secure him in any gaol in the United States, or return him to the subscriber, shall receive Ten Dollars reward, and all necessary charges, paid by

Joseph Crandall, Capt.

*Providence Gazette*, 15 Nov. 1777.MASTER'S JOURNAL OF H.M.S. *CHATHAM*, CAPTAIN TOBY CAULFIELD

November 1777

Moord in Rhode Island Harbour

Saturday 15<sup>th</sup>.

at 9 AM the *Diamond* made the Signal for all Boats to Attend the Punishment of a Deserter belong<sup>g</sup> to the said ship. D<sup>o</sup> Loosed Sails to Dry. at 10 D<sup>o</sup> a Seaman belonging to the *Diamond* received a Long Side 50 Lashes According to the Sentence of a Court Martial. at 11 D<sup>o</sup> made the *Diamond's Lark's*, *Flora's*, and the *Alarm* galley Signal for a Weekly Account, D<sup>o</sup> received on board 5 Butts of Beer—

Moord in Rhode Island Harbour

Fresh gales and Cloudy. at ½ past 4 PM came in Here the *Dolphin* Schooner prize to the *Lady Parker* Schooner the *Chatham's* Tender Loaded with fish and Oil from Dartmouth<sup>1</sup>

D, UKLPR, Adm. 52/1656.

1. Schooner *Dolphin*, Daniel Ryder, master, owned by Samuel Baker, from Bedford in Dartmouth, Mass., to Connecticut, with molasses, rum, salt &c., taken on 10 Nov. off Point Judith, sent to Rhode Island as a prize of *Chatham*. Howe's Prize List, 30 October 1778, UKLPR, Adm. 1/488, 484.

## REAR ADMIRAL SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE

Sir

*Chatham* Rhode Island the 15<sup>th</sup> Novemb<sup>r</sup>: 1777

I have received your Letter of the 29<sup>th</sup> of last month by Lieut<sup>t</sup> Nugent,<sup>1</sup> and would immediately consent to the Exchanges you desire, were the Persons here; however, I shall take the most speedy method to have your wishes accomplished, by writing to Lord Howe and Commodore Hotham, and should the *Galatea* in the meantime fall in my way, John Smith shall be discharged, and you may send a Seaman in his room at a convenient time.

The Letter you will receive herewith, I have directed it to the Commissary for Prisoners at Bedford, and you will oblige me, if you will forward it to the proper Person—The Flag of Truce carries some Necessaries for Major General Prescott,<sup>2</sup> captain Furneaux,<sup>3</sup> L<sup>t</sup>. Col<sup>l</sup> Campbell of the 71<sup>st</sup> Regt<sup>t</sup> <sup>4</sup> and Lieut<sup>t</sup> Otway of the *Lark*.<sup>5</sup> I am [&c.]

P: Parker

L, R-Ar, Letters to the Governor (1777–1778), vol. 11, 80. Addressed at foot: "Nich<sup>s</sup> Cooke Esq<sup>r</sup>."

1. Lt. Charles E. Nugent of H.M.S. *Chatham*.
2. Maj. Gen. Richard Prescott.
3. Capt. Tobias Furneaux, R.N.
4. Lt. Col. Archibald Campbell.
5. Lt. William A. Otway, R.N.

## JOURNAL OF MAJOR JOHN ANDRÉ

[Philadelphia]

[November] 15th The *Vigilant* (an old North Country ship cut down and so reconstructed as to carry fourteen 24-pounders and to draw only 11½ feet water) was brought up and moored between Province and Mud Island. A sloop<sup>1</sup> carrying six 18-pounders was moored close to her. These, with the Batteries ashore, and the *Somerset*, *Isis*, *Roebuck*, *Pearl* and a galley<sup>2</sup> below the chevaux-de-frise kept up an incessant cannonade the whole day. The Rebel floating Batteries fired a good deal on the ships. The Grenadiers of the Guards were on Province Island in readiness to storm, had it been required. At — o'clock at night the Rebels evacuated the fort and set fire to the barracks. They left in it twenty-eight pieces of cannon, several of which were good and unspiked. The place was very much battered, every gun dismounted, and a great many dead bodies were found, scarce covered in *trous do loups* or ditches. Ten other pieces of cannon were afterwards found sunk in a scow.

John André, *Major André's Journal . . . to which is Added the Ethics of Major André's Mission*, ed. by C. D. Willcox (1904; reprint, New York: *The New York Times & Arno Press*, 1968), 64.

1. H.M. sloop *Fury*.
2. H.M. galley *Cornwallis*.

## DIARY OF CAPTAIN JOHANN EWALD

[Philadelphia]

On the 15th [of November] the warships *Somerset*, 64 guns, and *Isis*, 50 guns, the battery ship *Vigilant* of thirty-two 24-pounders, the *Roebuck*, 44 guns, along with a sloop,<sup>1</sup> drew as near as possible in front of the chevaux-de-frise and bombarded the enemy work so severely that the main battery was silenced by evening. During this time the enemy vessels lay between Red Bank and Mud Island and tried to defend the latter by their fire. Toward evening the American garrison from Red Bank was ferried across to Mud Island in flatboats, of which one boat with forty to fifty men was sunk. An enemy galley also was completely destroyed. At the same time the *Vigilant* passed the chevaux-de-frise anchored to the right of the island and battered down the main blockhouse with one broadside.

Johann von Ewald, *Diary of the American War: A Hessian Journal*, Translated and edited by Joseph P. Tustin (New Haven, Conn.: Yale University Press, 1979), 104–5.

1. H.M. sloop *Fury*.

## JOURNAL OF CAPTAIN JAMES PARKER

[Carpenters Island, Pa.]

15th. [November] the *Vigilant* has got to her station between Mud & province Island, she having 18, 24 pdrs. also the *Fury* a Sloop with 3. 32 pdrs. The large Ships



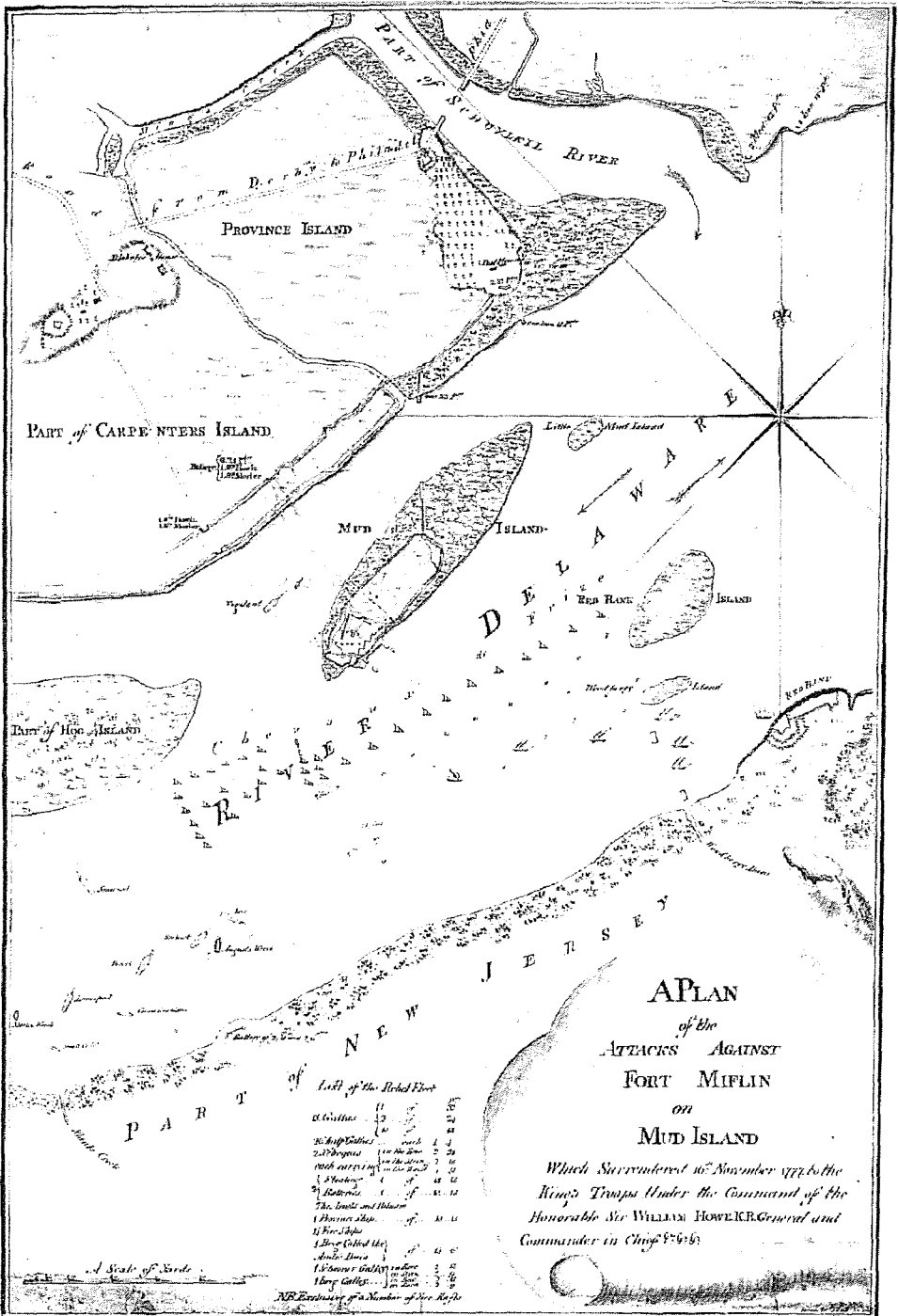
have got as far up as the Cheveaux de frize will permit. the Embankment along the Verge of the River affords fine shelter & there between the batterys with Cap<sup>t</sup> Patrick Sinclair & several others I had a very fine View of the whole scene—Our batterys, *Vigilant* & sloop kept a heavy incessant fire on the fort which was silenced half past twelve. The Row galleys & a floating battery moved down some of them below the so[uth] End of the Isld. to annoy the *Vigilant* & Sloop but the big ships soon drove them up again. Lord & Gen<sup>l</sup> Howe Lord Cornwallis & Gen<sup>l</sup> Grant were with many other gen<sup>l</sup> Officers on the island. the flat boats were up [blank] Creek, to receive the Granadiers, Guards, & the other troops that were to Storm which was to be led by sr George Osburn. there were many Young Gentlemen goeing Volunteers on this service between two & three there were some false fires made on the east side of the Island. A deserter who was present said it was a signal either for a reenforcement or to be taken Off—Soon after this we saw the galleys & some boats row to the wharf on the east side. The Block houses Barracks & also their battreys seem to be torn to pieces. the ebb tide has run some time, & we are informed the Storm is not to begin till high water. Not the least remission of fire on our part. At Night I returned to the City.

D, City of Liverpool Library, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Stuart.

#### DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Carpenters Island, Pa.*]

November 15th.—In the morning early our batteries renewed their fire. The 32-prs. at my wharf annoyed their boats and galleys and did much damage to the fort. The morning is fine, the wind moderate and fair. Our men-of-war approach close to the chevaux-de-frise; all the rebel galleys go from Red Bank and attack them, but are obliged to retire. The ships, our batteries, all are pouring a constant and well-directed fire into the fort. The blockhouses are entirely demolished. Several explosions in the fort. They seem to be in the greatest distress and confusion. They have made signals for assistance. A number of boats go to them through our fire. About 12 o'clock the *Vigilant* appeared, instantly brought to in her station, and began to fire on the fort. The sloop<sup>1</sup> drew up in her place and kept a constant fire. It was a glorious sight. On one side of the fort was to be seen a number of galleys, floating batteries and ships keeping a constant fire on our ships; on the other side, all our batteries, the *Vigilant* and sloop pouring in a tremendous fire on the fort, and from the men-of-war a no less vigorous fire was directed into the fort and at their galleys. At length, after firing on both sides without intermission the whole afternoon, the galleys, floating batteries and xebecs all moved away. The fort seemed to be totally in pieces; necessary orders were given to storm in the morning. Before dark six or seven of the rebel galleys rowed up towards the fort as if to attack our ships again, but we soon perceived that they had some other intention. They collected at the wharf on the other side Mud Island, and we concluded that they were either landing more troops or taking off those that were in the fort. They were in this situation about an hour, small boats also passing and repassing between the fort and Red Bank. Our cannon here did much execution in both galleys and boats for they were quite exposed. The fort at this time was totally silenced. The night brought on a cessation of firing, except now



and then a few shot and shell from our battery. About 12 o'clock at night we were all surprised to see the fort in flames, and to all appearances every part of it seemed to be on fire. We now concluded the rebels had quitted it at the time the galleys were lying at the wharf, leaving only a small party to destroy it. It burnt very fiercely all night.

Downman, "Services of Lieut.-Colonel Francis Downman," 211-12.

1. H.M. sloop *Fury*.

## JOURNAL OF MAJOR FRANÇOIS LOUIS TEISSÉDRE DE FLEURY

October [*November*] 15<sup>th</sup>.—[*Fort Mifflin*]

At day break the *Enemys* batteries began a vigorous fire upon the Fort, and the Fleet set Sail to come up with the Tide. One of their Vessels A and two Sloops b b advanced between Hog Island, and the northern point of Tinicum, near 1000 Yards from the grand Battery.<sup>1</sup>

The Six other Vessels and the Galley carrying a 36 pounder,<sup>2</sup> approached the Chevaux de frise at the distance of 600 Yards from the Fort, we fired upon them with red-hot bullets.

at 8 OClock their Fire began seconded by that of the Land-batteries, and a quarter of an hour after, two Sloops carrying eight pieces of 32 and 24, brought their guns to bear on the right of our battery, and after many successive broad-sides ruined our parapet, and dismounted one of our Guns, there being only two Embrasures on that side—The Musquetry of the Tops hinder'd the Canoniers from remaining on the Platform; and the Land batteries making a cross-fire with the Vessels render'd the right of the battery untenable. However Cap<sup>t</sup> Lee who commanded the Artillery, and Major Fleury who commanded the Infantry appointed for firing at the Tops—did not abandon this part of the right of the battery, 'till all their men were either kill'd or wounded and the Cannon broken to pieces—

Cap<sup>t</sup> Dickinson commanded two Guns on the left of the Battery, and Cap<sup>t</sup> Lees Lieutenant, the Center—

Major Thayer our Commandant was present every where—Major Thalbot commanded the infantry in the interior work—

at 11 OClock, Ammunition began to fail, and Major Thayer order'd the blue Flag to be hoisted as a Signal of distress to the Fleet—Major Fleury the Commissary and some Volontiers ran to the Magazine, and after searching found a 32 p<sup>dr</sup>s Cartridge and several 18 p<sup>dr</sup> Cartridges—and the Fire was renewed—

In conformity to Major Thayers order they were lowering the Flag in order to hoist the Signal of Distress—but Cap<sup>t</sup> Lee and Major Fleury ran to hinder it, entreating Major Thayer rather to send off boats from the Wharf, than make a Signal which would discover our weakness to the Enemy—the Major approved and the Flag was hoisted again—The Enemy had slacken'd their Fire a moment, doubtless thinking that we were preparing to surrender—but our Cannon undeceived them—

It was one OClock—our Amunition was exhausted—and we had only two Guns fit for use, the rest were dismounted, some even shatter'd to pieces—our Parapet was destroyed—one of the Sloops station'd towards the middle of the Fort, demolished

our Bank and level'd our Palisades—a Body of Troops appeared on the opposite Shore ready to embark—our Garrison was [ ]<sup>3</sup>

The Major call'd a Council of War at 2 OClock, composed of Major Talbot, Major Fleury, Cap<sup>t</sup>. Lee, Captain Dickinson & another Captain—The Result was—Supplies of Amunition or Boats.

The Enemy's Fire continued furiously and ours languidly from two Pieces of Cannon—the Wall was half demolished—The Blockhouses flew about in splinters—a Piece of Timber torn from the Blockhouse on the right, struck down Capt. Lee and Major Fleury who were standing near a Gun, the former was kill'd and the latter remain'd senseless—

Major Talbot who ran to their Assistance was wounded with two Grape Shot in the thigh and Arm—

The Fire continued till night, and Ferry boats arriving instead of a Reinforcement—The Amunition, Provisions and Arms were carried off, the Cannon spiked—the Carriages broke—the Barracks set on fire—and at half after eleven the Garrison evacuated the Fort, and at the same time the Oars of the Enemys boats were heard—bringing on Troops to attack our ruined Palisades—

Copy, DLC, George Washington Papers, Series 4. The copyist misdated this entry. It should read 15 November. Docketed: "Conclusion of Major/Fleurys Journal—/15<sup>th</sup> Novem 1777/inclosing a Plan/finish'd and sent 19<sup>th</sup>." Notation at top of page: "Major Fleurys Journal of the Siege of Fort Mifflin. 1777."

1. The three vessels Fleury describes here were marked "A" and "b" and "b" on a map drawn by the French engineer depicting the positions of the British ships and batteries firing on Fort Mifflin. From the third paragraph it is clear that what Fleury denominates as "two Sloops b b" are H.M. armed ship *Vigilant* and H.M. sloop *Fury*. The identity of the vessel marked "A" is unclear. It may have been H.M. sloop *Zebra*, which was anchored in the western channel.

2. Five ships came above the lower chevaux-de-frise to support the bombardment of Fort Mifflin: *Isis*, *Liverpool*, *Pearl*, *Roebuck*, and *Somerset*. The galley referred to here is H.M. galley *Cornwallis*.

3. Two to three words are crossed out here.

#### COMMODORE JOHN HAZELWOOD TO GEORGE WASHINGTON

Sir

Red Bank Nov<sup>r</sup>. 15<sup>th</sup>. 1777

Agreeable to your Excellencys request by letter to me of 13 Nov<sup>r</sup>. I have inclosed you the opinion of myself & Officers in Council of War held of Red bank the 14<sup>th</sup> Inst.<sup>1</sup> a copy of which you have inclosed, where your Excellency will see we are all unanimously of opinion in regard to our holding this Station with the Fleet. While we were on this business their Fleet came up & attacked the Fort. I immediately carried all our force against them, & after a long & heavy Cannonading with the assistance of a two Gun Battery,<sup>2</sup> we drove, or caused their Ships to drop down; but they getting their Ship Battery<sup>3</sup> & a Sloop Battery<sup>4</sup> up in the inner Channel close under our Fort Mifflin & under cover of all their Cannon & Bomb Batterys, & keeping up such a warm & hot fire, it was impossible for the Fort & that brave & good Officer to hold it longer, without that Ship could be destroyed. I order'd one half of our Gallies with as brave an Officer as I had, to destroy the Ship & Sloop, but he returned & said it was impossible while they was so well supported by all their Batterys, so at last that brave & good Officer Major Thayer was obliged to set fire to their works & quit the Fort—Our Fleet has received much damage, & numbers kill'd & wounded, which cannot now be exactly ascertained, but as soon as I can get a return made out, shall send it.—We

shall hold our Post as long as possible, & shall anxiously wait to have your answer to this, Whether Your Excellency approves of our determination.—Our Men & Officers behaved with spirit & bravery. Having not to add for the present, Am [&c.]

John Hazelwood

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/George Washington Esq<sup>r</sup>/Head Quarters/ M<sup>r</sup> Bradford." Docketed: "15: Nov<sup>r</sup> 1777/from/Com: Hazelwood."

1. Council of War Held on Board the Pennsylvania Navy Galley *Chatham*, 14 Oct., above.
2. American battery near Little Mantua Creek.
3. H.M. armed ship *Vigilant*.
4. H.M. sloop *Fury*.

COLONEL CHRISTOPHER GREENE TO  
BRIGADIER GENERAL JAMES POTTER

Sir

Red Bank 15 Nov<sup>r</sup> 1777

since my last the Cannonade has been very severe upon Fort Mifflin—this Day the ships have come as near as the Chevaux de Frize would Allow Them. A floating Battery<sup>1</sup> with 18–24 p<sup>rs</sup>. came Up between Fort Mifflin & Province, Island<sup>2</sup> and the Fire from Them together with that of their Batteries has dismounted All the Guns but two, Almost destroyed the works and have killed and wounded a very considerable Number—Among the latter is Major Talbert and two Cap<sup>t</sup> of Col Dirkees Regm<sup>t</sup> our Shipping have kept up a warm Fire, and a two Gun Battery<sup>3</sup> about 2½ Miles from this has annoyed The Enemy very much—We have sent Boats to the brave Major Thayer, who has discretionary Orders to maintain the Post as long as he thinks practicable—that the brave Garrison may have a secure retreat when the Post is no longer tenable—tis too true that the boat deserted, another run away the next morning—We apprehend Nothing here—I am [&c.]

C Greene

L, DLC, George Washington Papers, Series 4. Addressed: "on Public service/Hon<sup>l</sup> Gen<sup>l</sup> Potter." Docketed: "Col. Greene to/Gen<sup>l</sup> Potter—/Redbank 15<sup>th</sup> Novem 1777."

1. H.M. armed ship *Vigilant*.
2. Actually, Carpenters Island.
3. American battery near Little Mantua Creek.

JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

November 1777—  
Saturday 15<sup>th</sup>

Moored Off Billings Fort in the River Delaware—

AM at 8 Came onb<sup>d</sup> our Midshipman with his Men from Billings fort, at 10 the *Isis Roebuck*, & *Somerset*, Unmoored and got higher up, the *Roebuck*, *pearl*, & *Liverpool* fired Briskly on the Rebles on the South Shore, and had Several Shot returned, the *Isis* got into her Birth & Kept a Constant fire on Mud Island Batteries, and had Several Shot thrown at her from them, the British Troops on province Island<sup>1</sup> Kept a Constant fire on the Mud Island Rebles, while the *Vigilant*, got round and placed herselfe Close to them; aLong with the Sloop,<sup>2</sup> at 11 all the Ships firing only the *Somerset*, who Seems not to be in her Birth, the Rebles Batteri's floating

Batteries & Galleys firing at our Ships. and the flatt Boats ride-  
ing at our Stern all in Order with their Crews in—

Moored Off Billings Fort in the River Delaware—

First part Moderate Breezes, PM at Noon the flatt boats put Off  
from our Ship and Anchored Close inshore, our Capt<sup>n</sup> with Sev-  
eral other Officers in their Boats, Observing the Motions of the  
Rebles, along with the Admiral,<sup>3</sup> at ½ past 4 the Sign<sup>l</sup> was made  
onboard the *Somerset*, and our Ships dropt down to their former  
places, at 6 the firing from the Rebles & our Shipping ceased,

D, UklPR, Adm. 51/331.

1. Batteries on Province and Carpenters Islands.
2. H.M. sloop *Fury*.
3. Vice Adm. Viscount Howe.

LIEUTENANT'S JOURNAL OF H.M.S. *ISIS*, CAPTAIN WILLIAM CORNWALLIS, R.N.

November

Saturday 15

at Single Anchor Billingsport SWbW

9 AM hove short Weigh & run up Abreast of Mud Fort, received sev-  
eral Shott the *Somersett* Anchord below us. *Roebuck Pearl* and *Liv-  
erpool* anchord abreast the Two Gun Battery.<sup>1</sup> let go the Spring, &  
when the Broadside bore we begun to engage Mudd Fort the *Som-  
ersett Vigilant* and *Fury* likewise the Galleys began to engage us—

At Single Anchor abreast of Mud Fort engage<sup>d</sup> it  
Mod<sup>t</sup> & clear Engaged with Mudd Fort and all the Galleys Float-  
ing Batterys & Zebecks. the latter soon retreated PM ceased  
Fireing, the Fort silenced, slip'd the Spring and with the *Somer-  
sett* drop'd down and Anchor in 6 fms

D, UKLNM, ADM/L/J/116.

1. American battery near Little Mantua Creek.

MASTER'S LOG OF H.M.S. *SOMERSET*, CAPTAIN GEORGE OURRY

Remarks onboard the *Somerset* Saturday Novem<sup>r</sup> 15<sup>th</sup> 1777 Lying off Billings Fort

at 4 AM Sent them<sup>l</sup> again in Order to See that the Bouys were agreable to the  
Soundings they had before laid them in D<sup>o</sup> prepared to attack the Enemy at 6  
took up our Stream Anchor hove Short on the Best Bower at 9 the *Vigilant* Pre-  
pared to go up the Hog Island Channell at ½ past 9 we Came to Sail & proceeded  
for the General Attacks of Fort Island the Battery on Mantu Creek and the Enemys  
water Force at 10 Came too of the Bar of the West<sup>n</sup> Channell Opposite Fort island  
the *Isis* off in the Channel about a Cable & ½ to the N/E the *Roebuck Liverpool Pearl*  
& *Cornwallis* Gally against the Battery on Mantu Creek the *Vigilant* & *Fury* Sloop an-  
chor'd off Fort Island at Which time the whole was in Action at Noon Still in Ac-  
tion Fort Island NNE ¼ of a Mile [At] 2 Fresh Breezes the Ships All engaging at  
2 PM being High water the Enemys water Force advanced Continued our Fire  
against them Fort Island Fire being Slack'd by by the *Vigilant* & *Fury* Sloop at 5  
made the Sig<sup>l</sup> to weigh D<sup>o</sup> parted from the Stream Anchor the Hawser being Short

at 6 Cut the Sheet Cable in the Splice hove Short on the Best Bower at 7 weighed & Dropt Down to our Former Station & Anch<sup>d</sup>. with the Best Bower in 7 fathom Billings Fort South  $\frac{1}{4}$  of a mile

D, UklPR, Adm. 52/2000.

1. The master of *Somerset* and the master and pilot of *Roebuck*.

JOURNAL OF H.M.S. PEARL,  
CAPTAIN JOHN LINZEE

Nov<sup>r</sup>:

d<sup>o</sup>. [Billingsfort WSW Dis<sup>ce</sup>  $\frac{1}{4}$  of a Mile]

Saturday 15.

At 7 AM Unmoor'd & hove short on the Small Bower, At 9 Weigh'd  $\frac{3}{4}$  Sig<sup>l</sup> from the *Somerset* & sail'd in company with the *Roebuck*, *Liverpool* & *Cornwallis* Galley. at the same time the *Somerset* & *Isis* went against Mud Fort, while the *Vigilant* & a Sloop<sup>1</sup> went up the N<sup>o</sup>-ermost Channel at the back of it, Soon after a general attack began. At  $\frac{1}{2}$  past 9 Anch<sup>d</sup>: with the *Roebuck*, *Liverpool* & *Cornwallis* Galley off the Battery on the Jersey shore & Engag'd it.<sup>2</sup>

[Billingsfort WSW dis<sup>ce</sup>  $\frac{1}{4}$  of a Mile]

Var<sup>ble</sup> Wea<sup>r</sup>: At 5 PM the Sig<sup>l</sup> was made to Weigh, Ceas'd firing and sail'd down to Billingsfort having had four Wounded M<sup>r</sup> Lamb [the] Master one who died shortly after.<sup>3</sup> At  $\frac{1}{2}$  past 11 the Rebels set fire to Mud fort & left it.

D, UklPR, Adm. 51/675.

1. H.M. sloop *Fury*.
2. American battery near Little Mantua Creek.
3. Lamb was buried the next afternoon on the New Jersey shore. UklPR, Adm. 51/675.

JOURNAL OF H.M.S. LIVERPOOL,  
CAPTAIN HENRY BELLEW

November 1777

In the River Delaware

Saturd<sup>y</sup> 15<sup>th</sup>

at 9 AM the *Somersett* made the Sign<sup>l</sup> to weigh weigh'd in C<sup>o</sup>: the *Somersett*, *Isis*, *Roebuck*, & *Pearl*, the *Somersett* & *Isis* bro<sup>t</sup> too of Mudd Isl<sup>d</sup>: Fort the *Roebuck*, *Liverpool*, & *Pearl*, off a Small Battery on the Jersey Shore<sup>1</sup> the *Vigilant* and a Sloop,<sup>2</sup> on the back of Mudd Island &  $\frac{1}{2}$  past 10 Began to Engage

In the River Delaware

Light Airs & fair w<sup>r</sup>: emp<sup>d</sup>. in keeping up a very heavy & Constant fire on the Battery at 5 PM the *Somersett* made the Sign<sup>l</sup> to weigh d<sup>o</sup>: weigh'd in C<sup>o</sup>: with the *Somersett*, *Isis*, *Roebuck* & *Pearl*, at 6 Anchor'd a little above Billingsport

D, UklPR, Adm. 51/548.

1. American battery near Little Mantua Creek.
2. H.M. sloop *Fury*.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*,  
COMMANDER JOHN HENRY

1777 Nov<sup>r</sup>  
Saturd<sup>y</sup> 15

D<sup>o</sup> [At Anchor Off Billingsport in the Delaware.—]  
at 7 AM the Wind being athwart the Channell we warped over to the Weather Shore ready to come to Sail, at ½ past 7 the *Issis*, *Roebuck*, *Liverpool* & *Pearl*, ran up the Eastern Channell close to the Cheveaux de frize, and soon after the *Somersett* following them, and began firing on the enemy's Works on Mud Island, and their Battery on the Jersey's,<sup>1</sup> at 10 we weighed and ran close up to the Fort on Mud Island having a Sloop with 3 Eighteen pounders on Board to Assist us,<sup>2</sup> moored Head and Stern and began firing on the Fort, the Rifle men in the Tops doing good execution, the enemy fired at us from the Fort, the Gallys and floating Battery.—

Fireing on Mud Fort

Mod<sup>t</sup> & fair Weather, fireing on Mud Fort, the Rebel Galleys & One of their Floating Batterys hauled over from Red Bank to Assist their Fort, & fired very heavy on us, at 6 PM the Fort was Silenced, and at 7 the Galleys & floating Battery retreated to Red Bank, we lost in this Action One Mid<sup>n</sup>. & 2 Men belonging to His Maj<sup>s</sup> Ship *Eagle*, and four of our Own men wounded together with One of the Rifle men, Our Hull rec<sup>d</sup>. Several Shott all above Water, the Masts Yards, & Rigging much Cut, at 11 PM the Rebels sett fire to the Fort

D, UKLPR, Adm. 51/1037.

1. American battery near Little Mantua Creek.
2. H.M. sloop *Fury*.

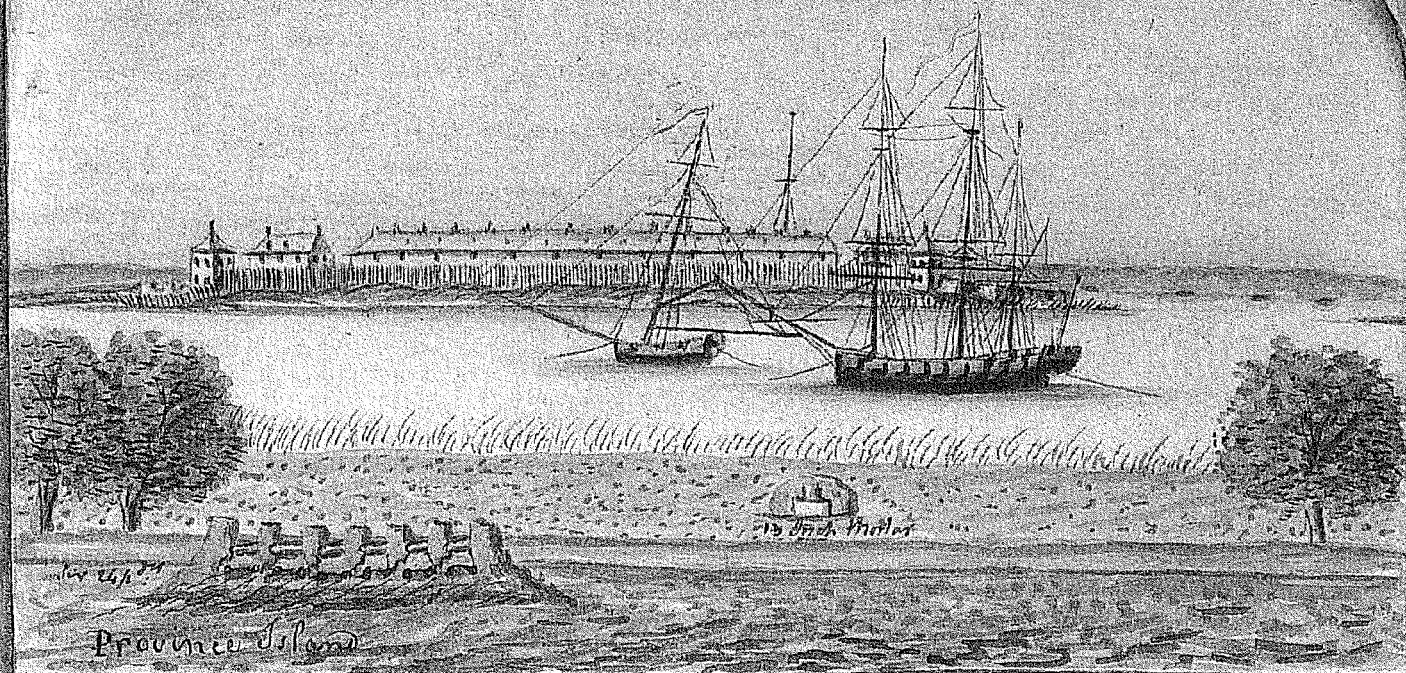
PETITION OF ABRAHAM VAN BIBBER

[Williamsburg, November 15, 1777]

A petition of *Abraham Vanbibber* was presented to the House and read, setting forth, that on the commencement of hostilities between *Great Britain* and *America* he went to the island of *St. Eustatia* in order to provide military stores for the state of *Maryland*, and that during his residence in the said island he had the honour to receive from the executive power of this state orders for warlike stores, which are articles prohibited by the states of *Holland* from being shipped to *America*, but that, regardless of this risk, he with great caution contrived to ship off large quantities of warlike stores by stratagem; that he continued to carry on this business, undiscovered, for a great length of time, and should perhaps have continued to be serviceable in that way to this day, had not a certain Captain *Ralls*, in a vessel from this state, been addressed to him, who, without consulting the petitioner, left the harbour of *St. Eustatia*, though the petitioner was bound for his good behaviour, and captured a vessel which had received a cargo from that island, but that afterwards, having had the misfortune, with his prize, to fall into the hands of the enemy, he was so impru-



MUD FORT



Province Island

J. B. Smith 1864

dent as to make known, in the fullest manner, the services the petitioner had rendered the states of *America* in consequence of which the petitioner was apprehended and thrown into prison, where he suffered great hardships, and afterwards incurred great expense in making his escape;<sup>1</sup> and as these hardships and expenses were brought upon him by the indiscretion of an officer belonging to this state, he prays the House will take the matter into consideration, and grant him such relief as shall be thought just and reasonable.

*Ordered*, that the said petition be referred to the consideration of a committee, and that they do examine the matter thereof, and report the same, with their opinion thereupon, to the House; and it is referred to Mr. *George Mason*, General *Nelson*, Mr. *Fitzhugh*, Mr. *Cary*, Mr. *Prentis*, and Mr. *Jefferson*.

*Journals of the House of Delegates of Virginia* (Williamsburg: Alexander Purdie, 1778), p. 28.

1. For the capture of the privateer schooner *Jenny*, George Ralls, and Van Bibber's subsequent imprisonment and escape, see *NDAR* 9: 102, 123, 812.

### November 16 (Sunday)

#### MASSACHUSETTS BOARD OF WAR TO CAPTAIN SIMEON SAMSON AND CAPTAIN JONATHAN HARADEN

Capt<sup>n</sup>. Simeon Sampson }  
Capt<sup>n</sup>. Jon<sup>a</sup>. Harraden } War Office Boston Nov<sup>r</sup> 16 1777

You & your Consort Capt<sup>n</sup>. Harraden being ready for the Sea your orders are with the first fair wind & Suitable weather to Proceed in Company with Capt<sup>n</sup>. Harraden from hence to the Coast of Spain & Portugal if the weather & Circumstances will permit or otherwise run of[f] to the Southward Madeira, where if you do not make up your Cruize proceed into the Trade winds & return home by way of the west Indies—

In this Cruize you are to use your best Exertions to Capture or Destroy all armed & other Vessells belonging to Great Britain & to take all Vessells laden with British property.—Should you meet with Fish or Lumber Vessells of the above Description or Vessells from the Coast of Africa, we advise your sending them to Martinico consigned to M<sup>r</sup>. Godfrey Hutchinson, Merchant & our Agent there, and suitable Cargoes of Fish & Oil send to Mess<sup>rs</sup>. Gardoque & Son Merch<sup>t</sup> in Bilboa, But Provision Cloathing Ammunition &<sup>c</sup>. & all other prizes Except Cargoes of Mahogany, Lignum Vitæ & Dying wood which we advise you to send to Nantz or Bourdeaux to our Correspondents there. all other Vessells except the above you will use your utmost endeavors to send immediately to this or the nearest port upon the Eastern Shore, whence immediate intelligence is to be transmitted to this Board by land. Upon the European Coast you are at Liberty to touch at Nantz Bourdeaux or Bilboa to refit & where you may apply to Mess<sup>rs</sup>. Morris Pliarne Penet & C<sup>o</sup>. in Nantz to Mess<sup>rs</sup>. Raimbeaux & C<sup>o</sup>. in Bourdeaux & to Mess<sup>rs</sup>. J. Gardoque & Sons Bilboa and take as much Cloathing &<sup>c</sup>. as may be judged expedient & bring to Boston at least we recommend flinging out your Stone, & Ballasting with good Bar Iron—

You will by all means send or bring in as many prisoners as possible to the United States for the purposes of redeeming our suffering Seamen in the hands of the Enemy.

Recommending to you the giving us all possible intelligence from Time to Time and relying upon your known humanity in giving as little distress as possible to Individuals Consistent with the Service—We wish you a successful Cruise & are y<sup>r</sup> F<sup>d</sup>s &c

By order of the Board

Sam<sup>l</sup> Phps Savage Prest

P.S. You have our Letters of Credit to several Houses in Europe & in the West Indies, for one Hundred Pounds Sterling which you will make use of only in case of absolute Necessity

LB, M-Ar, Mass. Archives Collection, vol. 151 (Massachusetts Board of War Letters), 430–31. Endorsed: "Boston Nov 17<sup>th</sup> 1777 I acknowledge the above to be a Copy of my orders—Jon<sup>a</sup> Haraden." A copy of Captain Simeon Samson's orders, dated 17 Nov. and acknowledged by Samson, is in M-Ar, vol. 205 (2d ser., Revolution Letters), 252–53.

LIEUTENANT JOHN KNOWLES, R.N., TO THE LORDS COMMISSIONERS OF THE ADMIRALTY

*Grand Duke Transport, Southwell River.*

Honble Gent<sup>n</sup>.

Long Island, Nov<sup>r</sup> 16<sup>th</sup>. 1777.

Pursuant to an order from S<sup>r</sup> P<sup>r</sup> Parker, Rear Admiral of the Blue at Rhode Island, I had orders to get seven Transports ready to go for Wood to Long Island, for the use of the Army & Navy, and to put myself, and them, under the command of Capt<sup>n</sup> Furneaux of his Maj<sup>ty</sup>s Ship *Syren*, which I complied with.

On the 6<sup>th</sup>. Nov<sup>r</sup> 1777 at one in the morning the Signal was made on board the *Syren* to get under way, dark thick weather, wind at NE, when under way steered SSW and SWBS for about two hours. The *Syren* being at some distance a head was ordered to bring up the Rear; I being a stern & without him. at 5 AM saw some flashes of Guns at different times, which made me think that some accident had happened.

I immediately brought too at day light, being thick, & blowing hard with rain, the Fleet much scattered, I saw two Ships which I supposed to be on shore, but could not tell what Ships they were; they then bearing from us NNE; therefore I could not give them any assistance, but bore away & join'd the Wood Fleet, steering a proper course for the place I was ordered, where we lay all night, & next day expecting the Admiral to send us a frigate.

Before night I weigh'd with all the Fleet, and ran into Southwell River <sup>1</sup> with the wind at East, thinking it a place of more security for the protection of the Transports under my direction.

On the 9<sup>th</sup>. His Maj<sup>ty</sup>s Ship *Unicorn* join'd us by whom we learn'd that the *Syren* Frigate & *Sisters* Transport (Trattles,<sup>2</sup> Master) had got ashore upon point Judith, not above pistol shot from shore, on Rocks, where a Battery was erected by the Rebels, which prevented any of the Stores from being saved as I am informed. I also hear that Capt<sup>n</sup> Furneaux & most of his Ships Company are with the Rebels. I am [&c.]

Jn<sup>o</sup>. Knowles.

A Copy

Agent for Transports.

(The *Syren* was a 28 Gunship)

Copy, MiU-C, Earl of Shelburne Papers, 35–36. Notation: "(Received the 31<sup>st</sup> Dec<sup>r</sup> 1777.)"

1. Southold Bay.

2. William Trattles. *NDAR* 7: 261.

## DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Carpenters Island, Pa.*]

November 16th.—At break of day we discovered the rebel colours still flying and the fort almost totally destroyed but no appearance of any person. In a little time the *Vigilant* sent her boat well manned ashore; one of the jacks mounted the flagstaff, tore down the rebel and hoisted in their stead English colours. I got a boat and went over. One man was found upon the island who informed us that the rebels had suffered very much, losing about 50 men killed and between 70 and 80 wounded. The fort is strong and had it been stormed a very considerable loss would have been the consequence. Nothing that could add to its strength was left undone. The island is nothing but a marsh enclosed with a bank. They have cut ditches, they have made trous de loup and stuck a frise in every part outside the stockades, which are very high and put close together, loop holes being cut through these pickets from which they could pick off your men and you could not possibly hurt them. The fire had not consumed the whole buildings; two ranges of barracks was all that suffered from fire, but our shot had completely demolished every part of it. the blockhouses were knocked entirely to pieces, a great number of their guns and carriages were rendered useless by the shot they have received, in short it is in such a battered situation that it is past describing. In almost every place you see blood and brains dashed about, and hardly a spot in the whole place that has not a shot. The only cover the rebels had was outside the fort under a stone wall. Here it was I saw some of the guards (who had gone over under the command of Sir George Osborne) digging up or pulling out of the ditches the poor wretches that had been killed, most dismally torn and mangled by cannon shot, and stripping them of their shoes or whatever they had on them, and then dashing them into the holes again with as little concern or feeling as a butcher shows in killing or cutting up an ox. Their determination to quit the island had been precipitate for they left some of their guns loaded and unspiked, and a quantity of powder and ball and other stores. Twenty-eight cannon from 32prs. to 40prs. and ten other guns sunk in a boat near the wharf.

A battery for four 24-prs. began this morning intended to keep off the galleys from our ships while they are getting up the chevaux-de-frise. In the evening I went to town after being eight days upon Province Island,<sup>1</sup> a volunteer, and going through a very great fatigue night and day. All that time I had not my clothes off, nor got more than an hour or two's sleep at a time. General Howe returned his thanks to the artillery on this occasion.

Downman, "Services of Lieut.-Colonel Francis Downman," 212-13.

1. Downman means Carpenters Island.

LIEUTENANT'S JOURNAL OF H.M.S. *ISIS*,  
CAPTAIN WILLIAM CORNWALLIS, R.N.

November  
Sunday 16<sup>th</sup>

At Single Anchor abreast of Mud Fort engage<sup>d</sup> it  
AM found our Masts, Hull & rigging much shatter'd, At 1 AM  
Observ<sup>d</sup> Mud Fort with Barracks On fire & an English flag hoisted

At Single Anchor Red Bank ENE 3 Miles  
D<sup>o</sup> Weather [Mod<sup>t</sup> & clear] PM rec<sup>d</sup> onb<sup>d</sup> Powder & Shott,

D, UklNMM, ADM/L/J/116.

MASTER'S LOG OF H.M.S. *SOMERSET*, CAPTAIN GEORGE OURRY

Remarks on board the *Somerset* Sunday Novem<sup>r</sup> 16<sup>th</sup> 1777

at 2 AM the Enemy Burnt the Barracks on Fort Island at [*blank*] Saw the Enemies Coulors Struck on Fort Island & the union Jack Hoisted the *Vigilant* made the Signal that we were in Possession of Fort Island Repeated by us untill Answer'd by the Admiral<sup>1</sup> [At] 12 [Noon] Open'd a Cask of Pork [At] 2 [P.M.] Mod<sup>t</sup> & Cloudy Scraped between Decks

D, UklPR, Adm. 52/2000.

1. H.M.S. *Eagle*, Vice Adm. Viscount Howe's flagship.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 Nov<sup>r</sup>  
Sund<sup>y</sup> 16

Fireing on Mud Fort

at One [*the Rebels*] abandoned it [*Mud Fort*], during which time we kept a fire on them of Grape, at 6 AM sent the Marines on shore to take Possession of the Fort, hauled down the Rebel Flag and hoisted an English Jack, at 8 a Party of the Guards came & took charge of the Fort, & our Marines returned on Board.

In Possession of Mud Fort

Mod<sup>t</sup> and fair Weather, Employed Knotting & Spliceing the Rigging and Carp<sup>rs</sup>. employed Stopping Shott holes, at 8 PM weighed our Stern Anchor and got it on board. found in the Fort 30 pieces of Serviceable Cannon from 32 pounders to 6 pounders, with some unserviceable D<sup>o</sup>—

D, UklPR, Adm. 51/1037.

WILLIAM BRADFORD TO THOMAS WHARTON, JR.

S<sup>r</sup>.

My last informed your that the Enemy had been Cannonading Fort Mifflin two Days, and had begun again on Wednesday. Thursday and Friday they kept up a very hot Fire, and killed several of our Men and wounded many. Saturday Morning we opened a Battery of two Guns near Tench Francis House,<sup>1</sup> against the *Somerset* of 64 the *Isis* of 50, another 50 Gun Ship two large Frigates, their Gally,<sup>2</sup> when our Fleet also engaged and a most furious Fire from all Sides continued till near Dark, when the Ships dropped down. While the Ships & Gallies were engaged the large East India Ship that was cut down came up behind Hog Island and got close to the Fort, She with the five Batteries tore the Fort all to pieces and knocked down all the Ambrusers, killed many of our People and wounded more. About 12 o'Clock at Night, the Officers find-

ing it impossible to Stand it any longer, set fire to the Barracks &c. and brought of the People. Thus Fort Mifflin is fallen. What will become of our Fleet I know not. To lay under Red Bank is impossible. If they retreat to Lads Cove a Battery or two on League Island will reach them—I suppose we shall have Ships up again to-Day. Our Fire Rafts are almost all destroyed by the Tempestous Weather we have had. Our men in great want of Shoes and Cloaths—We have received no more Rum than the two Hogsheads I informed in my last, tho' Crispin says he expects two more to-morrow—In the Engagement the Galleys had several Men killed and 10 or 12 wounded. I am [&c.]

W<sup>m</sup>. Bradford

Sloop *Speedwell* off

Red Bank Nov<sup>r</sup>

16<sup>th</sup>. 1777—

L. Phi, Simon Gratz Autograph Collection, Box 27. Addressed: "To/His Excellency Tho<sup>s</sup>. Wharton Esq<sup>r</sup>/President of the State of/Pennsylvania/at/Lancaster." Docketed: "1777 Nov<sup>r</sup>. 16<sup>th</sup> From Col<sup>o</sup>. /Bradford—," and, "Rec<sup>d</sup> Novem 20 1777."

1. American battery near Little Mantua Creek.
2. H.M. galley *Cornwallis*.

#### JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

November 1777—

Sunday 16<sup>th</sup>

Moored Off Billings Fort in the River Delaware—

at Midnight the Rebels set fire to their Works on Mud Island; AM at 7 we Saw English Colours on Mud Island,—from province Island the Troops Keep a Small firing. one of the reble fregates <sup>1</sup> got aGround on Red Bank, Sent the Longboat for Wood—

Moored Off Billings Fort in the River Delaware—

Moderate Breezes PM Employ'd Setling the Hold, & filling water,

D, UKLPR, Adm. 51/331.

1. Probably the Pennsylvania Navy ship *Montgomery* or the Continental Navy brig *Andrew Doria*.

#### BRIGADIER GENERAL JAMES M. VARNUM TO GEORGE WASHINGTON

Sir—

Woodberry  $\frac{1}{4}$  after 11<sup>th</sup> AM, 16<sup>th</sup> Nov<sup>r</sup>. 1777

Agreeable to what I wrote you last Evening, we were obliged to evacuate Fort Mifflin.—Major Thayer returned from thence a little after two this Morning. Every Thing was got off, that possibly could be. The Cannon could not be removed without making too great a Sacrifice of Men, as the *Empress of Russia*, alias *Vigilant*, lay within one Hundred Yards of the Southwest part of the Works, & with her incessant Fire, Hand Granades & Musketry from the Round Top, killed every Man that appeared upon the Platforms.—The Commodore <sup>1</sup> gave positive Orders to six Gallies to attack, & take that Ship. They warp'd over to the Island, & there held a Council, lost a few of their Men, & then returned, without attempting any thing.—I left the Commodore since one this Morning, He had positively ordered six Gallies, well manned, to attack the same Vessels, how they succeeded, I am not inform'd; but, according to Major Thayer's Sentiments, we could have held the Island, had the Ship been destroy'd.—I dont think the Shipping can pass the Cheavau de Frize while we keep this Shore—The two Gun Battery, near Manto Creek, annoy'd them very Much

Yesterday. It is still firing slowly; but, the Shipping having remov'd out of direct Distance, too much firing would be Profusion.—We are erecting a Battery between Red Bank and Manto Creek Battery, directly opposite the Frizes, w<sup>ch</sup>, I believe will be finished to day.<sup>2</sup>—I am not of Opinion that the Enemy can possess themselves of the Island, without too great a Loss. Whither we shall keep a Guard upon it or not, I cannot determine 'till, from an actual Observation, I shall be furnished with new Circumstances.—While we keep the Shipping down, our Navy will be safe; but, should our Defences prove ineffectual, we shall take out a part of their Guns, & let the others attempt passing the City.—Our Troops are so extremely fatigu'd that no time will be lost in knowing your Excellency's Orders, whether the Troops commanded by Col<sup>o</sup>. Smith shall remain here, or return to Camp. The Officers seem anxious to join the Army, as their Men are much harrass'd.—However, they have had two Nights Rest, & are necessary here, should we attack Billingsport.—As a great part of my own Brigade have been lost at Fort Mifflin, I shall not be able to make any hostile Attempt this Night; but am of Opinion that the Enemy should at all Hazards, be dispossessed of this Shore.—We shall want the large Howitz, w<sup>ch</sup> I mentioned before.—Your Excellency's Letter of Yesterday came to me, this Morning early—I am just told the Gallies last ordered to attack the *Vigilant* did nothing; that misfortune will prevent us from keeping Men upon the Island. I am,

J M Varnum.

P.S. Col<sup>o</sup>. Greene offered to Officer and Man three Gallies, that would destroy the *Empress of Russia*, or perish to a Man, Cap<sup>t</sup>. Robinson of the continental Fleet, offered to go himself. The Commodore possesses a fine Disposition, but cannot command his Fleet.—

L, DLC, George Washington Papers, Series 4. Addressed: "His Excellency Gen<sup>l</sup>. Washington, /Head Quarters. /Col<sup>o</sup>. Durkees Pay Master carries this, /who will pass unmolested J M Varnum B G<sup>l</sup>." Docketed: "Brigad<sup>r</sup> Gen<sup>l</sup>. Varnum. /16<sup>th</sup> Novem: 1777—."

1. John Hazelwood.
2. American battery near Little Mantua Creek.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

*Eagle* off Chester Nov<sup>r</sup>. 16<sup>th</sup>. 1777

I am to Acknowledge the highly approveable Conduct testified in the whole of your Proceedings yesterday; And I am to request you will return my particular thanks to the Officers and Company of the *Isis*, who appear'd to have so well seconded your Intentions on that Occasion I am [&c.]

Howe

LB, NH, William Cornwallis Papers, Letter Book, 99. Addressed at foot of page: "Honble Capt<sup>n</sup>. Cornwallis / *Isis*."

## November 17

MASTER'S LOG OF H.M.S. *MILFORD*, CAPTAIN SIR WILLIAM C. BURNABY

Remarks &c on Monday Nov<sup>r</sup>. 17<sup>th</sup>. 1777.

D<sup>o</sup>: [*Cape Sable* N ½ E Dist. 14 Leg<sup>s</sup>.]<sup>1</sup>

[AM] [at] 4 Light Breezes & Cloudy [at] 7 taken Aback. Set Mizon top sail [at] 8 D<sup>o</sup> W<sup>r</sup> [at] ½ past 10 Saw a Sail to the E<sup>r</sup> ward Sway<sup>d</sup>. the T. G. Masts up. Made sail & Set Studding sails & Gave chase. [at] 12 Fresh Breezes & Cloudy Still in chase Sailm<sup>r</sup> repairing Main top sail & fore top Mast stay sail—

D<sup>o</sup>: [Cape Sable NE 6° W Dist. 11 Leagues]

[PM] [at] 1 Squally with Showers of Snow Still in Chase Coming up with her fast. Lost Sight of the Chase in the Squalls [at] 3 fired 4 four p<sup>dr</sup>s. at the Chase ½ p<sup>t</sup> Close reefd the top sails & spoke the chase Bro<sup>t</sup> too M. T. sail to the Mast. fired 2 Swivels for the Chase to Bring too under Our Lee Sent the pinnacle on board She proved to be a Brig from halifax Bound to [blank] took by a Rebel privateer the *Civil Usage* on the Banks of Newfoundland<sup>2</sup> Sent on board Men take charge of her. at 6 fresh Breezes & Cloudy [at] 12 D<sup>o</sup> W<sup>r</sup> hoisted the pinnacle in Wore Ship & stood to the N<sup>o</sup>ward the Brig in Comp<sup>y</sup>

D, UKLPR, Adm. 52/1865.

1. Bearings are taken from the Master's Journal. Master's Journal of H.M.S. *Milford*, UKLPR, Adm. 52/1865.

2. Probably the brig *Le Canadian*, Charles Renau, master, which was the last prize taken by the Massachusetts privateer brigantine *Civil Usage* before she returned to Newburyport on 18 Nov. *Maryland Journal and Baltimore Advertiser*, 30 Dec. 1777.

“VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT”

[Boston] Novem<sup>r</sup> 17. 1777

Voted That a Letter be wrote to the Hon<sup>ble</sup>. William Vernon Esq<sup>r</sup> to Inform him that this Board have received from Congress two loan office Tickets for 100,000 dollars and that Matters of Great Importance are now lying before this Board therefore to desire his attendance as soon as may be.—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War. Boston Nov<sup>r</sup> 17<sup>th</sup>. 1777

Order'd: That the Committee of Sequestration deliver Cap<sup>t</sup> Harraden 1 Coffee Mill, 4 Panes Glass, 2 half hour Glasses 1 Brush, 1 Cork Screw, 1 p<sup>r</sup> Bellows, 1 Tea Kettle, 250 Scupper Nails, ½ doz: Knives & Forks,—for Brig<sup>t</sup> *Tyrannicide*—

Order'd, That the Committee of Sequestration deliver Cap<sup>t</sup> Harraden for Cap<sup>t</sup> Samson ½ doz: Knives & Forks 1 Bell for Cabin, 1 Cork Screw, & 1 Coffee Mill, for Brig<sup>t</sup> *Hazard*. . .

Order'd, That the Com<sup>y</sup> Gen<sup>l</sup> deliver M<sup>r</sup> Nath<sup>l</sup>. Baker Two Hundred w<sup>t</sup> Iron & 14<sup>s</sup>/1<sup>d</sup> in full for his Bill of Sundrys for Brig<sup>t</sup> *Penet*—£30 . . 14 . . 1—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 91–92.



## JOHN ROWE TO ROBERT MORRIS

Dear Sir,

Boston Novem<sup>r</sup> [17] 1777.

M<sup>r</sup> Coleman returned here a few days Since and brought me your fav<sup>r</sup> of the 27<sup>th</sup> Ult<sup>o</sup>. I perceive that Congress have so much Buisness on hand that nothing is done by them relative to the Portegueze Vessell.—<sup>1</sup>

The Papers that are found are Translated and I inclose you Copys for your Perusal, for my own part I can see nothing in any of them that can Justify Cunningshams<sup>2</sup> Conduct, which I think is very Reprehensible—

There is one Paper term'd by the Portegueze the Naturilization of the Vessell,<sup>3</sup> It appears She was Sold by Br[o]k Watson of London to John Gathorn & by him Sent out to his Bro<sup>r</sup> Richard Gathorn who was at that time Consul at Fayall After the Vessell arrived at Fayall She was then either Sold to the Portegueze, or Naturalized—for my part I am of Opinion She was really sold as there appears a Rec<sup>t</sup>. in the Body of the Paper.— Other People think this is the Method English Bottoms can Sale in the Portegueze Trade by Naturalizing them & that Still the Property is British.—

The Vessell & Cargo being now here, Somewhat was necessary to be done about her. M<sup>r</sup> Lowell my Lawyer being out of Town,<sup>4</sup> I threw in a Memorial to Goverment (Copy of which is Inclosed) which they Granted,<sup>5</sup> By this time M<sup>r</sup> Lowel Came to Town, I Shewed him what I had done & the Several Letters to You, he approved of the Whole—

The Capt<sup>n</sup>. & Crew grew uneasy & Insisted on the Vessell being Libeled & unloaded—We then got a Petition to the Judge of the Maritime Court praying that the Portegueze Snow might be unloaded & the Goods stored & acco<sup>t</sup> taken of the Same, which is now doing

— Myself & M<sup>r</sup> Webb<sup>6</sup> bound to see the Same forth coming to the Judge's Order; This is the exact Situation of the Vessell at present under good Care—Its probable She may be Tried in a Month or five Weeks I pray that a righteous Judgment may be Pronounced on her for the honour of the United States. 'Tis a great pity the Captain of the Snow was sent Away—I think you will have time to write me Again before Tryall & hope it will be so. Your design to propose that Congress Should Order the Vessell & Cargo to be sold, and the Proceeds vested in the Publick Funds bearing Interest for the benefit of the Proprietors is very Just. Untill this Matter is determined I am aware of the Consequences and You May depend on my Care, According to the best of my Abilitys. And under the Consultation of M<sup>r</sup> Lowell Whose Character either of the M<sup>r</sup> Adams's will Informe

The Privateer being now here,<sup>7</sup> What is to be done with her? 'Twill be difficult to gett hands M<sup>r</sup> Braxton some time since had thoughts of Selling her—I have Communicated my Sentiments to the Bearer of this Col<sup>o</sup>. Griffin Who you will see having other Buisness with you—

I also Inclose you a Manifest of the Cargo as appears by Translation<sup>8</sup>

I dont Recollect any thing further at Present—therefore Remain [&c.]

John Rowe

L, DNA, PCC, item 44, pp. 33–36 (M247, roll 58). Addressed at foot: "To Rob<sup>t</sup> Morris Esq<sup>r</sup> Philada." Docketed: "Mr. Rowe Nov. 1777./in Answer to M<sup>r</sup> Morris of Oct 27/N 3." The date is supplied by Morris's Memorial to the Continental Congress which was read on 6 Mar. 1778. DNA, PCC, item 44, pp. 49–52 (M247, roll 58).

1. *Nostra Senhora de Carmo e Santo Antonio*.
2. Capt. Joseph Cunningham.
3. Sentence of Denization and Naturalisation, 4 Jan. 1769. DNA, PCC, item 44, pp. 137–48.
4. John Lowell.
5. Memorial to the Massachusetts General Court, 19 Jan. 1778. DNA, PCC, item 44, pp. 39–42.
6. Joseph Webb.
7. Massachusetts privateer schooner *Phoenix*.
8. Manifest of Cargo. DNA, PCC, item 44, pp. 169–70.

BRIGADIER GENERAL SAMUEL H. PARSONS TO NATHANIEL SHAW, JR.

Sir

Maroneck Nov 17th 1777

I have Gen<sup>l</sup> Putnam's Orders to beg you to send immediately to Fairfield or Norwalk the *Spy* & *Schuyler* Arm'd Vessells: as they are wanted on Business of the greatest importance before the End of the Week. A composition made by L<sup>t</sup> Jones<sup>1</sup> of the *Schuyler* to fire buildings is of absolute necessity to be forwarded immediately Your Hum<sup>le</sup> Serv<sup>t</sup>

S. H. Parsons

Copy, Ct, Jonathan Trumbull Papers, vol. 6, 192a. Addressed: "To Nath<sup>l</sup> Shaw Jun<sup>r</sup> Esq. Copy."

1. John Jones.

GEORGE WASHINGTON TO MAJOR GENERAL ARTHUR ST. CLAIR,  
MAJOR GENERAL JOHANN KALB, AND BRIGADIER GENERAL HENRY KNOX

Instructions for Major General St Clair, Major General Baron Kalb, Brigadier General Knox.

Gentlemen

You are to proceed with all convenient expedition to Fort Mercer, where—by conferring with Brigadier General Varnum, Commodore Hazlewood and such other Officers as you may think proper to consult—and from your own view of the ground and River you will investigate the following Points.

1. The Practicability of hindering the Enemy from clearing the main Channel of the Chevaux de frise which now obstruct it—without having possession of Mud Island—
2. What farther aid would be required from this Army to effect the purpose abovementioned, supposing it practicable, and how should such aid be disposed—
3. Whether our Fleet will be able to keep the River, in case the Enemy make a lodgement, and establish Batteries on Mud Island—
4. Supposing the Fleet necessitated to retire, whether the Land-force could maintain its present Position independently of it—
5. Whether it be practicable to take or drive away the Enemy's Floating Battery, and if either can be done, whether an obstruction may not be laid in the Channel through which she pass'd, so as to prevent the Passage of any Vessel in future.
6. If the Fleet should be obliged to retire and Fort Mercer be invested by the Enemy, by what means could the Garrison be drawn off, or reinforced if either should be judged necessary—

You will be particular in making my acknowledgments to those Officers and Men who have distinguished themselves in the defence of the Fort, and assure them that I have a high Sense of their gallant Conduct—

This is by no means to be understood Gentlemen as restraining you to the examination only of the particular Points enumerated, which are intended as a memorandum—but you will in conjunction with the Commanding Officers on the Spot, make every such arrangement and alteration as shall appear essential—

Head Quarters [*Whitemarsh, Pa.*] 17<sup>th</sup> Novem  
1777.

(Copy)

Df, DLC, George Washington Papers, Series 4. Docketed: "Copy of Instructions/to Major Gen<sup>l</sup>. St Clair/Major Gen<sup>l</sup> Kalb &/Brigad<sup>e</sup> Gen<sup>l</sup> Knox./17<sup>th</sup> Novem 1777—."

GENERAL SIR WILLIAM HOWE TO VICE ADMIRAL VISCOUNT HOWE

My Lord

Philadelphia  
the 17<sup>th</sup>: of November 1777.

I cannot too highly acknowledge the signal Services the Army has received from the Perseverance and Activity of the Officers and Seamen under your Lordship's Command, since the King's Troops entered Philadelphia. And I shall be happy, by your Lordships Assistance, to have my Sentiments of them made as acceptable and generally known as possible.

But my Thanks are more particularly due to Captain Duncan for his unwearied Attention and Judgement on all Occasions; And to Captain Henry and Lieutenant Botham, for the Gallantry they displayed on the 15<sup>th</sup>: Instant in the Reduction of the Enemy's Works on Mud-Island; Which I request your Lordship will be pleased to communicate to those Gentlemen in the most distinguished manner.

In these Acknowledgements I beg to include the Captains and Crews of the Ships in the Eastern Channel, contributing to the Success of the Attack, more immediatly assisted by the well-directed Fire of the *Isis*. I have the Honor to be [&c.]

(Signed) W. Howe

LB, UkLNMM, Cornwallis West Collection, Cornwallis Papers, vol. 2. Addressed flush left below signature line: "The Viscount Howe,/&c: &c: &c:."

CONTINENTAL ARMY AND NAVY PRISONERS TO GENERAL SIR WILLIAM HOWE

Copy.

State House Philadelphia Nov 17. 1777.

To his Excellency S<sup>r</sup> William Howe.

We the Officers of the American Army & Navy confined here having this day received a verbal Message from your Excellency, informing us that you had heard of various Complaints, having been made by us, relating to our treatment, but that those complaints, had been imparted to you in so vague and general a manner, that you was at a loss how to redress them, unless they were specially pointed out; and to that end you desired the same should be done.

At your Excellency's request, as also being strongly impelled thereto through our great Necessity, we beg leave to mention the following particulars.

First. That since our confinement here, although it has sometimes been granted, yet we have been frequently denied, the small priviledge in the open day, of walking

in the enclosed Yard adjoining this House, which Indulgence we are desirous of obtaining, for the sake of Air, Exercise, & the preservation of health; That it is often attended with utmost difficulty, that Wives, can be admitted to speak to their Husbands, Children to their parents, or one Friend or Acquaintance to another; so that to their great anxiety, those just & natural Connections, are almost entirely seperated; That when these extraordinary and as we conceive unnecessary restrictions have been complained of to the Officers of the Guard, we were told by them that they are in consequence of general Orders, which they are obliged literally to comply with.

Secondly. We have been frequently accused during our confinement with holding Correspondence with the American Army, and by letter & otherwise having given them secret Intelligence to the prejudice of the King's Service; which Charge every Officer for himself, respectively doth solemnly declare to be false, and that if there was any just foundation for such Charge, to the end that it might be properly fixed, and that we might not be indiscriminately blamed, we have most earnestly implored, that such Letter or Letters if any there was might be produced, and that a proper hearing concerning the matter might be had which has been refused; and it is a Rule of natural Equity rarely violated even in Turkey to condemn any set of Men without a hearing, We therefore humbly hope, that your Excellency will not suffer us in future to be officiously accused, of any thing of an atrocious or dishonorable nature, without giving us an opportunity of vindicating ourselves.

Thirdly. Our Situation has been truly melancholy and alarming during the whole of our Captivity in regard to provisions, for altho' we cannot justly complain of the quality of what has been served out to us, except once or twice some bad Flour and Bread, yet so great is the deficiency that double the quantity allowed us would not be near enough;—Camp Kettles too about eight, are greatly wanted for the purpose of Cooking, We have near enough but not quite sufficient quantity of Fire Wood, and a few Tools are wanted to size the Wood properly for use.

Fourthly. The Sick are allowed to remain here rather too long; Medicines have been administered to some who as we conjecture by the Coldness of the House at this inclement Season have contracted bad Colds & their health greatly impaired.

Fifthly. Money sent by Flag lost by accident or otherwise, that is to say not so much by one Guinea and five Dollars delivered to L<sup>ts</sup> Morris and Massie as their Letters specify.

Sixthly. We cannot omit mentioning the extraordinary ill Treatment of the Officers of the *Delaware* Frigate after their Surrender they were carried to the provost and near or quite Twenty in one room confined together, without any distinction of Rank, they were not during that time allowed to move out even to ease themselves, & were thus kept confined without Water or provisions & when they applied for redress could receive nothing but vile insulting language, this behavior we doubt not being duly discouraged & discountenanced by your Excellency.

These are the principal causes of complaint which are submitted to the examination of your Excellency; It now remains for us most earnestly to entreat your speedily redressing the same, as also the granting us such further & other relief as you may judge proper, and as the nature & Circumstances of our Case may require

Signed by

O. Towles for himself &  
the other Officers at their request.—

Col. Hanam Militia had a Watch taken from him by the L<sup>t</sup> Dragoons when taken from his House after Battle of Brandywine.—

Copy, UkLPR, Carleton Papers. Docketed: "Copy/Memorial of the prisoners/to/Gen<sup>l</sup> Sir William Howe/State House Philad<sup>a</sup> 17<sup>th</sup> Nov<sup>r</sup>/1777."

BRIGADIER GENERAL JAMES M. VARNUM TO GEORGE WASHINGTON

Sir—

Fort Mercer 17th Nov<sup>r</sup> 1. oClk PM, 1777

In Consequence of the Enemy's arm'd Vessells laying at Fort Mifflin, their Provision Vessells pass unmolested up to the Mouth of Schykill, between mud Island and Province Island.—A Considerable Number of Shipping have moved up this Day & anchored off Billingsport.—It is probable they may intend landing the Troops from New York, w<sup>h</sup> in Addition to those already there, (I mean Billingsport) their Force may be such as to put it out of my Power to prevent a Siege.—It is my Opinion, if your Excellency intends taking Possession of Province Island, this Post should be held: If you give up all Ideas of preventing the large Shipping's going up the River, this Post is of no essential Consequence; Batteries along the Shore, between this & Manto Creek, might annoy greatly, or totally prevent the Shipping from raising the Chieavau de Frize, if the Troops besieging should be dislodged.—If your Excellency should think of establishing a strong post at Cooper's Ferry, I imagine all the large Cannon should be removed to Mount Holley, In that Case, the Troops here would be of great Service.—It will require a large Force to keep the Shore so as to play directly upon the Shipping.—Was our Fleet to continue under the Cover of this Place, the Enemy's Shipping would be in a worse Situation; but, as they seem to be upon the wing, the Enemy will soon be able to open Bomb Batteries from Fort Mifflin. This would not be terrible in itself, but connected with an Investiture, would deprive the Garrison of that Cover w<sup>h</sup> might otherwise be derived from the Bank of the River.—Col<sup>o</sup> Greene will write you the Sentiments of the principal Officers of the Garrison, upon their present Situation. Provided the Enemy should attempt crossing Timber and Manto Creek's at the same Time, Woodberry will be a more ineligible Situation than Haddonfield, as it will throw my Troops between the Enemy's Front and Fort Mercer; And prevent that Communication w<sup>h</sup> would be necessary. However, in that Case, I shall act according to immediate Circumstances.—I hope your Excellency's earliest Orders may be given upon these Matters.—It is a great Misfortune, that we have left Fort Mifflin; Nothing but the undaunted Bravery, & persevering Prudence of Major Thayer, prevented a much greater Effusion of Blood, than has taken Place.—The Ground was held 'till the principal Cannode was over, when the greater part of the Garrison were sent off. The Major, with a rear Guard of about forty Men, remained, 'till with amazing Address, he had sent off the most part of the Stores, he then came away. Had the Garrison been bro't away in the Day time, the Loss must have been very great, as the Shipping would have sunk many of the Boats. I mention these Circumstances, in repetition of what was said in my last, as it may be said by some, that the Major continued too long upon the Island.—If that was the Case the Fault was mine, not his.—I can say from my Conscience, I think never did Man behave better.—

I have called for an exact return of the Killed & wounded, w<sup>h</sup> will soon be transmitted; It is not so great as was imagined or expected.—I am [&c.]

J M Varnum.—

L, DLC, George Washington Papers, Series 4. Addressed: "His Excellency General Washington/Head Quarters./M<sup>r</sup> Greene bears this, and will pass unmo-/lested—J M Varnum B G<sup>l</sup>—." Docketed: "17<sup>th</sup>: Novem<sup>r</sup> 1777/from/Gen<sup>l</sup> Varnum."

JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

Nov<sup>r</sup> 1777

Monday 17<sup>th</sup>

Moored off Billings Fort. in the River Delaware—  
AM the Reble Ships & Galleys going up the river. a party of men  
Emp<sup>d</sup>: Cutting Wood.

Moored Off Billings Fort. in the River Delaware—  
Frosty W<sup>r</sup>: Anchored here aNumber of Transports Supply'd  
the *Pearl* with 40 Barrels of Powder, and 700 of 12 lb Shott. our  
Boats Emp<sup>d</sup>: Getting the Troops onshore.<sup>1</sup> Received a Longboat  
load of Wood—

D, UKLPR, Adm. 51/331.

<sup>1</sup>These troops were landed at Billingsport. They were part of Maj. Gen. Sir Thomas Wilson's reinforcement recently arrived at Chester. Wilson's troops acted in conjunction with Lord Cornwallis's force marching up the New Jersey shore on Fort Mercer.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Nov<sup>r</sup>:

Monday 17

At single Anchor off Billingsfort  
At 9 AM the Sig<sup>l</sup>: was made on board the *Somerset* for all Lieu-  
tenants Anchor'd here a Fleet of Transports with Troops from  
Chester.<sup>1</sup> Rec<sup>d</sup>. 40 Barrels of Powder from the *Experiment*.

At Single Anchor off Billingsfort  
The first & middle parts fresh gales & cloudy, the latter Mod<sup>te</sup>: &  
Cloudy PM Rec<sup>d</sup>: Gunners Stores from the *Experiment*. At 6 got  
down topgall<sup>t</sup> yards. Sent all our Boats on board the *Roebuck*. Read  
the Articles of War & Punish'd James Archard with a doz<sup>n</sup> lashes  
for disobedience of Orders. Boats employ'd Embarking Troops<sup>2</sup>

D, UKLPR, Adm. 51/675.

1. These troops had arrived from New York and were under the command of Maj. Gen. Sir Thomas Wilson.

2. These troops, part of Wilson's reinforcement from New York, were landed at Billingsport and acted in conjunction with Lord Cornwallis's force marching up the New Jersey shore on Fort Mercer.

JOURNAL OF THE CONTINENTAL CONGRESS

[York] Monday, November 17, 1777

*Resolved*, That Mr. Dana, Mr. Ellery, and Mr. Wood, be appointed members of the Marine Committee, in the room of those from their respective states, who are absent or have leave of absence.

*Resolved*, Three members be elected for the Committee of Appeals, in the room of Mr. President, Mr. J Adams, and Mr. Marchant:

The members chosen, Mr. Harvie, Mr. Dana, and Mr. Ellery.

JCC9: 935–36.

## CONTINENTAL MARINE COMMITTEE TO STEPHEN HOPKINS

Stephen Hopkins Esq<sup>r</sup>

Sir

[York] November 17th 1777

Since our last to you M<sup>r</sup> Ellery handed to us a memorandum from which we have directed such an examination into the various charges made in the Treasury office, and the order drawn in your favour upon which the charges were made against you as has entirely convinced us, that the late State[ment] transmitted to you was as to the 20,000 dollars charged to you the 10th of Feb<sup>y</sup> 1776 as being received towards the building of the Frigates entirely erroneous.<sup>1</sup> This error arose from the short manner in which the charges are made in the Treasury and not reciting the purport of the Orders. By inspecting that Order it appears to have been drawn on the Continental Treasurer and by you received for the use of the Naval Committee who fitted out the Ships of war at Philadelphia. The inclosed Copy of the order of this Committee which is entered upon our Journals will shew you how the mistake is rectified—we are very sorry such a mistake was made, we shall immediately give notice thereof to M<sup>r</sup> Tillinghast and at the same time supply him with a Warrant upon the loan office of the State of Rhode Island to enable him to discharge the balance due the Gentlemen you employed to build the Frigates at Providence—and to supply him with as large a Sum as we drew upon you for in his favour. Their still appears a balance of nine hundred and fifty Dollars in your hands—your memorandum shewn to us by M<sup>r</sup> Ellery suggests that also is a Mistake but we cannot discover it—If you can clearly point it out we shall be ready to make the allowance, otherwise we would desire you to pay it into the hands of M<sup>r</sup> Tillinghast as Continental Agent for the State of Rhode Island he to be Accountable and his receipt shall be sufficient as also for the further sum of 119 36/90 Dollars due from you to the Naval Committee as appears by their accounts rendered to Congress by M<sup>r</sup> Hewes and referred to this Committee. We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, pp. 112–13 (M332, roll 6).

1. Continental Navy frigates *Providence* and *Warren*. For background on this issue see NDAR9: 902, 908.

## VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS

Sir,

I beg leave to acquaint their Lordships that herewith inclosed I send a duplicate of my last<sup>1</sup> by the *Pallas*, who sailed with the Convoy early in the Morning of the 27<sup>th</sup>: Ult<sup>o</sup>. since which time I have not heard from the Captain, but am Informed by a Gentleman from Bluefields that they did not reach that port untill the 7<sup>th</sup>. Ins<sup>t</sup>. after having been in a Violent Gale of Wind, which has very much distressed many of the Convoy some of whom are returned dismasted to this Harbor & many are Cast away on the North side the Island;<sup>2</sup> The *Racehorse* who had under her Convoy several Ships, very narrowly escaped the same Fate owing to the Violence of the Storm and the exceeding bad Weather, she is however arrived, very much shatter'd by her late engagement, I have order'd her defects to be made good and the Sloop to be got ready for Sea as soon as possible

I am sorry to inform their Lordships that notwithstanding the Master Shipwrights utmost endeavours to make His Majesty's Brig *Badger* fit for Sea, he found it imprac-

licable I therefore order'd her to be surveyed and she is reported to me unserviceable in consequence whereof I have thought proper to replace the said Brig by purchasing another, which I signified to their Lordships, was my intention in my last; I have called her the *Badger* and given the Command of her to the Acting Captain Michael John Everitt commander of the former Brig *Badger* which is condemned, and directed him to turn over all his Officers & Men: The Brig is capable of carrying 16 Carriage Guns, was the Rebel privateer that took Frazers Highlanders in the Nantasket Rode,<sup>3</sup> she is only 3 Years Old, very strong Built and her price £1540 Currency of this Island, which Sum I have ordered the Storekeeper to pay and draw Bills on the Navy Board for, I hope she will answer the purpose and that their Lordships will in this Instance approve of my Conduct; I have directed the Master Shipwright to fit her as an armed Vessel as fast as possible that she may proceed to Sea on Service.

I further beg leave to acquaint their Lordships that by a Letter from the Inhabitants of the Bay of Honduras (a Copy of which is enclosed)<sup>4</sup> I am made acquainted that the *Washington* privateer has been there, since His Majesty's Sloop *diligence*, which is not long, and cut out three of their Vessels, for the particulars of which I beg leave to refer their Lordships to that Letter; and submit to their Consideration whether it may not be proper to have an armed Vessel constantly stationed on that Coast during this Rebellion, which can not be affected unless two Vessels are employed, one to relieve the other, as they can not procure any provisions there for their people

I also beg leave to acquaint their Lordships, that in my humble opinion there shou'd also be, two armed Vessels one to relieve the other constantly stationed at Turks Islands to prevent the Rebels having any intercourse with the Inhabitants of those Islands, as many of them pay no regard or obedience to the Kings Agent there or any other Officer but this I must likewise submit to their Lordships Consideration & superior Judgement.

As the *Ostrich* armed Ship is gone to England and as her return to this Station may be uncertain I think it Necessary to purchase an armed Vessel in her Room, which I intend to do and to give M<sup>r</sup> Jordan<sup>5</sup> a Lieutenants Commission to command her, and as I advised their Lordships that I designed to reward him, in this manner, for his gallant behaviour, I hope it will meet their approbation.

I also beg leave to acquaint their Lordships, that the *Daphne* Capt<sup>n</sup>. Chinnery, one of Lord Viscount Howes Squadron, arrived here the 8<sup>th</sup>. Ins<sup>t</sup>. from New York, in want new rigg<sup>s</sup> entirely except the standing & in want of a new suit Sails; The Pintles of her Rudder are defective, and she is in want of a great deal of Work to be done to fit her for Sea, all which I have ordered to be Inspected into and the Necessary repairs to be performed as soon as the Service will admit thereof.

Captain Chinnery brought under his Convoy a Ship Loaded with Provisions for the Government Service, and bound to Pensacola, which Ship he is directed to see safe into that Harbor; She having lost her Foremast in the late Gale of Wind I have directed a new One to be made for her, and I will take particular care that she shall be in such forwardness as not to detain the *daphne* when she may be ready to proceed to Sea & I shall order the StoreKeeper to take proper Bills from the Master for any expence of materials or Workmanship as may be necessary for her equipment

I likewise beg leave to hope that their Lordships will observe that in respect to my directions to order the Convoys, at this Season of the Year, to go through the Gulph, that had the Convoy (which sailed the 27<sup>th</sup>. Ultimo) gone through the Windward pas-



sage, they wou'd have been a great way on their passage in the time they were going to Bluefields only, owing to the favorable Winds that prevail at this time of Year: This the Merchants and Planters of this Island are convinced of and regret that I am under directions to send the Convoys through the Gulph at this Season of the Year

The Squadron under my Comm<sup>d</sup>. continue to be employed as when I wrote their Lordships last, except the following Ships, The *Southampton* and *Lowestoffe* are on a Cruize the *Hornet* is returned from Cape Francois and is ready to proceed again to Sea & I have order'd her and the *diligence* to proceed up the Southside of Hispaniola to meet the Convoy which is daily expected to arrive here. I am [&c.]

*Antelope* port Royal Harbor

Clark Gayton

Jamaica 17<sup>th</sup>: Nov<sup>r</sup>: 1777

L, UKLPR, Adm. 1/240, 454–57. Addressed at foot of first page: "Philip Stephens Esq<sup>r</sup>." Noted on first page: "17. Nov<sup>r</sup> 1777/Rec<sup>d</sup> 28 Jan<sup>r</sup> 1778/by the *Halifax* packet/Ans<sup>d</sup> 6 Febyr." Docketed: "17: Nov<sup>r</sup>: 1777/ Adm<sup>t</sup> Gaytons Letter/to M<sup>r</sup> Stephens."

1. See above, Vice Admiral Clark Gayton to Philip Stephens, 25 Oct. 1777.

2. Vice Adm. Gayton had not yet received a letter written by Capt. Rowland Cotton, commander of H.M.S. *Pallas*, on 10 Nov. Out of a convoy that comprised fifteen vessels, only one brig returned to Port Royal. The remainder of the convoy arrived safely at Bluefields. Finding that none of the vessels had suffered severe damage from the storm, Cotton planned to resume the voyage that morning. See Cotton to Gayton, 10 Nov. 1777, UKLPR, Adm. 1/240, 463–65; and "A List of Ships and Vessels under Convoy of His Majesty's Ship *pallas* Bluefields Jamaica 10<sup>th</sup>: Nov<sup>r</sup> 1777," *ibid.*, 466.

3. Gayton's identification of the purchased brig was incorrect. In June 1776 the Connecticut State Navy brig *Defence* captured in Boston Bay the transports *George* and *Annabella*, which were conveying to Boston Lt. Col. Archibald Campbell and two companies of the 71st Highlanders. See NDAR 5. As of Sept. 1777 the brig *Defence* was moored in Boston, where she was rebuilt as a ship. See NDAR 9: 907, 950.

4. See above, Richard Hoare et al., to Vice Admiral Clark Gayton, 8 Oct. 1777.

5. Charles Jordan, formerly commander of H.M. sloop *Racehorse*.

#### COMTE D'ARBAUD TO GOVERNOR WILLIAM MATHEW BURT

Copie de la Reponse de M. Le Comte D'arbaud, à M. Burt, Sur les deux lettres en datte du 8. et du 10. 9<sup>bre</sup>. 1777.

Monsieur.

[17 Novembre 1777]<sup>1</sup>

J'ai reçu par l'officier que j'avois dépeché à vôtre Excellence les deux Lettres<sup>2</sup> qu'elle lui à remise en reponse à celles que j'avois eû l'honneur de lui ecrire, La premiere relative à l'acte de violence commis sur les côtes d'une des possessions du Roi mon maitre, par une fregate de Sa Majesté Britannique qui hostilement à mis à Terre des Gens à main armés pour poursuivre et se saisir d'une partie d'equipage, soit Blancs; Mulatres, ou Negres, n'importe la couleur ou la Nation, qui avoient atterir avec l'opinion fondée de trouver un azile assés respecté pour n'y être pas poursuivi.

Voila quel est l'objet de ma réclamation auprès de vôtre Excellence, et non celui d'une protection accordée personnellement à un homme Infame, soit Espagnol, ou Corse, pourvû ou non, d'une commission du congrés, consideration qui sont toutes Etrangeres à mon objet qui n'avoit d'autre fin que celle d'obtenir la réparation dûe, d'une voie de fait bien contraire aux égards et au respect egallement dus à Sa Majesté tres chretienne et qui est capable d'alterer la bonne intelligence qui regne entre nos cours respectives.

Je n'aurois jamais pensé qu'une réclamation aussi juste et aussi fondée put occasionner des personnalités aux qu'elles je ne repond pas pour n'alterer en aucune

maniere le respect qui est dû respectivement à nos Places, dont les obligations nous forcent d'entrer dans des détails toujours relatifs aux intérêts des deux Nations, sans que nous dussions jamais nous écarter des égards personnels que ne pouvons jamais perdre de vûe sans nous manquer réciproquement.

Quant à l'autre qui concerne le S<sup>r</sup> Gordon c'est avec regret que j'ai l'honneur d'assurer votre Excellence qu'elle me suppose une conduite et des motifs bien éloignées de mes principes. J'ai donné des ordres, ils ont été respectés. Le S<sup>r</sup> Gordon en a imposé à votre Excellence: la Main forte lui à été donnée, et il à été le maitre de Visiter les Magazins du S<sup>r</sup> D'arbousier les effets de tres peu de valeur qu'il avoit fait arrêter lui ont été offerts quoique envoyés en Don par le capitaine Brown au S<sup>r</sup> D'arbousier qui n'a eû aucune connoissance de la vente de la Cargaison que la cupidité industrieuse de la fraude commune à toutes les Nations, à soustrait aux rêcherches du S<sup>r</sup> Gordon ainsi qu'aux précautions justes et Vigilantes que j'avois prises pour les lui favoriser. Il faut pour faire subir un châtiment constater le delit et trouver le coupable, c'est cequi n'a pas été possible dans l'affaire du S<sup>r</sup> Gordon. Les ordres les plus rigoureux sur la vente des prises ont été donnés dans toutes les parties de mon Gouvernement; il me seroit même facile de prouver à votre Excellence que j'en ai donné de rélatifs à celle de la prise du S<sup>r</sup> Gordon, qui avoient prévenu votre réclamation. La fraude à consommé clandestinement ce que le bon ordre avoit voulu sauver, il en est résulté le dégât et la dépradation de la cargaison dont partie à été jettée à la Mer, sans qu'il soit possible de connoitre les mains dans lesquelles l'autre partie à resté.

Il me seroit encore facile de détromper votre Excellence sur les certitudes qu'elle me montre que le corsaire qui à fait cette prise, est armé par une compagnie composée des S<sup>rs</sup> D'arbousier, Soubies, et autres habitans de la grande terre Isle Guadeloupe. J'ai entre mes mains les preuves les plus authentiques du Contraire, et je les aurois communiquées à votre Excellence, si j'avois trouvé dans sa Correspondance à laquelle les obligations de ma Place me forcent de répondre, les égards et les honnestetés dont nous ne devons n'y l'un n'y l'autre nous écarter. J'ai l'honneur d'être &c<sup>a</sup>.

Signé Le C<sup>te</sup> D'arbaud.

pour copier.

D'arbaud

[Translation]

Copy of Comte d'Arbaud's Reply to Mr. Burt's two letters dated 8 and 10 November 1777.

Sir.

[17 November 1777]<sup>1</sup>

I have received, via the officer I had sent to your Excellency, the two letters<sup>2</sup> your Excellency handed to him, in response to those letters I had had the honor of writing to you. The first letter pertains to the act of violence committed on the coasts of one of the possessions of the king, my master, by a frigate of His Britannic Majesty, which with hostile intent put armed men ashore to pursue and seize a part of the crew—whether whites, mulatoes or negroes, neither the color nor the nationality was important—who had gone ashore with the justifiable idea of seeking asylum that would be sufficiently respected so as not to be followed there.

That is the subject of my claim to your Excellency and not for protection personally granted to an infamous man, whether a Spaniard or a Corsican, whether or not provided with a commission of the Congress. These are considerations foreign to my objective, which has no other purpose than to obtain the compensation due for an attack truly contrary to the consideration and respect equally due to His Most Christian Majesty, which is capable of modifying the good relations that exist between our respective courts.

I should never have thought that such a fair and justifiable claim could cause personal remarks to which I do not respond in order not to alter, in any way, the respect due our positions whose responsibilities compel us to enter into details always related to the interests of our two nations, without our ever having to set aside the personal regards that we can never lose sight of without our being disrespectful to each other.

As for the other letter that pertains to Mr. Gordon, it is with regret that I have the honor of assuring your Excellency that he credits me with a conduct and motives far removed from my principles. I have issued orders and they have been respected. Mr. Gordon has imposed on your Excellency; assistance was given to him, and he was enabled to inspect *Sieur d'Arbousier's* warehouses. The items of very little value that the latter had had seized were offered to him although they had been given as a gift by Captain Brown to *Sieur d'Arbousier* who had known nothing about the sale of the cargo which a persistently active desire to defraud, common to all nations, concealed from Mr. Gordon's searches as well as from the just and vigilant measures I had taken to facilitate his searches. In order to inflict a punishment, it is necessary to confirm the violation and to locate the guilty party. This has been impossible in Mr. Gordon's case. The strictest orders relating to the sale of seized property have been issued throughout my government. It would even be easy for me to prove to your Excellency that I gave orders relating to seizure of Mr. Gordon's property, which had anticipated your claim. Fraudulent acts have accomplished clandestinely what good order had tried to save. As a result of these acts the cargo has been damaged, looted, and a portion of it thrown into the sea without it being possible to learn in whose hands the remaining portion was.

It would be even easier for me to enlighten your Excellency on the evidence you have shown me that the privateer making the seizure was equipped with weapons provided by a company composed of *Sieurs d'Arbusier, Soubies* and other inhabitants of Grande Terre, Guadeloupe. I have in my hands the most authentic evidence proving the contrary. I would have forwarded it to your Excellency if I had found in your correspondence—to which the responsibilities of my position force me to respond—the considerations and courtesies of which neither you nor I should lose sight. I have the honor of being, &<sup>a</sup>.

Signed Comte d'arbaud

copy

D'arbaud

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525, 337–38.

1. For the date of this letter, see below, Governor William Mathew Burt to Comte d'Arbaud, 5 Dec. 1777.

2. See above, Governor William Mathew Burt to Comte d'Arbaud, 8 Nov. 1777, 10 Nov. 1777.

November 18

JOURNAL OF H.M.S. *MERMAID*, CAPTAIN JAMES HAWKERNov<sup>r</sup> 1777  
Tuesday 18<sup>th</sup>

D<sup>o</sup>. [Sambro' Light House] N<sup>o</sup>. 7° W<sup>t</sup>. Dist<sup>ce</sup>. 76 Leag<sup>s</sup>  
at 2 AM Tack'd Ship. at 8 saw a Sail in y<sup>e</sup> NW. Q<sup>r</sup> at ½ past 9  
handed y<sup>e</sup> M Tops<sup>l</sup>. & Wore Ship; at ½ past 10 set y<sup>e</sup> Forestays<sup>l</sup>. &  
gave Chace; at 11 set Main & foretops<sup>ls</sup>. close Reef'd. At Noon still  
in Chace. Lost a Log and two Lines.—

Sandy Hook N<sup>o</sup>. 87° . . 54' W<sup>t</sup>. Dist<sup>ce</sup>. 127 Leagues  
First part D<sup>o</sup>. W<sup>t</sup>. [light airs & cloudy] y<sup>e</sup> middle & latter more  
Mod<sup>t</sup>. At 1 PM fired several shot at the Chace at ½ past she bro<sup>t</sup>  
too, & proved to be a Rebel privateer Brig call'd the *Active*.<sup>1</sup>  
haul'd the Tops<sup>ls</sup>. haul'd up y<sup>e</sup> Fores<sup>l</sup>. & bro<sup>t</sup>. too. at 4 hoisted out  
our Boat, took out the Prisoners & sent an Officer & People to  
take charge of the Prize at 7 hoisted the Boat in. at 11 made Sail.

D, UklPR, Adm. 51/4260.

1. Massachusetts privateer brigantine *Active*, John Foster Williams, commander, owned by Messrs. Soams, from Boston, on a cruise, taken in latitude 39° . . 52'. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, 485. According to her Continental bond, she was commissioned on 13 Oct. 1777, mounting twelve guns with a crew of seventy seamen, and was owned by Nehemiah Somes, Jacob Williams, and others, of Boston. M-Ar, Revolutionary Rolls, vol. 5, 6.

## COLONEL JOHN ALLAN TO THE PRESIDENT OF THE MASSACHUSETTS COUNCIL

[Extract]

Mechias November 18<sup>th</sup> 1777,—

... Cap<sup>t</sup> Crabtree arrived here Yesterday.<sup>1</sup> He has been to the mouth of S<sup>t</sup> Johns where he found a Truck House Erected, By the Britains under the Care of Mess<sup>rs</sup> Hazen White & Simonds,<sup>2</sup> he Took every thing of that property only, allso all the Indian Pledges he has brot & Deliverd me, Expecting some payment, I cannot say how far this was Legal for a Privetier, But I am Extreemly Glad it was Done, and am sure Crabtree woud not have Done it, if he tho't it not for the Best as he has Acted here with much Honour. . . .

Having received Intelligence that some Provision Vessels & others are Bound Up the Bay of Fundie, the *Meresheete* will Sail to morrow in Company with Cap<sup>t</sup> Crabtree in order to Intersept them,<sup>3</sup> & as it appears that no other but the *Gage* Sloop, or *Loyall Nova Scotia* Schooner,<sup>4</sup> will be their Convoy, I hope to have a Good Acc<sup>t</sup> of them. in the *Meresheete* I shall put Eight or Ten Men of the Troops, which Shall be credited the Military Department. . . .

J. Allan

*Documentary History of the State of Maine (Collections of the Maine Historical Society, 2d Series)*, edited by James P. Baxter, 24 vols. (Portland: The Society, 1869–1916), 15: 285–89.

1. Massachusetts privateer schooner *Harlequin*, Agreen Crabtree, commander.

2. William Hazen, James White, and James Simonds of Halifax.

3. Massachusetts privateer schooner *Marisheete*, Joshua Wing, commander, mounting four carriage guns and eight swivel guns with a crew of twelve seamen, was commissioned on 7 Apr. 1777 for the use of Col. John Allan, Continental Agent for the Eastern Indians. M-Ar, Revolutionary Rolls, vol. 6, 335.

4. Nova Scotia Province armed vessels.

“VOTES AND RESOLUTIONS OF THE [*CONTINENTAL*] NAVY BOARD  
OF THE EASTERN DEPARTMENT”

[*Boston*] Nov<sup>r</sup> 18. 1777:

Voted That an order be drawn on the Hon<sup>ble</sup>. General Warren desiring him to deliver to M<sup>r</sup> Barret Eleven pieces of duck and other materials for making a hundred hammochs.—

Voted That application be made to the Hon<sup>ble</sup>. Council of the State of Massachusetts bay that they would permit Cap<sup>t</sup> McNeil to inlist as many Foreign Prisoners now on board the Guard ships as are willing to Enter into the Service and such a number of the British Seamen as he shall think proper.—

Voted That a letter be wrote to the Hon<sup>ble</sup>. Marine Com<sup>tee</sup>. Informing them of the receipt of their favour of 26 Ult<sup>o</sup> with the Several Resolves of Congress and two warrants on the Loan offices in this State and the State of Rhode Island and to desire their Advice and directions concerning Sundry matters.—

Voted That an order be drawn on the Hon<sup>ble</sup>. General Warren desiring him to deliver the Hon<sup>ble</sup>. Thomas Cushing Esq<sup>r</sup> such quantity of Cordage and Sail Cloth as he may require for the purpose of Rigging and Sails for the Continental Ship now building at Salisbury<sup>1</sup>

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. Continental Navy frigate *Alliance*.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT  
TO THE MASSACHUSETTS COUNCIL

To the Hon<sup>ble</sup>. Council of the State of Massachusetts bay.—

The Navy Board for the Eastern Department Beg leave to represent That Seamen are much wanted for manning the Continental Ships and particularly the *Boston* now in this Harbour

That they are Informed there are among the Prisoners now here a Number of Swede & Dutch and Some British Seamen who would readily enter the Service if permitted That we conceive it would promote the public Service to permit all the Foreign Seamen and a few of the British to Enter on board the Continental Ship if they incline and therefore propose to the Consideration of the Hon<sup>ble</sup> Council the Propriety of Granting to the Commander of the *Boston* Liberty to Inlist as many of the Foreign Seamen as shall incline and such a number of the British Seamen as he shall think proper to take<sup>1</sup>—We are [&c.]

Warren

Jn<sup>o</sup>. Deshon

Boston Novem<sup>r</sup> 18. 1777

L, M-Ar, Mass. Archives Collection, vol. 168 (Council Papers), 21–21A. Docketed: “Representation of the/Navy Board for the/Eastern Department/Nov<sup>r</sup> 25<sup>th</sup>. 1777/Committed to Hon<sup>t</sup>/Benj: Austin Esq<sup>r</sup>.”

1. Attached note reads: “In Council Nov<sup>r</sup> 25 1777 Read & Ordered that the Prayer & the within Petition be so far Granted that the Commissary of Prisoners be and he hereby is directed to permit William White a Virginian and Menisi Martini a Frenchmen two Sailors now on Board the Guard Ship *Rising Empire* to inlist on Board the Continental Frigate *Boston* Hector McNeil Esq<sup>r</sup> Commander if they should consent thereto and no Others Jn<sup>o</sup> Avery D<sup>r</sup> Sec<sup>y</sup>.”

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War Boston Nov<sup>r</sup>. 18<sup>th</sup>. 1777—

Order'd, That the Commissary Gen<sup>l</sup> deliver Cap<sup>t</sup> Doble for the Prison Ship *Adams* such Articles as are necessary for the support of the Prisoners on board said Ship, viz: such Articles as other Prison Ships are generally supplied with—as Wood, Candles &c. at the rate of 3 lb Candles p<sup>r</sup> Week. . . .

Order'd, That the Com<sup>y</sup> Gen<sup>l</sup> deliver Cap<sup>t</sup> Harraden for Cap<sup>t</sup> Samson one Cask Raisins for Surgeons use on board Brig<sup>t</sup> *Hazard*—

Order'd, That Com<sup>y</sup> Gen<sup>l</sup> deliver Cap<sup>t</sup> Harraden One Cask Raisins for the use of the Surgeon on b<sup>d</sup> Brig<sup>t</sup> *Tyrannicide*. . . .

Order'd, That the Com<sup>y</sup> Gen<sup>l</sup> deliver Cap<sup>t</sup> Harraden Four Quarters Fresh Beef, for the Brig<sup>t</sup> *Tyrannicide*—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 93–94.

MASSACHUSETTS BOARD OF WAR TO  
JOSEPH GARDOQUI & SONS

Gentlemen

War Office Boston Nov<sup>r</sup>. 18<sup>th</sup> 1777

We have ordered two State armed Brigs to Cruize on the Coast of Spain and Portugal and send in any Cargoes of Fish & Oyl they may be so fortunate as to Capture to your address. Whether they do or do not and go into your Port to refit please to supply them with necesaries and also ship by them agreeable to the inclosed Mem<sup>o</sup>. or in proportion as they can take them in and we will be carefull to make you the speediest remittances possible. Cloathing and Arms will keep us independent and able to make our Trade an acquisition

Have taken the Liberty to give you a Letter of Credit for Capt<sup>n</sup>. Simeon Sampson & Capt<sup>n</sup>. Jon<sup>a</sup>. Harreden £100 St<sup>g</sup>—

Memorandum of Sundrys desired to be shipt by Mess<sup>rs</sup>. J. Gardoque & Sons If Capt<sup>n</sup>. Sampson applies for them or in proportion as Capt<sup>n</sup>. Sampson can take them in—

Ballast with Bar Iron

2000 Blankets 3 point

200 peices Ravens Duck or Russia Flatts

100 peices Russia or Holland Duck

100 peices Blue Cloth such as cost in England 4/ 7<sup>th</sup> yard.  
a few peices Red

100 peices full yard wide Coarse Linnen cost 1/2 to 1/6

2000 pair Large stout Shoes

2000 pair Stockings

Copies of the above given to Capt<sup>n</sup>. Sampson & Harreden for Bilboa Yours'

by ord<sup>r</sup> the Board

Sam<sup>l</sup>. P. Savage Pres<sup>t</sup>

LB, M-Ar, Mass. Archives Collection, vol. 151 (Massachusetts Board of War Letters), 134. Addressed: "Mess<sup>rs</sup>. Joseph Guardoqui/& Sons—."

## MASSACHUSETTS BOARD OF WAR TO MORRIS, PLIARNE, PENET &amp; CO.

Gentlemen

War Office Boston Nov<sup>r</sup>. 18<sup>th</sup>. 1777

In Case Capt<sup>n</sup>. Sampson calls upon you we should be glad you would supply him with Necessary to refit his Brig. And if he can take them in ship us agreeable to Contract the articles in the Mem<sup>o</sup>: inclosed in proportion as he can take them in

Have taken the Liberty to give a Letter of Credit to you for Capt<sup>n</sup>. Simeon Sampson and Capt<sup>n</sup>. Jon<sup>a</sup>. Harreden £100 St<sup>g</sup>.—

Memorandum of Sundrys desired to be shipt by Mess<sup>rs</sup>. Morris Pliarne P & Co.<sup>1</sup> In Case Capt<sup>n</sup>. Sampson applies for them or in proportion as Capt<sup>n</sup>. Sampson can take them in—

## Ballast with Iron

50 Chests new Effective Soldiers fire Arms with long Bayonetts those from Bourdeaux not fit for Service or Parade—

20 Bales Blue }  
5 D<sup>o</sup>. Red } Cloth 7. to 8 Livres <sup>3</sup>/<sub>4</sub> yard

2000 pair Stout largest sized Shoes

2000 pair Hose

200 p<sup>s</sup>. Ravens Duck

2000 Blanketts 3 point

100 peices yard wide Linnen at 30 Sous <sup>3</sup>/<sub>4</sub> Ell

20 peices d<sup>o</sup>. d<sup>o</sup>. at 3 Livres <sup>3</sup>/<sub>4</sub> Ell—

Copies of the above was given to Capt<sup>n</sup>. Sampson & Harreden for Nantz & Bourdeaux We are [&c.]

By order of y<sup>e</sup> Board

Sam<sup>l</sup>. Phips Savage President

LB, M-Ar, Mass. Archives Collection, vol. 151 (Massachusetts Board of War Letters), 133. Another copy dated 17 Nov. is in M-Ar, vol. 205 (2d ser., Revolution Letters), 312.

1. Morris, Pliarne, Penet and Co.

## COMMODORE WILLIAM HOTHAM TO VICE ADMIRAL VISCOUNT HOWE

Copy.

My Lord,

Preston Off New York—

18<sup>th</sup>. November 1777.

The late turbulent Weather has been so much against the different Convoys joining You, that I can only hope the Want of them will not have added to the Inconvenience of the Delay; but on the contrary that the *Thames* not having been able to clear the Hook before the last Gale came on, may be reckoned a lucky Circumstance, as the total Dispersion of her Convoy must probably have been the Consequence had they got to Sea; As it is, many of them from various Disasters are returned from the Hook, and I am sorry that the *Manners* Brig, mentioned in my former Letter to have had the Slops and Bedding onboard should be amongst the Number. Her wants, and most of the others are, however, again made good, and the greatest part (if not all) of them accompany the *Dispatch*, which brings this Letter.

All Accounts agree that the Enemy are in Force in the Neighbourhood of Mari-neck and Rye; and that they intend to establish a Post as near Hell-Gate as possible,

in order to destroy the Navigation of the Sound, as well as to command a Landing upon Long-Island; For which purpose they are said to have a Number of Boats at Stamford and Horse-Neck, and by every Intelligence their Intentions are bent this Way: I have therefore ordered all the small Armed Vessels which can be spared from other Services into the Sound with particular Directions that they may be constantly kept moving whenever the Weather will permit, as being the surest Means to discover, as well as to prevent, any intended Mischief. The Western part of it is more particularly directed to be attended to; as at this Season of the Year not much is to be apprehended to the Eastward of Huntingdon. And as Long Island is generally supposed to be their Object, Sir Henry Clinton has directed some additional Works to be thrown up, and the old Ones to be repaired at Brooklyn, which Precaution has induced me to put the Stores intended for Rhode-Island onboard the *Buffalo* rather than the *Elephant*, as the latter will then contain the greatest part of what remains, and of course secure them more effectually than by placing them in the Store-Houses onshore, at least 'till all is quiet. The idea of an Attack has hitherto prevented Major General Robertson<sup>1</sup> from embarking for Rhode-Island.

A Letter addressed to your Lordship from the Rebel Governor Trumbull of the State of Connecticut, proposes the Exchange of Captain Judd, late of the *Antelope*, who was a passenger and taken prisoner in the *Weymouth* Packet, for M<sup>r</sup> Manly of the *Hancock*; If you would wish any Answer to be given to it, your Lordship will please to honor me with your Commands on that Head.

Inclosed is an Extract of a letter from Captain Browne of the *Scorpion* relating to his Gunner. I have the Honor to be [&c.]

(Signed) W Hotham.

P.S. If there should be any Vessels still remaining after the *Dispatch* is gone; they will be sent under Convoy of the *Galatea*, who will otherwise proceed alone to receive your Lordship's orders.

Copy, UKLPR, Adm. 1/488, 109–10. Addressed: "The Viscount Howe." Endorsed: "4 In Lord Howe's N<sup>o</sup> 47." Docketed: "Copy./Letter from the Commodore/Hotham to the Viscount Howe./Dated Nov<sup>r</sup> 18<sup>th</sup>. 1777."

1. Maj. Gen. James Robertson.

#### VICE ADMIRAL VISCOUNT HOWE, PUBLIC ORDERS

Public Orders.

*Eagle* Delaware November the 18<sup>th</sup>: 1777.

The Admiral having received a Letter from Sir William Howe,<sup>1</sup> expressing his Sense of the late meritorious Services of the Officers and Seamen of the Fleet; He judges the General's Sentiments will be most acceptably communicated by given the annexed Copy of his Letter: Which, with the Admirals Opinion on the Subject of it,<sup>2</sup> is desired to be made public in the different Ships.

L, UKLNM, Cornwallis West Collection, Cornwallis Papers, vol. 2. Docketed: "[*illeg.*]/Copy Gen Howe's letter/expressing his thanks/& &c. Nov<sup>r</sup> 18 1777/E<sup>d</sup>."

1. 17 Nov., above.

2. Howe's opinion appended below these public orders and a copy of Sir William's letter to him of 18 Nov. reads: "The Admiral entertaining the same Sense of the zealous and spirited Conduct of the Officers and Seamen of the Ships of War and Transports on the same Occasion, will be equally happy in every Opportunity of doing Justice to their meritorious Services."



MAJOR GENERAL ARTHUR ST. CLAIR, MAJOR GENERAL JOHANN KALB, AND  
BRIGADIER GENERAL HENRY KNOX TO COMMODORE JOHN HAZELWOOD

Fort Mercer  $\frac{1}{2}$  past Nine OClock November 18. 1777

In consequence of his Excellency Gen. Washingtons orders to us<sup>1</sup> to inquire in conjunction with Gen<sup>l</sup> Varnum & the officers of Fort Mercer & of the fleet, into the practicability of defending the Cheavaux de frize & preventing the Enemy from raising them and its being the unanimously opinion of the Officers and of the Commodore & Cap<sup>t</sup> Robeson (the eldest continental officer in the Navy) that the fleet can be of no service when Batteries are erected on Mud Island in the defence of either of the River or Fort We recommend it to the Commodore, with the first favourable Wind to attempt passing up the River past the City of Philad<sup>a</sup> to such place as he judge proper endeavouring in his way to destroy the *Delaware* Frigate by the Fire Ships

Arth St. Clair Maj Gen

Signed Baron De Kalb Maj Gen

H Knox B G Artillery—

Copy, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed: "To Commodore/Hazelwood."

1. George Washington to Major General Arthur St. Clair et al., 17 Nov., above.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*;  
COMMANDER JOHN HENRY

1777 Nov<sup>r</sup>  
Tuesd<sup>y</sup> 18

At Anchor before Mud Fort

Employed as before, rec<sup>d</sup>. on board 2 of the *Eagles* lower Deck Guns from a Battery on Province Island.—<sup>1</sup>

D<sup>o</sup>

Mod<sup>o</sup> and clear Weather Carpenters employed on the Shott holes and Seamen on the Rigging, PM rec<sup>d</sup>. 4 more of the *Eagles* Lower Deck Guns from the Shore.—

D, UKLPR, Adm. 51/1037.

1. Carpenters Island.

DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Mud Island, Pa.*]

November 18th.—I went on command to Mud Island. I got two 18-prs. mounted on our new battery. Two 32-prs. are to be put on this battery also. The rebel vessels, except the galleys, are moved from Red Bank and gone near to Gloucester Point. The galleys this afternoon were in motion; we expected them down to the fort. The reinforcements from New York are landed on the Jersey's, and have been joined by a large detachment from our army; their intention is to invest Red Bank; Lord Cornwallis commands.

Downman, "Services of Lieut.-Colonel Francis Downman," 213.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Nov<sup>r</sup> 1777                      At Anchor [aBreast the Fort<sup>1</sup>]  
 Tuesday 18<sup>th</sup>                7 AM up Top Gall<sup>t</sup> Masts 8 moderate and fair sent the Boats to  
                                  Land Troops<sup>2</sup> 10 Some Troops landed a little below Billings Port  
                                  D<sup>o</sup>.  
                                  Moderate Weather Employ'd in Landing Troops &c

D, UklPR, Adm. 52/1964.

1. Billingsport.

2. Lord Cornwallis's troops who were embarked at Chester and landed at Billingsport. The British general then marched his force up the New Jersey shore on Fort Mercer.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Tuesday, November 18, 1777

*Ordered*, That a warrant issue on Josiah Clarke, Esq<sup>r</sup> commissioner of the loan office for the State of Rhode Island, in favour of the Marine Committee, for 20,950 dollars, to enable Daniel Tillinghast, Esq<sup>r</sup> to pay a balance due to the commissioners who built the frigates;<sup>1</sup> the said committee to be accountable:

JCC 9: 937.

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

JOURNAL OF H.M.S. *APOLLO*, CAPTAIN PHILEMON POWNOLL

Nov<sup>r</sup> 1777                      Moor'd off Chester in the Delaware.  
 Tuesday 18                7 AM a Number of our Troops arrived at Chester from Philadel-  
                                  phia;<sup>1</sup> the Sloops & Schooners haul'd alongside the Wharf at  
                                  Chester & took in the Horses & Baggage; our Sig for aboat.  
                                  Moor'd off Chester in the Delaware.  
                                  D<sup>o</sup> W<sup>r</sup> [Fresh Breezes and Cloudy] the Troops embarking in  
                                  flatt Boats to go up the River to Billingfort.

D, UklPR, Adm. 51/52.

1. This force was under the command of Lord Cornwallis. After they had been landed at Billingsport they were to march up the New Jersey shore on Fort Mercer.

*THE GAZETTE OF THE STATE OF SOUTH-CAROLINA TUESDAY, NOVEMBER 18, 1777*

Charles-Town, Nov. 18.

A letter from Georgia advises, that on the 23d ult. the Pilot-Boat at Sunbury (lately the *Cotesworth-Pinckney* privateer of this port, and then commanded by Captain William Rankin, so well known here as not to need describing) was carried off from thence, to St. Augustine; and that on the 30th, the same boat returned to Cockspur, and took the *Savannah* pilot-boat upon the Bar, with Mr. Adams the pilot on board, and carried both off—As both these vessels are said to have appeared off Port Royal Bar last week,<sup>1</sup> it may not be amiss (to prevent strangers being decoyed) to give

a description of the latter, viz. She had a figure head, a small round house, railed Bars, remarkably taunt masts, her bottom beam topt with white lead, her sides payed with lamp-black down to her bends, a new head to her mainsail, and jib stept from the head to the foot with new stuff. . . .

A letter of mark sloop is just returned from Hispaniola, which, on the 7th ult. in concert with another sloop not yet arrived, made prize of the sloop *Betsey* (James Keogh late master) from the Musquito Shore bound for Jamaica.

1. According to a 6 Nov. newspaper account, "a Brig. of 16 Guns, accompanied by two armed Pilotboats, one Virginia built, the other smaller and lately belonging to Georgia, sailed not long since on a Cruize from East-Florida." *South-Carolina and American General Gazette*, 6 Nov. 1777.

#### JOURNAL OF H.M. SLOOP *HORNET*, COMMANDER ROBERT HASWELL

Novem<sup>r</sup> 1777

Moor'd in Port Royal Harbour

Tuesday 18

D<sup>o</sup> W<sup>r</sup> [Mod<sup>t</sup> & fair] Unmoord. *Delaware* Brig came in prize to the *Hornet*.<sup>1</sup> Open'd a Cask Beef 56 p<sup>s</sup> short 1 p<sup>ce</sup>.

D, UkLPR, Adm. 51/459.

1. The brig *Delaware*, Kirby, master, from Philadelphia, carried salt, brandy, &c. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UkLPR, Adm. 1/240, 505.

#### MASTER'S LOG OF H.M.S. *PALLAS*, CAPTAIN ROWLAND COTTON

November 1777

Jamaica S<sup>o</sup>. 43°: 8' E<sup>t</sup>. 156 Leag<sup>s</sup>.

Tuesday 18.

Allow'd 19 Miles N<sup>o</sup> for Currentt.

at 5 PM. [AM] D<sup>o</sup> W<sup>r</sup> [Moderate and Cloudy] at 6 Set the M<sup>n</sup>. Sail ½ p<sup>t</sup> Set the M. T. M. Staysail at 8 Saw a Strange Sail in Sight in the NW Q<sup>r</sup> *Bute* and Convoy in C<sup>o</sup> saw y<sup>c</sup>. Convoy a head and a Schooner to win<sup>d</sup> hoist her Colours ½ p<sup>t</sup> wore Ship brought too M. T. S to the Mast. and the Signall for the Convoy to Come into our wake which the *Bute* repeated Sounded 95 fam<sup>s</sup>. no ground fired 3 Shott at the Convoy to windw<sup>d</sup>. [to] bear down to us. at 9 out 2<sup>d</sup>. reefs TS and made sail fired a shott at a sail ahead ½ p<sup>t</sup> Spoke a Spanish Polacca bound to the Havannah TK Ship and Stood into to the Fleet at 10 Saw two of the Convoy fire at a Strange Schooner that was in the fleet Fired a Shott at the Schooner and brought her too ½ p<sup>t</sup> wore Ship and Brought too M. T. S to the Mast, hoisted out the longboat and Sent a Lieu<sup>t</sup> on board her found her to be from Mobile bound to Cork and had been taken by an American privateer 3 weeks before loaded with lumber. took out of her the Ammerican prize Master and 2 men being all the Americans on board her—and Gave the former mate of her the Charge to Keep us Company thro the Gulph and afterwards to Sail her to S<sup>t</sup> Augustine

[at Noon] Jamaica S<sup>o</sup>. 39: 55. E 141 Lg<sup>s</sup>.

Moderate breezes and Cloudy ½ p<sup>t</sup> 2 hawled up the main Sail ½ p<sup>t</sup> 3 hawled up the Foresail D<sup>o</sup>. *Bute* and Convoy in C<sup>o</sup> ½ p<sup>t</sup>

5 Set the foresail at 6 *Bute* and Convoy in Company Close reef<sup>d</sup>  
 the Fore Topsail at 9 Set the main Sail at 10 Saw a Strange Sail  
 on the w<sup>r</sup> Bow Standing to the Norw<sup>d</sup> Fired 3 Shott at her but  
 She Stood on and paid no attention to us ½ p<sup>t</sup> 10 hawled up  
 the mainsail

D, UklPR, Adm. 52/1900.

JOURNAL OF H.M.S. *WINCHELSEA*, CAPTAIN NATHANIEL BATEMAN

November 1777  
 Tuesday

18<sup>th</sup> The Mount E ½ S 6 Leagues Cape Francois WBS 5  
 Leagues

Fresh Breezes & Clear, ½ past 2 AM saw a sail to the Northward,  
 gave Chace, out Boat, & sent her onboard, found she was a  
 Schooner from Virginia, for Cape Francois<sup>1</sup> left a Petty Officer  
 & 3 Men onboard, & brought 5 men out of the prize, in Boat,  
 Veer'd Ship, & made sail; at 4 the Mount ESE 7 Leagues, at 6 the  
 Mount East four Leagues, the Cape SW 8 Leagues, in 2<sup>nd</sup> reef of  
 the Main & Foretopsail, handed the Mizzen topsail, & wore ship,  
 at 11 set the Mizzen topsail,

[at Noon] The Mount SSE 8 Leagues

at 1 PM Tk<sup>d</sup> at 3 the Prize in Company, at 6 out 2<sup>nd</sup> reef of the Top-  
 sails, at 7 Tk<sup>d</sup>, at 8 Cape Francois SSW 7 or 8 Leagues, the Mount  
 SE 6 Leagues, heard the report of several Guns to the Eastward.

D, UklPR, Adm. 51/1067.

1. Schooner *Dorothy*, laden with tobacco and staves. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778,  
 UklPR, Adm. 1/240, 505.

November 19

"VOTES AND RESOLUTIONS OF THE [*CONTINENTAL*] NAVY BOARD  
 OF THE EASTERN DEPARTMENT"

[*Boston*] November 19. 1777

Voted That a Letter be wrote to Nathan<sup>l</sup> Shaw Esq<sup>r</sup> informing that this Board  
 are determined at all events to have the Ship *Trumball* brought round to New Lon-  
 don and to acquaint him that this Board expect that he provide provisions and Stores  
 of every kind necessary to fit her for a Cruise and that if he stands in need of Salt this  
 Board are ready to Supply him with it

Voted that a permit be granted to James Bowdoin Esq<sup>r</sup> who is a Friend to Amer-  
 ica & its Cause and intrusted with dispatches of public Concern to the Continent to  
 pass thro<sup>h</sup> the Several Towns and places without any hindrance or detention

Voted That Cap<sup>t</sup> Isaac Phillips's account for Lumber and other articles purchased  
 for this board amounting to £133.9.1 be paid—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO NATHANIEL SHAW, JR.

Navy Board Eastern Department

Boston Novem<sup>r</sup> 19. 1777

Sir

This Board are determined at all Events to have the Ship *Trumbull* brought round to New London and expect that you being Continental Agent for that place will provide provisions & Stores of every kind necessary to fit her for a Cruise if you stand in need of Salt for putting up Provisions you may have such quantity as you have Occasion for by Applying to this Board the Salt is in this Town of Course must be carted to your place if wanted you will send as many Teams as you think proper and direct to the Continental Navy Board Eastern Department Boston we are [&c.]

J Warren

Jn<sup>o</sup>. Deshon

L, CtY, Shaw Papers, No. 8593. Addressed at the foot of the page: "Nath<sup>l</sup>. Shaw jun<sup>r</sup> Esq<sup>r</sup>." Docketed: "Mess Deshon & Warren/Letter/Nov<sup>r</sup> 19<sup>th</sup> 1777/Supply ship/*Trumbull*."

RHODE ISLAND COUNCIL OF WAR TO REAR ADMIRAL SIR PETER PARKER

State of Rhode Island &c. In Council of War

Sir,

Providence Novem<sup>r</sup> 19<sup>th</sup>. 1777

His Excellency the Governor being out of Town we are to acknowledge the Receipt of your Letters of the 13<sup>th</sup>. and 16<sup>th</sup>. Current.

Since the Governor's Letters to you of y<sup>e</sup>. 29<sup>th</sup>. ult<sup>o</sup>. and 10<sup>th</sup>. instant, William Langford whom he proposed as an Exchange for one of the Midshipman of the *Syren* hath been discharged and Returned; and David Earl we are informed is dead. We now send you in the Cartel under the Direction of Lieut. Brown Seventy Prisoners and inclose a List of their Names.<sup>1</sup>

Samuel Buffum a young Man hath been several Months confined in the Gaol at Newport. His Friends inform us that General Pigot will give him in Exchange for any able bodied Soldier or Seaman. We beg the Favor of you to apply for and send him in Return for One of those now sent you.

M<sup>r</sup> Vaughan acting Lieut. of the *Syren*<sup>2</sup> and M<sup>r</sup> Backhouse the Purser<sup>3</sup> we propose to give in Exchange for Adam W. Thaxter and Esek Hopkins jun<sup>r</sup> who were acting Lieutenants of the Sloop *Providence*<sup>4</sup> and are now Prisoners at Halifax. Upon your undertaking to procure them we will immediately send you M<sup>r</sup> Vaughan and M<sup>r</sup> Backhouse.

We inclose you a List of the Prisoners belonging to this State whom we expect to receive in Exchange;<sup>5</sup> and have no Doubt you will take the proper Steps for discharging them. Those who are at Halifax, if discharged there, may meet with great Difficulty in getting home. We would therefore be glad they may be sent to Boston or brought to Newport.

Besides the Prisoners belonging to this State we have made a List of all those now on board the Prison-Ship who appear by your List to have been taken in armed Vessels. Should you send us the Officers and Prize Masters of the Privateers we will give in Exchange for them the Warrant and petty Officers of the *Syren*. The Remainder of these Prisoners excepting the Captain we will send to you immediately in Case you

will undertake to return us such Persons of equal Rank as shall hereafter fall into your Hands whom we shall write for—I am Sir, by order and in Behalf of the Council [&c.]

S. Hopkins Chairman

The Foregoing is a Copy of a Letter to Sir Peter Parker. Nov<sup>r</sup>: 19<sup>th</sup>: 1777—There are but 70 Prisoners sent the Vessel being insufficient to carry more—

Copy, R-Ar, Letters from the Governor (1768–1777), vol. 2, 175. Addressed at foot of first page: "Sr. Peter Parker." Docketed: "Gov. Cooke to S<sup>r</sup> Pet[er] Parker/Nov<sup>r</sup>: 19<sup>th</sup>: 1777."

1. The list of prisoners sent on 19 Nov. and the list of those received on 22 Nov. by John Read, Commissary of Prisoners at Newport, are in R-Ar, Council of War Papers: Exchange of Prisoners & Miscellaneous Papers (1775–1781), 116.

2. Acting Lt. Charles Vaughan, R.N.

3. Purser Richard Backhouse.

4. Continental Navy sloop *Providence*.

5. This list is in R-Ar, Council of War Papers: Exchange of Prisoners & Miscellaneous Papers (1775–1781), 115.

NATHANIEL SHAW, JR. TO THE CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

To the Continental Navy Board  
Eastern Department at Boston

New London Dec<sup>r</sup>: 19 1777

I Rec<sup>d</sup> yours of y<sup>e</sup> 19th Ult<sup>o</sup>. and shall endeavour as far as I can to supply Capt Saltonstall with such stores as he may want for the Ship *Trumbull*, but at the same time must observe to you that almost every Article necessary for fitting out an Arm'd Vessel are extremely Scarce and very difficult to be obtained for the Money, but as there is no prospect of getting the Ship out this Season, shall be more at leisure to procure them.—Capt Saltonstall calls on me for Money to pay his People & for other necessary disbursements, beg I may be informed where I am to apply for it I am [&c.]

LB, CtY, Shaw Papers, Letter Book.

DIVISION OF PRIZE MONEY BETWEEN THE CONNECTICUT PRIVATEER *AMERICAN REVENUE* AND THE RHODE ISLAND PRIVATEER *UNITED STATES*

[*New London, ca. 19 November 1777*]<sup>1</sup>

Briggant <sup>ns</sup> <sup>2</sup> Cargoe in Boston	13342		
Schooners <sup>3</sup> Cargoe in Bedford	<u>17437</u>		
	30779		
N Shaw Jun <sup>r</sup> as Agent for the <i>American Revenue</i> <sup>4</sup> is to Receive } on Acco <sup>tt</sup> of the Sloop $\frac{1}{2}$ of one half			9235
for the Brigg <sup>tns</sup> Cargoe for the Peoples $\frac{1}{2}$ as 70 to 38		4324	
for the Schooners Cargoe for the People $\frac{1}{2}$ as 68 to 38		<u>5593</u>	<u>9917</u>
			19152
Nathan Millir as Agent for the <i>United States</i> <sup>5</sup> is to } Receive on Acco <sup>tt</sup> of the Sloop $\frac{1}{2}$ of one half		6154	
for the People of the Brigg <sup>tns</sup> Cargoe $\frac{1}{2}$ as 38 to 70		2347	
for the Schooner $\frac{1}{2}$ as 38 to 68		<u>3125</u>	<u>11626</u>
			30778
Nathan Millir as Agent—C <sup>r</sup>			
By y <sup>e</sup> Proportion of the two Cargoes	11626		
D <sup>r</sup> To Rum Rec <sup>d</sup> in Boston	4950		
To Rum Rec <sup>d</sup> in Bedford	<u>5715</u>	10665	
due N Millir		00961	
Nathl Shaw Jun <sup>r</sup> as Agent C <sup>r</sup>			
By y <sup>e</sup> Proportion of y <sup>e</sup> two Cargoes		19152	
By so much D <sup>r</sup> Nathan Millir	<u>961</u>	20113	
To Rum Rec <sup>d</sup> in Boston	8392		
To Rum Rec <sup>d</sup> in Bedford	<u>11722</u>	20114	

19 NOVEMBER 1777

DIVISION OF PRIZE MONEY BETWEEN THE CONNECTICUT PRIVATEER *AMERICAN REVENUE* AND THE  
RHODE ISLAND PRIVATEER *UNITED STATES*—*Continued*

[Notations on verso]

Cargoe in Boston	13342 <sup>6</sup>			
Millir Rec <sup>d</sup> .	4950		Millir Rec <sup>d</sup> . 54 hds—	5715 <sup>7</sup>
Shaw Rec <sup>d</sup> .	<u>8392</u>		Shaw Rec <sup>d</sup> . 107—	<u>11723</u>
	13342			17437
<i>Revenue</i> to Receive	4003			
70 People.....	<u>4324</u>	8327		
<i>United States</i> to Receive	2668			
38 People to Receive	<u>2347</u>	5015		
Brigg <sup>ns</sup> Cargoe		<u>13342</u>		
<i>Revenue</i> to Receive .....		5232		
68 People to Receive .....		<u>5593</u>	10825	
<i>United States</i> to Receive.....		3486		
38 People to Receive .....		<u>3125</u>	<u>6611</u>	17436
<i>Revenue</i> had 63 Men to Share in the Ship <sup>8</sup>				
D <sup>o</sup> ..... 68 to Share y <sup>e</sup> Schooner				
D <sup>o</sup> ..... 70 to Share y <sup>e</sup> Brigg				

Df, CtY, Nathaniel and Thomas Shaw Letters and Papers, packet 78, no. 4551.

1. Date is approximate. On 19 Nov. Nathan Miller of Warren, R.I., agent for the Rhode Island privateer sloop *United States*, requested Nathaniel Shaw, Jr., to settle the accounts for three prizes, the brigantine *Mary*, schooner *Nancy*, and ship *Rebecca*, taken on her joint cruise with the Connecticut privateer sloop *American Revenue*. Nathan Miller to Nathaniel Shaw, Jr., 19 Nov. 1777, *ibid.*, packet 78, no. 4552.

2. Brigantine *Mary*.

3. Schooner *Nancy*.

4. Connecticut privateer *American Revenue*, Samuel Champlin, Jr., commander, of 12 guns.

5. Rhode Island privateer sloop *United States*, Benjamin Pearce, commander, of 8 guns.

6. Of brigantine *Mary*.

7. Schooner *Nancy*'s cargo in Bedford.

8. Ship *Rebecca*.



NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE  
CONTINENTAL NAVY SLOOP *SCHUYLER*

1777	<u>The Sloop <i>Schuyler</i> Cap<sup>t</sup> Kerr<sup>1</sup></u>	D.
Nov <sup>r</sup>	To pd Cap <sup>t</sup> Kerrs Order to Rich <sup>d</sup> Stewart	£7. 13. .0
19	To Cash advanced Cap <sup>t</sup> Kerr	15. .0. .0
	To pd John Wards Bill Cooper	2. .0. .0
	To Warfage of the Sloop from 14th Sep <sup>r</sup> } to the 24th Nov <sup>r</sup> 62 Days @ 2/. }	6. .4. .0
	To Storage of Sails Stores & <sup>c</sup>	6. .0. .0
	To pd a Number of Hands to fitt her	16. .5. .0
	To 2 Gal Rum for ditto @ 60/	6. .0. .0
	To 3 barrels Beef £9	27. .0. .0
	To 2 barrels Pork £12	24. .0. .0
	To 3 Teirces Bread 6 <sup>ct</sup> . .0. .0 <sup>lb</sup> [ @ ] 60/	18. .0. .0
	To 23 Gal Rum 60/	69. .0. .0
	To 20 lb Sugar 5/	5. .0. .0
	To 8 lb Coffee @ 7/, half Cord wood 30/	4. .6. .0
	To 60 feet Oars 30/, 1 Ax 12/	2. .2. .0
	To 12 lb Candles 2/	1. .4. .0
	To 1½ C <sup>t</sup> pump Nails 3/,	0. .3. .0
	To 2 Small Mugs 2/, 2 porrengers 3/	0. .5. .0
	To 1 Small Stove	6. .0. .0
	To Joshua Starrs Bill	0. .9. .0
	To James Tilleys ditto	- . - . -
	To 5½ Gal Rum @ 60/	16. 10. .0
	To pd Silas Mixson his Wages from } 25th Nov <sup>r</sup> to 22 <sup>d</sup> Dec <sup>r</sup> }	3. 12. .0
	To y <sup>e</sup> ballance of Cap <sup>t</sup> Kerrs Acco <sup>t</sup>	10. .0. .0
	To pd John Tinker Pilot Wages	12. .6. .0
	To pd Ja <sup>s</sup> Lampheire ditto	49. .0. .0
	To pd Ja <sup>s</sup> Latham's d <sup>o</sup>	49. .0. .0
	To pd Ed Hallam for 108½ lb beef @/10 <sup>d</sup>	4. 10. .5
	To pay the other seamen as $\text{p}$ Acc <sup>t</sup>	45. .8. .4
		<hr/> £396. 17. .9
	To my Commiss <sup>n</sup> . on ditto @ 5 PC <sup>t</sup>	19. 16. .10½
		<hr/> £416. 14. . 7½

D, CtY, Nathaniel and Thomas Shaw Letters and Papers, Ledger Book 39 (1776–78), 41.

1. Lt. John Kerr, Continental Navy.

AUGUSTIN LAWRENCE & SAMUEL TUDER TO BARNABAS DEANE

Sir

Poughkeepsie Nov<sup>r</sup> 19<sup>th</sup>. 1777

We are desired to call on you for the amount of the Riging Supplied the Ship *Trumbull*, in order to Settle the Ships Accounts, by M<sup>r</sup> Moses Smith we have sent the

account with an order for the Sum, which hope you will pay as we are much in want of the Money—We are [&c.]

Lawrence & Tudor

63. 1. 12<sup>b</sup>—@ £15—£950. 7. 1 NY<sup>k</sup>. Cu<sup>r</sup>.

C<sup>t</sup> Q<sup>r</sup> L<sup>b</sup>

119: 0 : 25 of Cordage from M<sup>r</sup> Ivers <sup>1</sup> @ £8.10 L M<sup>r</sup> £1013:7:6 he was p<sup>d</sup>. for Coming to Middletown & Laying the Cobb <sup>2</sup>

L, CtHi, Barnabas Deane Papers, Box 384. Addressed: "To/ Barnabus Dean Esq<sup>r</sup>/at/Wethersfield." Docketed: "Lawrence & Tudor/Nov<sup>r</sup>: 19<sup>th</sup>. 1777."

1. See NDAR 7: 253.

2. A cob is a breakwater or dock made of piles and timber, filled in with rocks.

#### GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Head Quarters [*Whitemarsh, Pa.*] Nov<sup>r</sup>: 19<sup>th</sup>. 1777

I am favor'd with yours of 15<sup>th</sup>. Instant covering the Resolution of a Council of War held the preceding day upon the Subject of my Letter of the 13<sup>th</sup>—<sup>1</sup>

The General Officers <sup>2</sup> who have been sent from here to Examine into & determine upon the Measures to be adopted in that quarter have, I expect, by this time put things in such a Train as will be most conducive to the public Interest, and agreeable to the Officers concerned—Should any matter be left undetermin'd by them; I shall be able from their report to form my opinion thereon & shall immediately communicate it to you—in the mean time I have no doubt but you will afford every Assistance in your Power to repell any attempt which may be made to clear the Channell or reduce the Fort—Inclosed you have a Letter from Presd<sup>t</sup>: Wharton which he requested might be forwarded to you <sup>3</sup>

Df, DLC, Papers of George Washington, Series 4. Docketed: "To/Comodore Hazelwood/19<sup>th</sup>. Nov<sup>r</sup>: 1777—."

1. Commodore John Hazelwood to George Washington, 15 Nov., and George Washington to Commodore John Hazelwood, 13 Nov., above. Also see Council of War Held on Board the Pennsylvania Navy galley *Chatham*, 14 Nov., above.

2. Maj. Gen. Arthur St. Clair, Maj. Gen. Johann Kalb, and Brig. Gen. Henry Knox. For their instructions, see George Washington to Major General Arthur St. Clair et al., 17 Nov., above.

3. Letter not found.

#### GEORGE WASHINGTON TO BRIGADIER GENERAL JAMES VARNUM

Dear Sir

Head Quarters Whitemarsh 19<sup>th</sup>. Novem<sup>r</sup>: 1777

The Generals S<sup>t</sup>: Clair, Knox and Kalb returned to Camp this Evening, they are all clear in their opinions that keeping possession of the Jersey shore at or near Red Bank is of the last importance. I have therefore determined to make such an addition to the Reinforcement that marched this morning under Gen<sup>l</sup>: Huntingdon, that I am in hopes you will be able to give an effectual check to the force which the Enemy at present have in Jersey. Gen<sup>l</sup>: Green will take the command of the Reinforcement—Very much will depend upon keeping possession of Fort Mercer, as to reduce it, the Enemy will be obliged to put themselves in a very disagreeable situation to them and advantageous to us, upon a narrow neck of land between two Creeks, with our whole force pressing upon their Rear. Therefore desire Colonel Green to hold it if possi-

ble till the relief arrives. All superfluous Stores may be removed if it can be done after this reaches you; that in Case of Accident as little may fall into the hands of the Enemy as possible. While we hold the fort, it will be necessary for some of the Gallies to lay close under the Bank to keep the Enemy from making any lodgment under it, and it will also secure your Communication with the Water, which perhaps may be essential, for I do not remember whether there is a Well in the Works. There can be no danger to the Galleys while we keep the Bank above them, and if we evacuate, if they cannot get off, they may destroy them and put the Men on Shore. I have recommended this upon a supposition that they will be very serviceable to you, if you do not think they will you need not keep them.

Altho' I am anxious to have the fort kept, I do not mean that it should be done at all events, so as to endanger the safety of the Men without any probability of success I am &c

Df, DLC, Papers of George Washington, Series 4. Addressed: "Gen<sup>l</sup> Varnum." Docketed: "19<sup>th</sup> Novem<sup>r</sup> 1777/to/Gen<sup>l</sup> Varnum."

#### DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Mud Island, Pa.*]

November 19th.—Early this morning I observed the galleys in motion and prepared everything to receive them, but instead of paying us a visit they went and joined the fleet at Gloucester Point; at the same time the rebel forces made a movement at Red Bank, and from everything we could discover such as ammunition waggons on the march, people carrying bundles, and boats being filled with barrels, we conclude they were evacuating the fort and works at Red Bank, which if true, our fleet may be before the town in a little time, as we cannot meet with any interruption in removing the impediments in the river. I was relieved this afternoon and went to town. A report prevails that the rebels have quitted Red Bank and intend destroying a number of their vessels. Wrote to Colonel James by Captain Layard.

Downman, "Services of Lieut.-Colonel Francis Downman," 213–14.

#### COUNCIL OF WAR HELD ON BOARD THE PENNSYLVANIA NAVY SLOOP *SPEEDWELL*

In Council of War held on board the Sloop Speedwell off Red Bank 19 Nov<sup>r</sup> 1777  
Summon'd to deliberate on the particularity of passing the City of Philad<sup>a</sup> with the Ships or Vessels of the Continental and state fleet on the River Delaware, that are of too great draught of Water to pass thro the Eastern or Jersey Channell

It is the Unanimous opinion of this Council, that such an attempt is practicable with a fresh of Wind in the Morning flood in the Morning of the 20<sup>th</sup>. Inst to run such ships & Vessels up the Western Channell, but as circumstances are such that their going up cannot possibly be deferred beyond that time as our Army have evacuated Fort Mercer and of Consequence the Enemy must be possess'd of that Fortress and in cou[?]se of the whole Jersey coast, it is therefore unanimously determin'd that such ships or Vessels as are constrain'd to go up the Western Channel, be prepared with combustibile matter so as to be set instantly on fire and consumed should the

wind on the said Morning flood not be such as to render their passage up practicable. It is also unanimously determin'd that should the Wind & weather be such as to render impracticable the getting up in the Morning flood, the Galleys, or other smaller Vessels destined for the Eastern Channell the same preparations [be made for burning such Galleys or Vessels as mention'd in regard of the rest & they accordingly set on fire in prefference of their falling into the hands of the Enemy.]<sup>1</sup>

Copy, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council.

1. The concluding lines of this document are missing. The missing words appear in brackets and are supplied from *Pennsylvania Archives*, 1st ser., 6: 21.

JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

Nov<sup>r</sup> 1777

Moored off Billings Fort. in the River Delaware—

Wednesday 19<sup>th</sup>

AM all the Troops was Landed,<sup>1</sup> we have now onboard three pilots, at 11 Unmoored Weighed & run up near the *Isis*, at Noon a Shot from the South Shore was fired from the Rebles at our Ships, Our Ship is Clear fore and Aft, Opend a Cask of Pork, N<sup>o</sup>: 809 Contents 306 Short 11 Pieces

Moored off Billings Fort. in the River Delaware—

Little Winds our Boats Employ'd Sounding the Channell,

D, UkLPR, Adm. 51/331.

1. Lord Cornwallis's troops who were embarked at Chester and landed at Billingsport.

VICE ADMIRAL VISCOUNT HOWE TO  
CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

*Eagle*. Nov<sup>r</sup> 19<sup>th</sup>. 1777

As Capt<sup>n</sup>. Ourry will be to move in the *Somerset* below the Cheveaux de frieze, that the *Experiment* of a more suitable draft of Water, may be employ'd as Occasion requires in conjunction with the other Ships left above that Obstruction, & as the conduct of them will by your seniority devolve on you I am to desire your attention may be given to render with those ships all the Assistance you are able; in the Manner required by the Lieut<sup>t</sup>. General, the Earl Cornwallis on the Service under his Lordships Conduct—I am [&c.]

Howe

LB, NH*i*, William Cornwallis Papers, Letter Book, 100. Addressed at foot of page: "Hon<sup>ble</sup> Capt<sup>n</sup>. Cornwallis/*Isis*."

PROCEEDINGS OF JAMAICA HOUSE OF ASSEMBLY

House of Assembly

Wednesday the 19 Day of November 1777

M<sup>r</sup> Martin from the Committee appointed to Enquire and report to the house what Protection hath been given to the Commerce of this Island and how the Coast hath been Guarded by his Majestys Squadron on this Station reported as follows.

M<sup>r</sup> Speaker

Your Committee appointed to Enquire and report to the house what Protection hath been given to the Commerce of this Island and how the Coast hath been Guarded by his Majestys Squadron on this Station for two years past, do report as follows.

It appears to your Committee from the information of Alexander Fulluton Esquire one of the Members of this house that on or about the 4<sup>th</sup> day of January last the *Casar* Cap<sup>t</sup> Currie, with a Considerable part of her loading on board was cut from her moorings in the Port of Dry harbour in the parish of Saint Ann and carried off by an American Privateer—That some time in the month of June following another Privateer called the *Washington* commanded by Captain Anthony came into the said Port of Dry harbour, and cut out a large Shallop which had been sent for a load of Sugar, for a Ship at S<sup>t</sup> Anns Bay—That on the same day the *Washington* took a Ship's Long Boat loaded with Seven hogsheads of Sugar belonging to Landovry Estate in the parish aforesaid—That the said Privateer took a Brigantine from the Bay of Honduras for Kingston loaded with Mahogany and Logwood, and that after making Captures of the above Vessells the Commander of the Privateer landed Twenty Seven Men near S<sup>t</sup> Anns amongst whom was the Master of the Brigantine aforesaid.<sup>1</sup>

It further appears to your Committee from the Examination in the most solemn manner of M<sup>r</sup> George Campbell of the parish of Kingston Merchant that some time in the month of May last, being in Company with Captain Paisley [*Pasley*] of his Majestys Ship *Glasgow* a Conversation passed respecting a Privateer that had been cruising off the northside the Island upon which the said Captain Passley declared that although he was at that Time fitting out his Tender to Cruize against the Americans he would immediately alter her Destination that he accordingly with the utmost Dispatch sent the Tender commanded by M<sup>r</sup> Poultney his first Lieutenant but the Privateer had left that part of the Coast before he arrived at Anotto Bay.

It further appears to your Committee by the information of Francis Denniss Esq<sup>r</sup> one of the Members of this house that about the month of August last a Privateer cut out a small Vessell belonging to M<sup>r</sup> Livingston from White River in the Parish of Saint Mary, and that some time before a Sloop was taken carrying Provisions from the *Snow Brothers* Cap<sup>t</sup> Gaul in Saint Ann's Bay to Lowlayton Estate in the parish of S<sup>t</sup> George

John Campbell Esquire one of the Members of this house communicated to your Committee Extracts from two Letters dated the 18<sup>th</sup> and 19<sup>th</sup> of October last from M<sup>r</sup> Francis Somerville of the parish of Hanover Merchant, the former advising the Capture of a Ship's Long Boat off Daviss Cove loaded with Merchandize by a Privateer of Four Carriage Guns, the latter giving intelligence that one of the Privateers which had infested that Coast had been taken.

It further appears to your Committee that during the time the aforesaid Privateer was on the Coast his Majesty's Sloop *Race horse* of 10 Guns & thirty Eight men commanded by M<sup>r</sup> Charles Jordan was sent down to Convoy the Ships bound for England from that part of the Island to the Place appointed for the meeting of the Trade; and that the said M<sup>r</sup> Jordan having received Information of a Privateer being on the Coast immediately went to seek her and upon coming up with the Vessell he attacked boarded & took her after an obstinate Engagement and found his Prize of much superior Force to the *Race horse* having on board twelve Guns a number of Swivels and 104 Men all of

them Except one (named McKella) Subjects of the French King and the King of Spain, after this spirited & Gallant action M<sup>r</sup> Jordan carried the Privateer into Port<sup>2</sup>

It further appears to your Committee by the information of Philip Philip Livingston Esq<sup>r</sup> one of the Members of this house that a Droger commanded by Captain Kanholte loaded with Provisions and other necessarys for the Kings Forces stationed at Fort George Port Antonio together with Supplies for the Estates in that Neighbourhood and the Parish of Saint Mary was taken in May last off Manchioneal Harbour by an American Privateer commanded by Captain Anthony, and that the said Privateer took a Vessell about the same time off the East End of the Island loaded with Provisions—That in the month of August last a Droger commanded by Cap<sup>t</sup> Hamilton belonging to Messieurs Cosins and Dolbeare was taken in sight of Anatto [Annotto] Bay in the parish of Saint George by a small Privateer being the same that made a Prize of M<sup>r</sup> Livingston's Vessell.

It further appears to your Committee from the information of James Irving Esq<sup>r</sup> One of the Members of this house that in the month of October last a Press Gang from the *Racehorse* went up to the Town of Martha Brae and carried off a Tradesman from the Shop of M<sup>r</sup> Holdsworth and detained him for sometime, but that on a Proper representation of the matter to the Commanding officer the Man was liberated.

It further appears to your Committee from the Examination in the most solemn manner of M<sup>r</sup> George Kinghorn of the parish of Kingston Merchant, that in the month of January last a Droger belonging to him called the *Nancy*, Rich<sup>d</sup> Danahue Master was taken by a Privateer off Galina Point in the parish of Saint Mary.

It further appears to your Committee from the information of M<sup>r</sup> Daniel Gully who was Examined in the most solemn manner that the Sloop *Betsey* belonging to him was taken in the month of July last off the west End of the Island, loaded with Logwood and Mahogany, from the Bay of Honduras, by an American Privateer<sup>3</sup> and carried into Carolina—That some time in the month of October last the said Daniel Gully was applied to as a Ship Carpenter by Cap<sup>t</sup> Paul Surman to repair his Vessell the *General Carlton*, and at the same time informed him, that one of Vice Admiral Gaytons Officer's had impressed all his hands, except the chief Mate a little Boy and a black man, that in Consequence of the Loss of his People he had not hands sufficient to work his Vessell Properly, by which means he had run her onboard another Ship and had received Considerable Damage

Your Committee have also been furnished with the following affidavit  
"Jamaica Is.

John Charlton late Commander of the Sloop *Fairborough* being duly sworn maketh Oath and saith that On the thirtieth day of April last the said Sloop was taken off Orange Bay in the parish of Saint George in the Island of Jamaica by an American Privateer Sloop called the *S<sup>t</sup> Louis* commanded by Samuel Spencer and mounting Eight Carriage Guns ten Swivels and having about thirty five men,<sup>4</sup> and immediately on such Capture the American Captain manned this Deponents Sloop and Ordered them to Proceed to Georgia, leaving this Deponent and some of his Men on board the Privateer and this Deponent saith that at the time of such Capture there was on board the said Sloop three thousand Bricks twenty Six Barrells of Provisions, two half Barrells Ditto Six firkins of Butter and five Boxes marked  $\frac{L}{W}$  intended to be landed at Orange Bay aforesaid for Low Layton Estate the Property of William White Esquire: Four Hogsheads of Sugar One Tierce of Corn and One Cask of Rum marked

MB belonging to Messieurs Watt and Allardyes One Hogshead of Corn marked AL belonging to Messieurs Dick and Milligan One hogshead of Corn marked IR belonging to James Robertson Seventeen Keggs of Pease and Beans and two Boxes marked RM consigned to Messieurs John and James Allen and two Boxes marked <sup>L</sup><sub>E C</sub> belonging to M<sup>r</sup> Edward Cairns at Lennox a negroe Boy named York belonging to George Munro Six Teirces of Corn belonging to John Littlejohn and Seven Tons of Fustic and Lignum Vita and some Kegs of Brandy belonging to this Deponent and this Deponent further saith that on the Day following the Capture of this Deponents Vessell a Brig from the Bay of Honduras Charles Anderson Master belonging to Liverpool was also taken by the said Privateer off Saint Anns Bay and the next morning a Long Boat was also taken by the said Privateer off Dry Harbour

Sworn before me

John Charlton

this 31 October 1777

W<sup>m</sup> Elphinston["]

It further appears to your Committee from several Letters that were written by Vice Admiral Gayton to the late Sir Basil Keith and to his Honor the Lieutenant Governor that he was early and well informed of the Danger the Commerce And Coast of this Island were Exposed to from the American Privateers, which will more fully appear by the following Extract from a Letter of the said Admiral Gaytons dated the 27 August last

"I am now to inform You how intollerably I am troubled with Petitions from the Inhabitants of the northside the Island: Yesterday I received one from Montego Bay dated the 23<sup>d</sup> of July signed by more than One hundred of the Inhabitants (a Copy thereof I beg leave to inclose herewith) and which I cannot Comply with untill I have more armed Vessells under my Command; being directed by his Majesty, the Ministry, and Admiralty, to Employ the rest of my Squadron cruizing in the windward Passage to intercept the Vessells that may be trading to or from the Rebellious Colonies, which Directions I shall implicitly obey so long as I have the honor to Continue on this Station."

Your Committee are therefore of Opinion that the said Vice Admiral Gayton hath not granted that protection to the Commerce and Coast of this Island which might have reasonably been Expected from the Squadron under his Command— That under the Sanction given him by the Governor, and Council to impress Seamen in Proportion to the number on board each Merchant Ship, he hath Exceeded his authority, by impressing a greater number than by Law is allowed; in Consequence of which several Vessels have been obliged to proceed on the Voyage, far short of their Compliment of Men, and that under Colour of the said authority some of the Inhabitants have been deprived of their Liberty, to the great Injury of Society.

Resolved It is the Opinion of this Committee that it be recommended to the house to appoint a Committee to prepare an humble address to his Majesty to Express our attachment to his sacred Person and to request that he would be graciously pleased to order the Commander of his Majestys Squadron on this Station, to keep a sufficient number of armed Vessells constantly cruizing about this Island, for the Protection of the Coast and Trade thereof<sup>5</sup>

Resolved It is the Opinion of this Committee that it be recommended to the house to direct the Committee of Correspondence to transmit to Stephen Fuller Esq<sup>r</sup> Agent for this Island a Copy of the Report and Resolution, directing him to use his utmost Diligence to procure a sufficient number of armed Vessells to be stationed

here for the Protection of our Trade and Coast: and to instruct the said Stephen Fuller to communicate in a proper manner to the Lords of the Admiralty, the high Sense this house entertains of M<sup>r</sup> Jordans gallant Behaviour, in taking the *Guest* Privateer off the Northwest End of this Island.—

D, UKLPR, C.O. 137/73, 3–6.

1. For the activities during this period of Capt. Hezekiah Anthony and the South Carolina privateer sloop *General Washington*, see NDAR 9: 124, 195, 237, 287, 310.

2. See above, Acting Lieutenant Charles Jordan to Vice Admiral Clark Gayton, 19 Oct. 1777.

3. *General Washington*, Hezekiah Anthony. See NDAR 9: 124, 195.

4. See NDAR 9: 160, for additional information on the Georgia privateer sloop *St. Louis*.

5. For the 21 Nov. address and petition of the Jamaica council and assembly to George III, see UKLPR, C.O. 137/73, 29.

## November 20

### MASTER'S LOG OF H.M. SLOOP *VULTURE*, COMMANDER JAMES FEATTUS

Remarks at Sea November Thursday y<sup>e</sup> 20<sup>th</sup>. 1777

Cape Sambro No. 14° . . 00' Dist<sup>ce</sup>. 69. Leag<sup>s</sup>.

[at] 1 [AM] hard Squalls in 3<sup>d</sup> reefs main TS hand<sup>d</sup>. y<sup>e</sup> for TS [at] 4 Strong Gales with rain [at] 6 Ditto wea<sup>r</sup> & fair haul'd our wind to the W<sup>th</sup>.w<sup>d</sup>. seed a sail bearing down on us Clear'd ship for Action gave Chace out 3<sup>d</sup>. reefs split the main TS out 2<sup>d</sup>. reefs got up top Gall<sup>t</sup>. y<sup>ds</sup>. set small sails [at] 12 fresh gales w<sup>th</sup>. hail shoures still in Chace

Cape Sambro No. 7° . . 00' W<sup>th</sup>. Dist<sup>ce</sup>. 107 Leagues

[at] 1 [PM] Fresh Gales & fair hand: small sails ½ p<sup>t</sup> 1. PM bro<sup>t</sup>. too the Chace found her from Boston bound to Martinaco Nam'd the *two freinds* — Henderson master sent a boat aboard her w<sup>th</sup>. six men to take Charge of her<sup>l</sup> brought the master & all the men aboard hear Unbent the main topsail bent another got down top Gall<sup>t</sup>. y<sup>ds</sup>. close reef<sup>t</sup> y<sup>e</sup> topsails hand: them at 3 ditto bore away to y<sup>e</sup> S<sup>o</sup>.w<sup>d</sup>. brigaintaine in Com<sup>y</sup> [at] 8 Strong Gales w<sup>th</sup>. hail at times Sea high running und<sup>r</sup> the forsail [at] 12 Ditto wea<sup>r</sup>. w<sup>th</sup>. sleet hard squales Brigg in Comp<sup>y</sup>

D, UKLPR, Adm. 52/2072.

1. Brigantine *Two Friends*, — Henderson, master, was taken into Carlisle Bay, Barbados, on 15 Dec. and her cargo was discharged the next day. She was sold at Barbados on 24 Dec. UKLPR, Adm. 1/3885. Prize money was paid to the crew of *Vulture* on 31 Dec. UKLPR, Adm. 52/2072 and Adm. 1/3885.

### COLONEL WILLIAM WORTHINGTON TO GOVERNOR JONATHAN TRUMBULL

May it Please your Excellency

Saybrook Nov<sup>r</sup>. y<sup>e</sup> 20<sup>th</sup> 1777

I Receiv<sup>d</sup>. your Letter of the 4<sup>th</sup> Ins<sup>t</sup> Last week, M<sup>r</sup> Bushnell & I Prepar<sup>d</sup>. for and Determin<sup>d</sup>. to Go according to the Proposal, we are now Prevented from that Rout by hearing that Gen<sup>l</sup> Parsons is orderd with his Brigade down to Join Gen<sup>l</sup> Washington—

In Consequence of which we Design to Go Immediately to the Delawar on hors-back &c having your Excellency<sup>s</sup>. Countenance and approbation for which we wait—

I beleive (by accounts) that below the Cheveaux de frize at Red Bank is as Good a Place to make an attempt as any in america & if it should Succeed there, would Yeald



the most Important Service—The Bearer M<sup>r</sup> Chapman is one who has Been with me in these matters & is a Faithful Good man worthy of trust Shall wait a Return from your Excel<sup>ly</sup> and am [&c.]

W<sup>m</sup> Worthington

L, Ct, Trumbull Papers, vol. 6, 196a. Addressed: "on Publick Service/To/His/Excel<sup>ly</sup>/Gov<sup>r</sup> Trumbull/at/Leabenon/¶ m<sup>r</sup> Chapman." Docketed: "20<sup>th</sup> Nov<sup>r</sup> 1777/Col<sup>o</sup> W<sup>m</sup>. Worthington/& M<sup>r</sup> Bushnel/to Delaware/rece<sup>d</sup>. 21<sup>st</sup>/Answered," and, "20 Nov<sup>r</sup> 1777/Col<sup>l</sup> Worthington/going to Delaware/&c."

ROYAL AMERICAN GAZETTE (NEW YORK), THURSDAY, NOVEMBER 20, 1777

On Monday last arrived here, a prize brig<sup>1</sup> taken by the *Ottersloop* in Chesapeak Bay, loaded with wine, brandy, blankets, &c. from France, on account of the Congress.—Same day arrived the *Otter*'s tender.

1. Possibly vessel taken 8 Nov. See Master's Log of H.M.S. *Richmond*, Capt. John Lewis Gidoin, 8 Nov. 1777, above.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO WILLIAM BRADFORD

In Council

Sir

Lancaster November 20<sup>th</sup>. 1777

I wrote to you from Head Quarters, I think under date the 15<sup>th</sup>. Inst<sup>t</sup>—this Morning I receivd your favor of the 16<sup>th</sup>. Inst<sup>t</sup> confirming the disagreeable account of the evacuation of Fort Mifflin—this I look upon as highly advantageous to the Enemy—it has however been defended by the Officers & Men with great bravery & resolution—the same good conduct I am afraid has not influenced the officers & Men of our Fleet—complaints has been made that Several of the Gallies refused to obey the orders of the Commodore<sup>1</sup> to engage the large East India ship<sup>2</sup> which if they had much good might have resulted from it—I wrote to the Commodore on this subject and requested him to order an immediate enquiry into the Conduct of the Officers, and if found Guilty I hoped they would be immediately punished. I flatter myself this step has been adopted and that every Coward & Traitor may be punished & discarded.—

The destruction of the Fire Rafts, occasioned by Tempestuous Wheather, is a mortifying Circumstance to me as I expected great matters from them—I hope you will fall upon some plan to refit a part of them so as to make them Servicable the remainder of the season—and if this is practicable I beg no pains may be spared by the Navy Board to effect it—Indeed I am certain there will not, but that every nerve will be exerted to prevent the Enemy Ships passing the Chevaux D<sup>e</sup> Frize—the season is far advanced and I hope ere long their ships must retire or be forced ashore by Ice—so that I flatter myself some method will be devised to frustrate the designs of the Enemy notwithstanding the loss of Fort Mifflin—

Council is taking measures to procure Whiskey Shoes Stockings &c, for the Fleet which shall be sent as soon as procured, and a supply of Money shall be forwarded to you & the Commissary M<sup>r</sup> Crispin very shortly as I hope the Treasury will soon be replenished—Continue your Advices, and Exertions for the Publick good which will great oblige Sir your Very Hum servant

Df, PHaRH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed at foot of last page: "Col<sup>l</sup> Bradford of the State Navy Board." Docketed: "1777 Nov 20th To Col./Bradford." Notation at top of letter: "Council to Colo Bradford 1777."

1. John Hazelwood.
2. H.M: armed ship *Vigilant*.

#### DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Mud Island, Pa.*]

November 20th.—This morning about 1 o'clock we were roused out of our beds. Some deserters from the rebel galleys had informed the General<sup>1</sup> that all the galleys intended to be up at town<sup>2</sup> about daylight to set fire to our frigate, the *Delaware*, and to cannonade the town. In a little time we were prepared to receive them, having manned and got our guns ready, but they did not come.

Downman, "Services of Lieut.-Colonel Francis Downman," 214.

1. Sir William Howe.
2. Philadelphia.

#### CAPTAIN WILLIAM CORNWALLIS, R.N., TO VICE ADMIRAL VISCOUNT HOWE

My Lord

*Isis* off Billingsport 20 Nov<sup>r</sup> 8 AM 1777

Intelligence has been received that the Enemy have left a small party at red bank to blow up the Place, & retired to Mount holly or Burlington, that the troops stationed at Woodberrey were gone the same way, and the Militia at Manto Creek marched to Woodberry, but we are not certain of the truth of this Information—A Detachment was sent this Morning by Lord Cornwallis in two flat boats to the Battery above Manto Creek, who found a 24 Pounder mounted but the rebels were fled.

They Last night burnt one of their Armed Ships I have the honor to be [&c.]

W Cornwallis

LB, NH, William Cornwallis Papers, Letter Book, 101. Addressed at foot of page: "Vis<sup>t</sup> Howe Vice Adm<sup>l</sup> &c &c &c."

#### MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Nov<sup>r</sup> 1777

D<sup>o</sup>. [At Anchor aBreast the Fort<sup>1</sup>]

Thursday 20<sup>th</sup>

7 AM: sighted the Anchor, disarm'd the *Delawar* Tender—

D<sup>o</sup>.

Dark cloudy weather 4 PM saw one of the Enemys Sloops on Fire near Red Bank and soon after a considerable explotion there

D, UKLPR, Adm. 52/1964.

1. Billingsport.

#### ALEXANDER GILLON TO PRESIDENT OF CONGRESS

Sir

Having seen y<sup>e</sup> want of Cloathing in y<sup>e</sup> Army & knowing how to Remedy that Inconvenience in future I take y<sup>e</sup> liberty of addressing myself to you thereon craving you to lay y<sup>e</sup> following proposals before y<sup>e</sup> Honble Congress if you approve thereof.

I wou'd proceed from S<sup>o</sup>. Carolina to Europe with the utmost expedition there purchase on y<sup>e</sup>. best terms y<sup>e</sup>. following Articles Viz<sup>t</sup>. Hats, made Shirts, Suites of Uniforms, Stockings, Shoes, Buckles, Stocks, Blankets, also Arms, Ammunition & all War-like Stores, & ship them as directed or if agreable I wou'd ship them in y<sup>e</sup>. Vessels of y<sup>e</sup>. Country where purchas'd to y<sup>e</sup>. Islands of Lancerota [*Lanzarote*] & Forteuentura [*Fuerteventura*] where your Vessels of War cou'd fetch them from as you wanted them my Reasons for preferring these Islands is because it is A new Tract thus not Guarded neither can Cruizers keep their Stations so as to prevent Vessels getting in & out owing to y<sup>e</sup>. Trade Winds & Lee Currents & because y<sup>e</sup>. Vessels cou'd be clean'd & refitted there it being y<sup>e</sup>. place where all y<sup>e</sup>. Vessels belonging to y<sup>e</sup>. Canary Islands Careene & fit out, & because can there be compleatly Mann'd with Spaniards or if more Men is wanted than their Compliment A Surplus might be procur'd by proper Encouragem<sup>t</sup> for your other Vessels or for y<sup>e</sup>. Land Service as I know of no Obstruction to their Embarkation & I know by Experience y<sup>e</sup>. Men are willing to come to America

the foregoing Articles I wou'd propose purchasing for y<sup>e</sup>. usual Comssns [*Commissions*] for acc<sup>t</sup>. of y<sup>e</sup>. Continent wherein they can be bo<sup>t</sup>. best & quickest embark'd for y<sup>e</sup>. payment thereof I propose you to advance Annually y<sup>e</sup>. Amount wanted to me or my House in S<sup>o</sup>. Carolina to be by them invested in such produce of y<sup>e</sup>. Continent as you or they think will make the best Remittance which they will remit to me in Europe as soon as possible for y<sup>e</sup>. purchase of which as also for y<sup>e</sup>. Sales in Europe y<sup>e</sup>. usual Comssns [*Commissions*] to be paid but should it happen that these Remittances did not arrive in time I presume I can in Holland procure Monies at A low Intrest p<sup>r</sup> Annum or many articles or Credit so that no disappointment cou'd arrive—

to Accomplish this I wou'd tarry 2 or 3 years in Whatsoever part of Europe I found wou'd suit best to fix matters on such a footing as not to require my presence or if you think it necessary I will Reside in Europe during the War to transact this or any other business within y<sup>e</sup>. Reach of my Abilities—

By Adopting this mode y<sup>e</sup>. Continent will be Supplied on y<sup>e</sup>. best Terms & never disappointed part<sup>ly</sup>. if you wou'd admit more than y<sup>e</sup>. quantity wanted to be Ship'd as some might be taken, if not, y<sup>e</sup>. Surplus cou'd be easily dispos'd of.

As your Answer to this is y<sup>e</sup>. only Reason for my delay here permit me to request you'll favour [me] with it as soon as possible. I am [&c.]

Alexander Gillon

York Town 20 Nov<sup>r</sup>. 1777

L, DNA, PCC, item 78 (M247, roll 95). Addressed: "To The Honorable/Henry Laurens Esq<sup>re</sup>/president of Congress." Docketed: "Letter from Alex<sup>r</sup> Gillon/Yorktown Nov<sup>r</sup>. 20. 1777."

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

*Eagle* Nov<sup>r</sup>. 20<sup>th</sup>. 1777 11 AM

I have great satisfaction from the receipt of your Letter of this mornings date the manner in which the Enemy appears to have evacuated the Battery,<sup>1</sup> seems to correspond with the Matter of the Intelligence recieve concerning the Work at red bank; Tho' it is probable they will not entirely quit the last untill the troops under Lord Cornwallis have advanced—

Our next Object will be to discover whether any passage may be already open between the Cheveaux de frieze or through the Eastern Channel for the transports; Or to Endeavour to Open such a passage for them, as soon as the Ships can proceed upon that Work—

I have sent today to have the Circumstances examined as far as it is practicable as the Enemy are possted, You will be pleased to prosecute the enquiry by a proper appointment of the Pilots & other intelligent Persons with you, as those circumstances become more favourable I am [&c.]

Howe

LB, NH*i*, William Cornwallis Papers, Letter Book, 102–3. Addressed at foot of last page: “Honble Capt<sup>n</sup> Cornwallis./*Isis*.”

1. American battery near Little Mantua Creek.

#### JOURNAL OF THE MARYLAND COUNCIL

[*Annapolis*] Thursday 20<sup>th</sup>. November 1777.

[*Ordered*] That the said Treasurer<sup>1</sup> pay to Capt. John David five hundred and forty four pounds sixteen shillings and six pence due to the Crew of the Galley *Conqueror* passed the Board of Accounts. . . .

That the said Treasurer pay to Capt Matthews twenty eight Pounds seventeen shillings and six pence to for 33 Gallons of Whiskey bought by him for the Galley *Independence*.

That the said Treasurer pay to Capt. Matthews four hundred and twenty nine Pounds, nine shillings and Ten pence due on Account including the Pay roll of the Galley *Independence* passed by the Board of Accounts.

D, MdAA, Governor and Council (Proceedings) 1777–79, 3842, pp. 129–31.

1. Western Shore Treasurer.

#### JOURNAL OF H.M.S. *EMERALD*, CAPTAIN BENJAMIN CALDWELL

November 1777

In Mocksack [*Mobjack*] Bay

Thursday 20<sup>th</sup>

Ditto Wea<sup>r</sup> [Moderate & fine] the Barge went in chace of a Sloop, and took her, with 12 hogsheads of Tobacco onboard.<sup>1</sup>

In Mocksack Bay

Ditto Wea<sup>r</sup> got the prize alongside, took her Cargo out; and cut her up for fire Wood.

D, UKLPR, Adm. 51/311.

1. A sloop, not named, Joseph Lance, master and owner, of Virginia, a crew of three seamen, from Yeocomico River to Suffolk, Va., with tobacco, taken in Chesapeake Bay, burned. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 239.

#### MASTER'S LOG OF H.M.S. *LIZARD*, CAPTAIN THOMAS MACKENZIE

Nov<sup>r</sup> 1777

Charls town NWBN 3 or 4 Lgs

Thursday 20

[*at*] 3 [*AM*] Fresh b<sup>r</sup> and hazy Saw tow Sails to windw<sup>d</sup>. TK<sup>d</sup> Ship and Chased ½ past 3 TK<sup>d</sup> Ship [*at*] 6 TK<sup>d</sup> Ship at Merid<sup>n</sup>. run the Chase on Shore Came to with B B<sup>r</sup> in 5 fms W<sup>r</sup> veered to ½

Cable hoisted out the boats sent them to b<sup>d</sup>. a Sloop<sup>1</sup> and Likewise the Ship on Shore<sup>2</sup> [at] 11 [AM] Charls. town Light house SWBW $\frac{1}{2}$ W 3 or 4 Lg<sup>s</sup>.

[at Noon] Charls town SWBW $\frac{1}{2}$ W 3 or 4 Lgs

[at] 1 Light airs and Cloudy the boats boarded the Ship and Sloop the Crew of the former having disearted her hove the Sloop off and Brought hir aLong side and Cleared her of 19 Hhds Tobacco bound to Charlstown D<sup>o</sup> W<sup>r</sup> set fire to the Ship being in ballast f<sup>n</sup> boston to Charls town and not Being able to heave hir of[f] [at]  $\frac{1}{2}$  past 5 hoisted in the boats in weighed and Came to Sail D<sup>o</sup>. [at]  $\frac{1}{2}$  past [6] Came to with B B<sup>r</sup> in 4 fms W<sup>r</sup> veered to  $\frac{1}{2}$  Cable Sent the Cutter to Sound

D, UklPR, Adm. 52/1839.

1. Sloop *Rebecca*, John Forbes, master, of Maryland, sailed from North Landing for Charleston with tobacco; the sloop was scuttled off Spencer's Island. Howe's Prize List, 23 Apr. 1778, UklPR, Adm. 1/488, 239. A group of black fishermen salvaged the vessel and towed her into Charleston. See below, *Gazette of the State of South Carolina*, 25 Nov. 1777.

2. Ship *Weatheral*, Hawkins. Howe's Prize List, 23 Apr. 1778, UklPR, Adm. 1/488, 239; and below, *Gazette of the State of South Carolina*, 25 Nov. 1777.

#### JOURNAL OF H.M.S. *LOWESTOFFE*, CAPTAIN WILLIAM LOCKER

Nov<sup>r</sup> Cape Maize SW. 8 or 9 Leag<sup>s</sup>.  
Thursday 20<sup>th</sup>.  $\frac{1}{2}$  past 3. AM Carryd away M<sup>n</sup> Tops<sup>l</sup> ty.<sup>d</sup>. Clinchd him Again Sett M<sup>n</sup>s<sup>l</sup> & Foretops<sup>l</sup>. At 6 Saw 2 Sail to the N<sup>o</sup>w<sup>d</sup> Gave Chace At 10 fired a Six pd<sup>r</sup> & Swivels Shotted d<sup>o</sup>. Bro<sup>t</sup> too hoisted Out y<sup>e</sup> Boat & sent her on b<sup>d</sup>. the Chace A Brig from Cape Nich<sup>a</sup>. Mold for N<sup>o</sup>. Carolina W<sup>h</sup>. a Congress Com<sup>s</sup>. Mount<sup>g</sup> 8 Carriage Guns 10 Swivels & 20 Men<sup>1</sup>

Hickes Bay pt WSW. 4 or 5 Leag<sup>s</sup>.  
Squally w<sup>h</sup>. Rain. At 2 P.M Clewd up the Tops<sup>l</sup> lowred the Fore d<sup>o</sup>. On the Cap, & handed Miz<sup>n</sup> Tops<sup>l</sup>. At 3 Sett M<sup>n</sup>S<sup>l</sup>. At 5 Clewd up d<sup>o</sup>. At 7 fired A Swivel to bring the Prize Under our Stern

D, UklPR, Adm. 51/4247.

1. *Resolution*, John Meredith. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UklPR, Adm. 1/240, 505.

#### JOURNAL OF H.M.S. *PORTLAND*, CAPTAIN THOMAS DUMARESQ

Nov<sup>r</sup> Barbuda bore SbW Dist: 144 Leagues  
Thursday 20<sup>th</sup> at 7 AM Saw a Sail in y<sup>e</sup> NE Fired a Shot and brought too y<sup>e</sup> Chace. Brought too Main Topsail to y<sup>e</sup> Mast and sent y<sup>e</sup> boat on board. the *Success* Schooner from Egharbour bound to Curasso<sup>1</sup> Shifted y<sup>e</sup> Prisoners & sent a Petty Officer 7 Men on board, hoist in boat, and gave Chace to y<sup>e</sup> NE at  $\frac{1}{2}$  past 11 Saw our Tender *Tartar* bring too y<sup>e</sup> Chace & at 12 bearing down on us—

D<sup>o</sup>. bore SbW $\frac{1}{2}$  W Distance 130 Leagues

Fresh breezes & Cloudy *Tartar* and Chace Coming down. at  
[illeg.] bro<sup>t</sup> too. join'd us the Tenders & Brig, Prov'd from New-  
bury Bound to Guadalupe, Timothy Jervis Master with fish and  
Lumber<sup>2</sup> put People to take charge and brought the Prisoners  
on board, at 6 Bore away with y<sup>e</sup> Top Sails Only, on y<sup>e</sup> Cap.

D, UklPR, Adm. 51/711.

1. Schooner *Success*, John Burrows, fifty tons, a crew of five men, sailed from New Jersey with flour and tar; the prize was sent to Antigua. See below, Young's Prize List, 21 Dec. 1777.

2. Brig *Sampson*, one hundred tons, a crew of seven men, sailed from Newbury with lumber, etc.; the prize was sent to Antigua. Young's Prize List, 21 Dec. 1777, UklPR, Adm. 1/310.

WILLIAM BINGHAM TO NATHANIEL SHAW, JR.

Nathaniel Shaw jun<sup>r</sup> Esq<sup>r</sup>  
Sir

St Pierre Mtque Novem 20th 1777

Inclosed you will please to find Bill of Lading for sundry Ammunition & military Stores, which I lately received from France on Account of the Congress & which I was desired to forward by the first convenient opportunity—

Capt Lamb's<sup>1</sup> Dilatoriness I am afraid, will prevent these Stores arriving in Time to be of any Service to the Army this Campaign—

You will please to inform the Secret Committee of Congress of their arrival & retain them in your Hands untill you receive their Orders in what manner to dispose of them—

You will find more Gun Carriages than what are necessary for the Field Pieces on board, having Shipped 17 Cannon to N Hampshire in a Bermudian Sloop,<sup>2</sup> which was not Sufficiently large to receive the Carriages & the other Apparatus—You will therefore please to advert John Langdon Esq<sup>r</sup><sup>3</sup> of Portsmouth (to whom they were addressed) of their Arrival—

I shall be extremely happy to have it in my Power to be of any Service to you during my Residence in this Place & am with great Regard [&c.]

W<sup>m</sup> Bingham

L, CtY, Shaw Papers, no. 1701. Addressed: "Nathaniel Shaw Junr, Esquire, / Continental Agent for the State of / Connecticut; / New London." Docketed: "W<sup>m</sup> Bingham / Letter / Nov<sup>r</sup> 20<sup>th</sup>: 1777."

1. John Lamb, brigantine *Irish Gimblet*.

2. Sloop *Washington*, Capt. Collins. See below, William Bingham to John Langdon, 27 Nov. 1777; and John Langdon to unknown, 12 Jan. 1778, NN, Emmet Collection.

3. Langdon was Continental Agent for New Hampshire.

NOTICE OF SALE OF SHARE OF SLOOP *TRUMBULL*

Know all men by these presents that I Patrick Moore of St Pierre Martinico hath Sold & by these presents doth bargain & Sell unto Captain John Lamb at present in the said Island, One Eighth part of the Sloop *Trumbull* for the Accompt of Nath<sup>l</sup> Shaw Esq. of New London for the Sum of Fifty Johanesses, he paying his proportionable Share of the Outfitt of Said Vessal, She being designed for a Cruiser, and at all times to be under the direction of the Said P. Moore, he holding himself Liable to the Said

Nath<sup>l</sup>. Shaw Esq. for his proportion of any prize or prizes She may take, as Witness my hand at St<sup>e</sup> Pierre Martinico 20<sup>th</sup> Novem<sup>r</sup>. 1777—

Present

Patk. Moore<sup>1</sup>

Henry Billings<sup>2</sup>

D, CtY, Shaw Papers, no. 1546.

1. Eight days later, Moore, a merchant of St. Pierre, Martinique, wrote Shaw and informed him that Lamb had purchased an eighth share of the sloop *Trumbull*. The privateer would continue cruising in the West Indies and her prizes would be sold in St. Pierre. Moore requested that Shaw send orders respecting the disposal of his share of the proceeds of any sales. Patrick Moore to Nathaniel Shaw, Jr., 28 Nov. 1777, *ibid.*, no. 4086.

2. Captain of Connecticut privateer sloop *Trumbull*. See *NDAR* 7: 1144.

## November 21

### “VOTES AND RESOLUTIONS OF THE [*CONTINENTAL*] NAVY BOARD OF THE EASTERN DEPARTMENT”

[*Boston*] Novem<sup>r</sup>. 21. 1777

Voted That General Warren be desired to purchase for the use of this Board Six thousand 12 lb Shot two Thousand 6 lb Shot & four tons of Grape & Swivill & two Thousand 9<sup>lb</sup> Shot.—

Voted That General Warren be desired to Charter one or two Vessells not exceeding one hundred & fifty tons in the whole on the best Terms he can to proceed on a voyage to the Southern States for flour and Iron.—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

### MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Nov<sup>r</sup>. 21<sup>th</sup>. 1777

Order'd, That William Haynes be paid on Acc<sup>o</sup>t. Ship *Union* One Hundred Pounds. . . .  
Order'd, That Cap<sup>ts</sup> Samson & Harraden proceed to Townsend immediately, and cruise after, and if practicable take one or two Schooners dogging the Mast Ships at the Eastward.—<sup>1</sup>

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 96.

1. Massachusetts State trading ship *Gruel* and an unidentified ship in Sheepscot River, Maine.

### MASSACHUSETTS BOARD OF WAR TO CAPTAIN SIMEON SAMSON AND CAPTAIN JONATHAN HARADEN

Capt<sup>n</sup>. Sampson &  
Capt<sup>n</sup>. Harreden  
Gentlemen

War Office Boston Nov<sup>r</sup>. 21. 1777

Information having this day been given to this Board that an armed Schooner formerly a Marblehead fishing Schooner, about 70 or 80 Tons, black Sides, Quarter

& waiste Cloth, white Bottom, two square Topsails said to be commanded by Capt<sup>n</sup> Callihan from Halifax, seen last Tuesday of[f] Squirrell Island has spoke with several of the eastern wood Coasters all of whom she has let go, after speaking with them. It is apprehended she is coasting with another Schooner said to be the *Halifax*, for two Ships now laden & near ready to sail for France with Masts,<sup>1</sup> which last Schooner went of[f] that Coast with Cap<sup>t</sup> Mowett<sup>2</sup> in the *Albany* Sloop of War with 16 guns about 12 days past but may by this time be returned on that Station

You[r] orders are immediately to put to Sea and go to Townsend, there enquire of the Inhabitants about the same and if possible take said Schooners and send them into the port of Boston but if the *Albany* should be with them you must in that case use your best discretion about attacking

You will stay in Townsend only three days, during which time if you hear nothing about the Schooners you will proceed as before intended—The two Ships bound for France The Enemys ships have for some time past rendevoused at squirrell Island at the mouth of Townsend harbour. If you should be so fortunate as to take either or both these Vessells you will take a sufficiency of Men from the Eastern Shore to bring them to Boston—We are your Friends &c.

By order of y<sup>e</sup> Board

Sam<sup>l</sup> Phillips Savage Pres<sup>t</sup>

LB, M-Ar, Mass. Archives Collection, vol. 151 (Massachusetts Board of War Letters), 135–36. Another draft is in M-Ar, Mass. Archives Collection, vol. 157 (Maritime Miscellaneous), 93–95.

1. Ship *Gruel* and an unidentified vessel in Sheepscot River, Maine.
2. Comdr. Henry Mowat.

#### PETITION OF CUBA, A NEGRO WOMAN, TO THE MASSACHUSETTS COUNCIL

State of the                    }  
Massachusetts Bay } To the Honorable Council for said State  
  } now Sitting at Boston within the Same State  
Most Humbly Sheweth

Cuba a Negro Woman of about Twenty five Years of Age who was taken on the high Seas, in the *Weymouth* Packet by the *Oliver Cromwell* Sloop of War Commanded by Cap<sup>t</sup> Harden and brought into Boston,<sup>1</sup> That She is rejoiced She is in this Land of Liberty where She hopes to Spend her life in Comfort and freedom, That however the Officers of the *Oliver Cromwell* want to make her their own property, and the Lieu<sup>t</sup>, (one Chapman)<sup>2</sup> of the s<sup>d</sup> Ship after abusing the Council and all Concerned for her in a most Scurrilous manner, Swore that he did not Beleive God ever made a Negro and that in Spite of all Courts and Persons whatsoever, he would have her Sold as a Slave and Sent to the Jamaica next week in Consequence of which She is so Confined at at a House on Jamaica Plains in this State as that she is scarcely Permitted to see or speak to any Person whatsoever. Your Distressed Petitioner therefore in the most humblg manner Fly's to Your Honors for Relief, and Earnestly Prays that you would be pleased in your great goodness to Commisurate her deplorable Case by Ordering that She should be Considered and treated as being within the true Intent and meaning of the Act of the Hon General Court of this State Septem<sup>r</sup> 16<sup>th</sup>. 1776—respecting Negro's taken on the high Seas and brought in here as is therein expressed—



And Your Unhappy Petitioner as in Duty Bound shall Ever Pray &c

her  
Cuba X  
mark

Boston Nov<sup>r</sup>: 21<sup>st</sup>. 1777—

L, M-Ar, Mass. Archives Collection, vol. 168 (Council Papers), 31–32. Endorsed: “In Council Dec<sup>r</sup>: 3<sup>d</sup>. 1777 Read & Ordered that the Secretary be directed to furnish the Petitioner with a Copy of a Resolve passed the General Court Septem<sup>r</sup>: 14<sup>th</sup>. 1776 relative to the Prevention of the Sale of two Negroes taken on the high Seas—And that the Judge of the Maritime Court certify that the Said Negro Woman comes within the meaning & intent of the aforesaid Resolve Jn<sup>o</sup>: Avery D<sup>r</sup> Sec<sup>r</sup>: —.” Docketed: “Petition of Cuba, a Negro/Woman w<sup>th</sup>: order thereon/Dec<sup>r</sup>: 3<sup>d</sup>. 1777—.”

1. Connecticut Navy ship *Oliver Cromwell*, Capt. Seth Harding. NDAR9: 879, 907, 947.
2. Lt. John Chapman.

GOVERNOR JONATHAN TRUMBULL TO BRIGADIER GENERAL SAMUEL H. PARSONS

Sir Lebanon 21<sup>st</sup> Nov<sup>r</sup> 1777

This will be d<sup>d</sup> you by Col<sup>o</sup> Worthington who comes with M<sup>r</sup> Bushnell, to make experiment of his Machine upon the Enemys Shipping in the Delawar<sup>1</sup>—Your Countenance & Assistance to Him on this Occasion will oblige Sir [&c.]

J Trumbull

DfS, Ct, Trumbull Papers, vol. 6, 196b. Addressed at foot of page: “General Parsons.” Endorsed: “Pass given to Col<sup>o</sup> Worthington & his Associate.”

1. Bushnell employed his floating mines against the British fleet anchored at Philadelphia the last week of Dec. See Diary of Elizabeth Drinker, 27 Dec., below.

THOMAS SHAW TO GOVERNOR JONATHAN TRUMBULL

Sir New London Nov 21 1777.

Yesterday Ɔ post I Rec<sup>d</sup> the above, and am now fitting the *Schuyler* & shall send her on immediately. Cap<sup>t</sup> Smith<sup>1</sup> of y<sup>e</sup> *Spy* is at Norwich suppose he will be here to day. The Schooner<sup>2</sup> is nearly ready but not maned; If your Excellency thinks proper to send him orders in consequence of the above I will endeavour to get him away soon as possible. I am [&c.]

Tho<sup>s</sup> Shaw

L, Ct, Jonathan Trumbull Papers, vol. 6, 192a. Addressed: “To Jon<sup>a</sup>. Trumbull Esq.”

1. Capt. Zebediah Smith.
2. *Spy*.

JOURNAL OF CAPTAIN JAMES PARKER

[Philadelphia]

[November] 21<sup>st</sup> I was waked about 5 this morning by the *Delaware's* Guns, she lys off Kensington in the Narrow part of the Channel. On the bank of the River, which flanks the right of the line of encampment, there is a Redoubt & a Battery, from which & the ship a very smart fire was kept at some craft Attempting to pass between Jersey & penrose Island. It was a very fine still moon light morn. From the top of the

house I was very highly entertand with by far the most beautifull fire & Water peice I ever beheld. The almost constant desertions from the Rebel ships had so unmand them, that they were of no service. they forsaw when red bank fell into our hands that the ships must move. Certain distruction was their fate, either from Lord Howe below, or from our Batterys & the *Delaware* above. Ever since the Hessians lost their favorite Count Donap, they have been muttering Vengeance, & the Rebels are too well informed from some unknown quarter, of what passes here, whether this influened their Councils or not they now determined to burn their ships & abandon the fort. It was flood tide when they began, I saw eleven of them in flames at once come drifting past Gloucester point. before the tide turned they came up near the lower part of the City. A great many rebels were on the Jersey shore opposite where a Brig failing to pass, was fired & abandoned. the Wharfs of the City were crowded with men Women & Children. the the thundering of the cannon enrich'd by the alternate blowing up of the ships, & the buzzing noises of the people maid Visable by the flashes of fire, All together exhibited materials unparallel'd for a fine descreptive fancy; & in my Opinion had the Minority Treators in England, the Committee men, Generals & Rump Congress here, been on board the Province ship the scene would have been Compleat.

D, City of Liverpool Library, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Steuart.

#### DIARY OF ELIZABETH DRINKER

[Extract]

[*Philadelphia*]

[*November*] 21st. I was awaken'd this Morning befor 5 o'clock by the loud firing of Cannon, my Head Aching very badly; All our Family was up but little Molly, and a fire made in the Parlor, more then an hour before day—all our Neighbours were also up, and I believe most in Town—The Amricans had set their whole Fleet on fier, except one Small vesel and some of the Gondelows, which past by the City in the Night; the fireing was from the *Delaware* who lay at Coopers Point, on the Gondelows, which they did not return; Billy counted 8 different Vessels on fire at once in sight, one lay near the Jersey shore, opposite our House; we heard the explosion of 4 of 'em when they blew up, which shook our Windows greatly—We had a fair sight of the blazeing Fleet, from our upper Windows. . . .

Elizabeth Drinker, *The Diary of Elizabeth Drinker*, edited by Elaine F. Crane (Boston: Northeastern University Press, 1991), 1: 255–56.

#### JOURNAL OF CAPTAIN JOHN MONTRESOR

[*Carpenters Island, Pa.*]

[*November*] 21<sup>st</sup>. Wind at N. E. but very light. This morning at 3 o'clock the moon shining the Galleys began to move from the Rebel Fleet and pass up by the Town and at 4 the rebels set fire to all their marine remaining. As soon as their Galley advanced towards our Guns at the North Part of the city we fired on them as did

the *Delaware* Frigate, which drove one armed Schooner of 8 guns, and one armed Sloop on the Jersey shore. The rebels burnt 15 Topsail vessels and 15 galleys got up the river. Large Party of Rebel Horse and foot attacked our pickets to the bottom of our lines but was repulsed with loss. Came up to the city from the Fleet, 2 Barges from the Ships of war. This morning sailed from Chester, dispatches for New York. Rebel Fleet here cost Five hundred thousand pounds Sterling currency.

Montresor, *Journals*, 478.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 Nov<sup>r</sup>

D<sup>o</sup> [At Anchor before Mud Fort]

Frid<sup>y</sup> 21

at 3 AM the Rebel fleet were all on fire, except their Galleys which they got up the River and past the City of Philadelphia in the dark,—This day rec<sup>d</sup>. a Commission from The Right Honble Lord Viscount Howe Vice Adm<sup>l</sup> of the White, appointing me to the command of His Majesty's Ship *Fowey*.—

D<sup>o</sup>

D, UkLPR, Adm. 51/1037.

DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Mud Island, Pa.*]

November 21st.—The rebels have abandoned Red Bank, have left 18 pieces of cannon, and blown up the magazine that contained a great quantity of powder. A vast quantity of shot and other stores were found in their works. Lord Cornwallis's army took possession and we are now destroying it. Mud Island is also to be destroyed and the cannon and stores brought to town.<sup>1</sup> This evening the rebels set fire to their whole fleet, except the galleys which, under cover of a dark night stole past the town and went up the river. A brig and sloop attempted to pass, but they were prevented by our batteries and the frigate<sup>2</sup> and ran aground just opposite the town, they were set fire to, and after burning a considerable time blew up. The loss of this fleet of 30 or 40 vessels, some of them considerable size, must be a heavy blow to them, as almost all of them had a great quantity of powder, guns, and stores on board. The explosion of some of these was so immense that the whole town was shook as with an earthquake. By the taking of Red Bank and Mud Island and the extinction of the fleet, the river is now entirely free, and our vessels are coming up to town every tide. The chevaux-de-frise will be instantly removed and in a few days our men-of-war will be before the town. General Pattison and John Williamson's company are landed and are at Red Bank with the army. Our redoubts and lines round the city are finished and are very strong, so much so, that we need not be under the least apprehension of Mr. Washington's attack, though he threatens hard and some of his ragamuffins are firing at our pickets every foggy morning, but are always driven back with loss.

Downman, "Services of Lieut.-Colonel Francis Downman," p. 214.

1. Philadelphia.

2. H.M. armed ship *Delaware*.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEENov<sup>r</sup>:d<sup>o</sup>. [At Single Anchor off Billingsfort]

Friday 21

At 6 AM heard a great explosion, and saw the Fort at Red Bank in flames, At ½ past 6 heard the report of many Guns & saw several of the Enemies Ships on fire. Loos'd Sails to dry.

d<sup>o</sup>.

D<sup>o</sup>. Wea<sup>r</sup>: [Mod<sup>ic</sup>: & hazey] At 3 PM Handed Sails Employd getting Wood on board & stowing it away.

D, UKLPR, Adm. 51/675.

## UNKNOWN TO UNKNOWN

[Extract]

[*Philadelphia, November 21, 1777*]

... On Monday Night Lord Cornwallis & Sir W<sup>m</sup>. Erskine, with a large detachm<sup>t</sup> some say four, some 5 thous<sup>d</sup>. men Marchd thro' Derby downwards, Cross'd the Delaware & took Red bank which was evacuated before they Came to it, in Consequence of which, our brave little fleet were put to the rout I bleive all the Gundelows & two Topsails made a safe retreat up the River, the others are all burn'd—this morning 21<sup>st</sup>. Nov<sup>r</sup>. 1777—

One O'clock P.M. Just now a boat Came from W<sup>m</sup>. Coopers ferry with a flag of truce Bringing a Hessian doctor & four Ladies over, soon after she left the wharff, the *Delaware* Frigate fired a Shot at her, she proceded, till the frigate's Boat met her took them all out & made the officer & his Crew prisoners the passengers were sett at liberty & the others took to Jail, The reason of this Violation I cannot guess, perhaps the flag was not properly Authenticated by a General officer, Or, they, werere Exasperated at the Burning our fleet—

They Continue getting up provisions by way of schuylkill, they sell Rum at a Guiney p<sup>r</sup> Gall: pork they plenty, Beef & Butter they have none, their flower all very Musty,—they begin at the Chevaux de fries to Morrow, they say, Cornwallis is to scower the Jerseys, whilst How [*Howe*] is to Maintain this City with about 3000 Men, They appear to be in the greatest security, notwithstanding I have the greatest reason to bleive from every Acc<sup>t</sup> that they do not exceed that Number.

Their different preparations plainly denote their determination of wintering here. . . .

L, DLC, George Washington Papers, Series 4.

## CONTINENTAL COMMERCE COMMITTEE TO OLIVER POLLOCK

Sir,

[*York, Pa.*] November 21<sup>st</sup>. 1777

We transmit herewith Copies of a Letter from the Secret Committee dated 12th June & one from this Committee dated 24<sup>th</sup>. Ult.<sup>1</sup> the latter with a Duplicate of the former was sent by Capt. Pickles via Charles Town S<sup>o</sup> Carolina and we hope may in due time arrive safe—The present is dispatched by Capt. James Willing by the way

of Fort Pitt and will serve to inform you that Congress have determined that part of the Stores arrived or to arrive from Spain at New Orleans for the use of these States shall if possible be brought up the Mississippi & Ohio to Fort Pitt, and we are now to request that you will immediately set about carrying this their Determination into Execution—On Reciept here of you are to engage five or six Boats such as have been usually employed in carrying Goods up the River, ship on board them Cargoes of the Stores assorted of all the different Articles. Take proper Receipts or Bills of lading and dispatch them as soon as possible—These Boats should not be deep laden. Moderate Cargoes to have them pretty buoyant will do best, they must all be well manned with careful resolute Men well attached to the American Cause & Interest, particularly the Patrons or Masters. They must also be well armed with Swivels or Cohorns and Muskets and found with sufficient Provisions. Mr James Willing will return with these Boats and to him you may commit your Dispatches, also the superintending Care of the Goods. Perhaps the Governor may be willing to send the Goods up under spanish Protection as far as there are any of their Forts on the River—in this Respect & indeed in every other we must submit to his & your good Discretion to order this Business in the way that shall appear best calculated to bring the Goods safe & soon here at as light an Exence as possible—

With Respect to the Remainder we confirm the Instructions given 24<sup>th</sup>. Oct. & 12<sup>th</sup>. June—We shall order a Quantity of Flour to Pittsburg against these Goods arrived there in order to load the Boats back again provided it can be obtained on any tolerable Terms but the Carriage across the Mountains comes excesive high—We are &c—

P.S. If there are any Indian Goods we would wish them sent this way. We inclosed you in our last letter three blank Commissions, and least they should miscarry we now inclose you three others to be filled up as before—

Copy, DNA, PCC, item 50, pp. 40–41 (M247, roll 64).

1. For the former see *NDAR* 9: 94–98; for the latter, see above, of 24 Oct.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, NOVEMBER 21, 1777

Deserted from the *Norfolk Revenge* galley, a negro man named HARRY, about twenty eight years of age, well set, and very likely. Capt. *Calvert* bought the said negro from Mr. *Southall* in *Williamsburg*. Whoever takes him up, and delivers him to me at *Hampton*, shall receive eight dollars.

WRIGHT WESTCOTT.

MASTER'S LOG OF H.M.S. *MAIDSTONE*, CAPTAIN ALAN GARDNER

November 1777

Friday 21<sup>st</sup>

Bermudas N 52°. 18' W 121½ Lgs Sandy hook N. 44°. 54 W  
336½ Lgs

[at] 1 [AM] D°. Wea<sup>r</sup> [Moderate and cloudy] [at] 7 Fresh breez<sup>s</sup>  
and cloudy [at] 9 Saw a Sail in the NW made the *Bathurst* Sign<sup>l</sup>  
to lead the Convoy gave Chace up topgall<sup>l</sup> yards 3 Strange  
sail in sight fir'd a Shot and bro<sup>d</sup> to the Chace a Ship from S<sup>t</sup>

Eustatia Bound to Amsterdam with Tobacco Turpentine Fustick & staves<sup>1</sup>

[At noon] Bermudas N 41°. 40' W 112 Lgs Sandy hook  
N 41°. 16' W 330 Lgs

[at] 1 the Ship having a false register and America property said belonging to a Mr Hall<sup>2</sup> Agent to the Congress, took the Master & people out sent a Mate Midshipman & 9 Men to take charge of her. made sail after the Convoy [at] 8 Fresh Gales and squally with a great sea from the Northw<sup>d</sup>. got the fore top gall<sup>l</sup> yard down, hand'd the Miz<sup>n</sup> tops<sup>l</sup> in 2<sup>d</sup> Reef fore tops<sup>l</sup>. 14 Sail in Company.

D, UklPR, Adm. 52/1857.

1. Ship *Vryheid*, Adriaan Laernoës, master. UklPR, H.C.A. 32/487/1. The prize was libelled on 24 Dec. 1777 in the Vice Admiralty Court, New York. Formerly *Juno*, T. Chumside, master, the prize was reclaimed on 9 Jan. for her owners, Richard Meyler and John Maxse, and was declared a recapture on 21 Jan. Ibid., 49/93, 165, 192, 205. On 12 Mar. the owners received the fustick and staves, but the tobacco and turpentine were condemned as a lawful prize. Ibid., 49/94, 32–33.

2. William Aull of St. Eustatius, owner of the 51 hogsheads of tobacco and 295 barrels of turpentine being shipped to Amsterdam. Ibid.

“INTELLIGENCE GAINED BY CAPT<sup>n</sup>. LOCKER OF HIS MAJESTY’S SHIP *LOWESTOFFE* FROM THE PEOPLE BELONGING TO THE *RESOLUTION* BRIG A CONGRESS PRIVATEER TAKEN BY HIM”

[21 November 1777]<sup>1</sup>

Jn<sup>o</sup>: Fullerton Seaman being examined, Says that it was the common talk at the Mole that 5 or 6,000 Soldiers were expected there from Cape Francois; That they were in daily expectation of War being declared against England and that 10 Ships of the Line were expected besides Frigates from France—

William Simpson, Seaman being examined, Says that 5 or 6,000 Men were expected daily at the Mole; that there were a great Quantity of Men in their Forts already but can not tell what Number, that a French Frigate was cruizing off the Harbor but not any armed Vessel in it; that it was advertized on shore that after a certain day no British Vessel shou’d sail from the Mole, in respect to the Ships he agrees with Fullertons report

Peter Smith, Seaman, being examined Says that War with England was the common talk at the Mole; That 5 or 6,000 Men were daily expected as were 10 Sail of the Line and that all English Vessels in the Mole were ordered out in 48 hours without completing their Cargoes

Archibald Campbell Seaman being examined, Says that it was the common talk at the Mole that France was to declare War with England very soon; they expected 5, or 6,000 Troops from France daily; That their Forts appear to be very full of Soldiers already; That Two of their Frigates were cruizing off the Mole That all English Vessels were ordered out in 48 hours & that none were to be allowed to enter there any more, that many Schooners & Sloops were loading and unloading there and that the Schooner who came out with them was loaded with powder for America; that he wanted to go one day into their Fort but they would not suffer him

M<sup>r</sup> Moncrieff. Lieu<sup>t</sup> being examined Says that they expected 25000 Men from France daily; That their Forts were already full of Men; That the Common talk was a War with England; That a Fleet of Ships were daily expected; That a large Quantity of Baggage came into the Mole which he was told belonged to the Army that were arrived at Cape Francois & those daily expected in the Ships of War. That all subjects to the King of great Britain were ordered out of their ports in 48 hours about 5 days ago and that the Baggage arrived at the Mole a few days before that

Will<sup>m</sup>. Thompson Boats<sup>n</sup>. being examined says that he was three Months in the Mole that the common talk was a War with England; that they expected 30,000 Men from Cape Francois; That he saw the Major and Commander going to take houses to receive them; that a great Number of the Inhabitants on that Acco<sup>t</sup> had been turned out of their houses; That a large Fleet were daily expected; That all Subjects to the King of great Britain were ordered away in 24 hours; And that at Cape Francois not any American Vessels were suffered to Enter—

M<sup>r</sup> John Meredith, Captain, being examined says that the common talk at the Mole was a War with England; That all Subjects to the King of great Britain were ordered off the Island in 24 hours; That a Quantity of Soldiers Baggage had arrived at the Mole and that a Fleet of Ships were daily expected from Cape Francois with 25 or 30,000 Men for the whole Island 8,000 of which were for the Mole, That at Cape Francois not any american Vessels were suffered to enter—

Intelligence received by Capt<sup>n</sup> Montais of His Majesty's Sloop *Stork* Viz<sup>t</sup>

His Lieu<sup>t</sup> who commanded the Tender belonging to the *Stork* fell in with a large French Ship full of Troops and cou'd distinguish upwards of 30 French Officers of the Army upon the Quarter deck

Copy, UklPR, Adm. 1/240, 486–87. Docketed: "N<sup>o</sup> 6/Copy of Intelligence/received by Capt<sup>n</sup>/Locker & transmitted/by the *Lowestoffes Prize*." See below, Vice Admiral Clark Gayton to Philip Stephens, 9 Dec. 1777.

1. Date taken from copy in UklPR, C.O. 137/73, 39–40. For the capture of the privateer brig *Resolution* by H.M.S. *Lowestoffe*, see above, Journal of H.M.S. *Lowestoffe*, 20 Nov. 1777.

#### JOURNAL OF H.M.S. *PORTLAND*, CAPTAIN THOMAS DUMARESQU

Nov<sup>r</sup>:  
Friday 21<sup>st</sup> D<sup>o</sup>. [*Barbuda*] bore SbW ½ W Distance 130 Leagues  
at 6 AM Saw a Sail in y<sup>c</sup> SE<sup>t</sup>. Gave Chace Set Studding Sails Driver and Royals. at 11 fired 2 Round and 5 Grape Shot 12 Pounders at y<sup>c</sup> Chace br<sup>t</sup> too, fresh Gales brought too Main Topsail to y<sup>c</sup> Mast, Sent Boat & people on board y<sup>c</sup> Brig to take Charge Proved y<sup>c</sup> *Peggy and Kitty*. W<sup>m</sup>. Roundtree Mast<sup>r</sup> from Virginia [to] Martinico Laden with Tobacco—<sup>1</sup>

[At noon] D<sup>o</sup>. bore SSW¼ W 102 Leagues  
Fresh breezes and hazy W<sup>r</sup>. Close reef'd y<sup>c</sup> Topsails ½ past 1 lay too, at 2 made Sail ½ Past lay too, at 4 made Sail, Tenders and 3 Prizes in Company—

D, UklPR, Adm. 51/711.

1. Brig *Peggy & Katy*, from Baltimore, eighty tons, with a crew of seven, laden with tobacco and staves, was sent to Antigua. Young's Prize List, 21 Dec. 1777, UklPR, Adm. 1/310.

November 22

## JOURNAL OF COLONEL JOHN ALLAN

[*Machias*] Saturday Nov<sup>r</sup> 22 . . . . Capt Wing informed that the *Meresheete* was not fit to go to sea,<sup>1</sup> therefore gave him orders to lay her up and strip her. Gave Capt Chase<sup>2</sup> orders to put the *Hannah and Molly* in readiness to proceed up the Bay, changing her name to that of the *Merisheete*.<sup>3</sup> A number of men of the troops volunteered to go in her.<sup>4</sup> Read the articles of war to the troops at the Falls; served the Indians with provisions as usual—thick dirty weather.

Frederic Kidder, *Military Operations in Eastern Maine and Nova Scotia during the Revolution, Chiefly Compiled from the Journals and Letters of Colonel John Allen, with Notes and a Memoir of Col. John Allen* (Albany: Joel Munsell, 1867), 152–53.

1. *Marisheete* was named after the Malacite (or Malasheet) tribe of Indians.

2. Capt. Ephraim Chase.

3. The name was changed so that the privateer commission of the original *Marisheete*, dated 7 Apr. 1777, could be used.

4. On 24 Nov. *Marisheete* set sail on her cruise for the Bay of Fundy and on 1 Dec. *Marisheete* and *Harlequin* were sighted making for St. John's River. Kidder, op. cit., 154.

JOURNAL OF THE NEW HAMPSHIRE  
HOUSE OF REPRESENTATIVES

[*In the House of Representatives, Exeter*] Nov<sup>r</sup> 22<sup>d</sup> 1777.

Voted that the Ship *General Arnold*, Moses Brown Commander be Permitted to Sail from the Port of Piscataqua<sup>1</sup>—

Sent up by Cap<sup>t</sup> Symonds—

... Voted and Resolved—That the Resolve of the General Court of this State of the tenth of December 1776, laying an Embargo on all Vessels of every Denomination (excepting such as may be fitted out by Order of the United States, or either of them, or by the Board of War in behalf of this State, or such as may go Coastwise from one Harbour in this State to another, or such as may be permitted by the General Assembly, or in the recess thereof by the Council or Committee of Safety of this State) And every Article and Clause therein, be repealed, & hereby is Repealed, Annulled and made Void to all intents and purposes—

Sent up by M<sup>r</sup> Wilson<sup>2</sup>

D, Nh-Ar, Journal of the House of Representatives (1776–78), 238.

1. Brown in his diary states that "Being ready for sea in November, I discovered there was a conspiracy among my crew to murder me and all my officers and to take the ship to Halifax." The plot was detected, the ringleaders imprisoned at Portsmouth, and with a small crew Brown sailed the *General Arnold* to Newburyport. Edgar Stanton Maclay, *Moses Brown, Captain, U.S.N.* (New York: Baker and Taylor Co., 1904), 71–72. The *General Arnold* was fitted out at Newburyport and commissioned a privateer by the Massachusetts Council on 16 April 1778. M-Ar, Revolutionary Rolls, vol. 5, 321.

2. The New Hampshire Council concurred the same day, lifting the embargo on all vessels in Portsmouth harbor. Nh-Ar, Council Book, VII (1776–78), 241.



“VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT”

[*Boston*] Novem<sup>r</sup> 22. 1777

Voted That a Letter be wrote to Cap<sup>t</sup> McNeil to Inform him that Cap<sup>t</sup> Grannis is now ready to do duty on board the *Boston* therefore to desire him to give such orders as will Expedite the manning the Ship.—<sup>1</sup>

Voted That the sum of £13.10s be paid Doct<sup>r</sup> Samuel Cheney in discharge for the Account of nursing doctring & attendance upon Hugh Mowat belonging to the Ship *Warren* Cap<sup>t</sup> Hopkins Commander in his Sickness last April—

Voted That M<sup>r</sup> William Miller be paid his Account for wood Supplied this Board Amounting to £99.12s.—

Voted That a Letter be wrote to Col<sup>o</sup> Supply Clap and Maj<sup>r</sup> William Gardner in answer to theirs of the 17<sup>th</sup>. instant inclosing a Copy of the list referred to in their Letter and an order on Col<sup>o</sup> Langdon to pay the one half of the wages due to the first of November instant—

Voted That an order be drawn on Col<sup>o</sup> Langdon desiring him to pay the officers & men mentioned in a list exhibited by Cap<sup>t</sup> Jones Commander of the Ship *Ranger* one half their wages to the first of November instant—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. The exchange of Continental Marine Capt. John Grannis, Continental Navy frigate *Warren*, for Richard Palmes, Continental Navy frigate *Boston*, was voted by the Continental Navy Board of the Eastern Department on 3 Oct. and approved by the Continental Marine Committee on 12 Nov. For Capt. Hector McNeill's opposition to this exchange see Captain Hector McNeill to the Continental Marine Committee, 9 Oct., above.

MASTER'S JOURNAL OF H.M.S. *CHATHAM*,  
CAPTAIN TOBY CAULFIELD, R.N.

November 1777

Friday 21<sup>st</sup>.

Moord in Rhode Island Harbour

AM Cleard hawse.

First and Middle fresh Breezes and hazey with rain. the Latter Calm. at ½ past 9 PM came down from Providance a Rebel Cartel with the *Syrens* Men on board <sup>1</sup>

D<sup>o</sup>. Sent a boat to row guard.

Saturday 22<sup>d</sup>

AM Loosed Sails to Dry. D<sup>o</sup>. our Flatt Boat Employd Shifting the prisoners from the prison ship to the Cartel.

First & Middle parts Light Airs and Cloudy & Latter Moderate Breezes and Clear. at 3 PM Sailed up for Providance the Rebel Cartel. at 8 D<sup>o</sup>. Sent a Boat to row guard.

D, UKLPR, Adm. 52/1656.

1. The cartel, commanded by Lt. Brown, with sixty-nine British seamen from *Syren* and *Juno*, including fifty-eight seamen and two midshipmen from *Syren*, sailed from Providence on 19 Nov. for Newport. Rhode Island Council of War to Rear Admiral Sir Peter Parker, 19 Nov. 1777, R-Ar, Letters from the Governor (1768–77), vol. 2, 175; Rear Admiral Sir Peter Parker to Governor Nicholas Cooke, R-Ar, Letters to the Governor (1777–78), vol. 11, 86. The list of prisoners in the cartel is in R-Ar, Council of War Papers: Exchange of Prisoners (1775–81), 116.

## REAR ADMIRAL SIR PETER PARKER TO VICE ADMIRAL VISCOUNT HOWE

Extract of a Letter from the Rear Admiral  
Sir Peter Parker to the Viscount Howe,  
dated onboard the *Chatham* off Newport  
22<sup>d</sup>. November 1777.

"I am sorry to inform your Lordship of the Wreck of His Majesty's Ship the *Syren* to the Northward of Point Judith. The 6<sup>th</sup>. Instant at 2 in the Morning she sailed from this Port with seven Transports and several Vessels belonging to Newport under her Convoy, in order to proceed with them to Sag Harbour, to load with Wood for the Use of the Troops and Inhabitants. About 5, by some strange Mismanagement, the *Syren*, a Transport named the *Sisters*, and a small Schooner<sup>1</sup> belonging to Newport, ran onshore a little to the Northward of Point Judith, within Pistol Shot of the Beach, having mistaken their Course; The Wind being fair at NNE, the rest of the Transports and Wood Vessels proceeded on their Voyage, and are under the Protection of the *Unicorn*. About 4 o'Clock in the Evening I was acquainted with this melancholly Accident by a Schooner-Boat, which came alongside the *Chatham*. I sent the *Flora* and *Lark* immediately to their Assistance; but, before they could get near enough, the Wind shifting to the NW and blowing fresh, Captain Furneaux was obliged to surrender himself and Crew to the Rebels. The next Day the *Flora* and *Lark* returned, not having been able, from the great Surf, to board any of the Vessels. However We had the Satisfaction the 9<sup>th</sup>. Instant at 10 o'Clock at Night, to burn the *Syren*; The Guns and most of the Stores and Provisions being onboard, The Transport was among Rocks and could not be boarded; but she is bilged and nearly destroyed, so that she can never be made of the least Service by the Rebels."

Copy, UKLPR, Adm. 1/488, 124-25. Docketed: "Extract of a letter from the/Rear Admiral Sir Peter Parker/to the Viscount Howe./Dated 22<sup>d</sup>. Nov<sup>r</sup>. 1777."

1. Schooner *Two Mates*.

## REAR ADMIRAL SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE

Sir

*Chatham* Rhode Island the 22<sup>d</sup> Nov<sup>r</sup>. 1777.

By the Cartel under the direction of L<sup>t</sup>. Brown I have in your absence received a Letter from M<sup>r</sup>. Step<sup>n</sup>. Hopkins dated the 19<sup>th</sup> ins<sup>t</sup>. with Sixty nine Prisoners belonging to His Majestys Ships the *Syren* and *Juno*, and a small Schooner belonging to Newport,<sup>1</sup> I have sent in return all the Americans here, who were taken in Armed Vessels amounting to Forty three, and Eleven who were taken in Traders, I have wrote to Halifax and New York for the Persons desired, and also for a Number of Americans taken in Arms which I judge will be more than sufficient to complete the Exchange of all the British Subjects in your Possession I have sent for the Lieutenant's Adam William Thaxter & Esek Hopkins Jun<sup>r</sup>, as they were Lieutenants of a Contineltal Sloop<sup>2</sup> they cannot according to agreement be deemed proper Persons to Exchange for M<sup>r</sup>. Vaughan (Midshipman)<sup>3</sup> and M<sup>r</sup>. Backhouse Purser of the *Syren*.<sup>4</sup> the latter is a Warrant Officer, and the former tho' he Acted as a Lieutenant for the time being, cannot be allowed that Rank, not having even an Order from me to Act as such. However I shall not object to the Exchanging of Silas Howel Capt<sup>n</sup>. and Benj. Tucker 1<sup>st</sup>. Lieu<sup>t</sup>. of the

Warren Privateer<sup>5</sup> for M<sup>r</sup> Vaughan & M<sup>r</sup> Backhouse—Tho<sup>s</sup>. Saunders the 2<sup>d</sup> Lieu<sup>t</sup> of the Warren and William Wise Gunner of Her, and Penn Townsend Prize Master of the *Oliver Cromwell*,<sup>6</sup> may be, if you approve—Exchanged for the Gunner.<sup>7</sup> Surgeon<sup>8</sup> and One of the Petty Officers of the *Syren*. I shall be obliged to you if you will send by the next Cartel Barnaby Hardwright & Tho<sup>s</sup>. Hutchinson Seamen belonging to the *Diamond* who were taken Off Prudence Island about the beginning of last August

I have spoken to Gen<sup>l</sup>. Pigot who writes by the Cartel about Sam<sup>l</sup>. Buffum—I am [&c.]

P: Parker

L, R-Ar, Letters to the Governor (1777–78), vol. 11, 86. Addressed: "Nich<sup>s</sup>. Cooke Esq<sup>r</sup> & &c/Providence." Docketed: "Sir Peter Parker/22<sup>d</sup> Nov<sup>r</sup>. 1777."

1. Schooner *Two Mates*.
2. Thaxter and Hopkins were taken in a prize of the Continental Navy sloop *Providence* on 5 June by H.M.S. *Amazon* and H.M.S. *Orpheus*. *Independent Chronicle* (Boston), 29. Jan. 1778. See NDAR 9: 22.
3. Acting Lt. Charles Vaughan, R.N.
4. Richard Backhouse.
5. Massachusetts privateer schooner *Warren*, Silas Howell, commander, mounting 10 guns with a crew of 50 seamen, was commissioned on 3 Sept. 1777 and was owned by Winthrop Sargent, Epes Sargent, and others, of Gloucester. M-Ar, Revolutionary Rolls, vol. 7, 320.
6. Rhode Island privateer ship *Oliver Cromwell*, Samuel Chace, Jr., commander.
7. Archibald McIntyre.
8. James Hellyar.

#### ADVERTISEMENT FOR SEAMEN FOR RHODE ISLAND PRIVATEER SLOOP *GREENWICH*

Bound on a cruize against the enemies of the United States,

The Sloop *Greenwich*,<sup>1</sup>

Mounting 12 carriage guns, a prime sailer, Joseph Gardiner, Commander, now lying at Bedford, and will sail in 10 or 12 days. Whoever inclines to go the cruize, may apply to the Captain on board.

[Bedford in Dartmouth] November 22, 1777.

*Providence Gazette*, 22 Nov. 1777.

1. Rhode Island privateer sloop *Greenwich*, Joseph Gardner, commander, received her letters of marque and reprisal on 20 Nov. 1776. R-Ar, Maritime Papers, Letters of Marque, Petitions and Instructions (1776–80), 54. She was owned by Nathanael Greene & Co., William Greene and Silas Casey, of East Greenwich. William Paine Sheffield, *Rhode Island Privateers* (Newport, R.I.: John P. Sanborn, Printer, 1883), 58.

#### COMMODORE WILLIAM HOTHAM TO GOVERNOR JONATHAN TRUMBULL

Sir.

Preston off New York 22<sup>d</sup>. Nov<sup>br</sup>. 1777.

I received Your Letter adressed to Lord Howe proposing the Exchange of Captain Judd<sup>1</sup> of the *Antelope*, for M<sup>r</sup>. Manley<sup>2</sup> of the *Hancock*, and have signified the same to his Lordship waiting to know his pleasure therein.

The like Number of Men being sent in Exchange for the Seamen who very unjustifiably seized upon the Flag<sup>3</sup> in which they were embarked from Connecticut I hope will prove satisfactory to the Complaint in your said Letter upon that Head, being indeed the only Redress which can be given, as the People guilty of this Outrage never have yet been taken. I am [&c.]

W: Hotham

L, Ct, Jonathan Trumbull Papers, vol. 7, 198a-b. Addressed at foot of first page: "[To] Jonathan Trumbull Esq<sup>r</sup>." Docketed: "Comodore Hotham/Letter To the/Governor Dated/22<sup>nd</sup>. Nov<sup>r</sup>. 1777/Exchange Prisoners."

1. Capt. William Judd, R.N.
2. Capt. John Manley, Continental Navy.
3. Flag of truce sloop *Delight*. See *Connecticut Gazette*, 24 Oct., above.

WILLIAM BRADFORD TO THOMAS WHARTON, JR.

Burlington, Novemr. 22d, 1777.

My last to your Excellency was the 16<sup>th</sup>, informing of the Evacuation of Fort Mifflin.<sup>1</sup> After the enemy got Possession of that Post they were very still, firing but two or three shot. Our Fleet dropt something higher up, but not out of reach of their shot. Tuesday morning a large Fleet of ships came up to Billingsport, which proved to be General Clinton with a number of Troops from New York, which he landed at Billingsport. Various were the acc<sup>ts</sup> of their numbers, from three to six thousand men. The Commodore<sup>2</sup> and Cap<sup>t</sup>. Robeson, with the Land officers, consulted, when it was tho't our Fleet could not possibly support Red Bank, as they must lay within shot of any Batteries the Enemy might erect on the wharves at Fort Mifflin. The officers of the garrison also seemed to think they must abandon the Fort soon, as they could not hold out a regular seige. Wednesday Evening Generals Knox, St. Clair & Calm [*Kalb*] came from Head Quarters, and their opinion was, that the Fleet proceed up and endeavour to pass by the City<sup>3</sup> as soon as possible.<sup>4</sup> Thursday morning before Day, the Commodore ordered the 13 Galleys to go close up under Coopers Ferry, it being quite calm. They accordingly proceeded and got up without being discovered. The Continental vessels with the Province ships<sup>5</sup> & shallops were ordered to take the first good wind & push by, but no wind blowing, and the Fort at Red Bank being left. On Friday morning the Brig *Convention*, Capt. Rice, the schooner *Delaware*, Capt. Eyres, with all the shallops, except two that was sent into Timber Creek to unload, with some Guard Boats that was left, got under way but was soon discovered, and a very hot fire of shot and shells from the Town & Frigate<sup>6</sup> began on them. The schooner was drove ashore between the Two Ferries & set on Fire, and one of the accommodation shallops was drove ashore, the rest all got by. After the above vessels sailed, there being no wind, the Continental Brig *Andora Doria*, Xebechs, *Repulse* and *Champion*, sloops *Race Horse* & *Fly*, with the Province ships and two Floating Batteries, were set on Fire and burnt, which made a most terrible conflagration, to the great joy of our cruel & wicked enemies, and much to the depression of my spirits.

I am now here alone, Capt. Blewer & Cox being gone Home, but hope will be here again. Mr. Crispin is here, but has no money. I have 6000 dollars, as much as possible shall spare him. We shall be very Happy in receiving your Excellency's advice in Regard to the Fleet. The men are badly cloathed, want shoes & stockings, and fear many will desert to the Enemy.

We have now here Thirteen Galleys, the Brig *Convention*, and Four Shallops.

It is astonishing to think of the Precipitate retreat from Fort Mercer, they seemed determined not to see the Enemy. How General Vernam will account for this Con-

duct, others must judge. There was at the Fort and at Woodberry at least 1800 men. Thursday, General Huntington with 1200 men, crossed Dunk's Ferry, going down to their assistance, but were turned back yesterday by General Vernam, and are all now at Mount Holly. Yesterday General Green got over to this City with 2000 men, also on their way to Red Bank, so that had the Fort made a small shew of Resistance a relief would have come and a noble Fleet have been saved.

The Troops are just marched from here, and believe are all going down to Red Bank. I am [&c.],

Wm. Bradford

If some Wiskey could be sent down it would be of great service.

*Pennsylvania Archives*, 1st ser., 6: 27–28. Addressed: "To His Excellency Tho<sup>s</sup> Wharton, Esq<sup>r</sup>, President of the State of Pensylvania, at Lancaster, on Public service."

1. Above.
2. John Hazelwood.
3. Philadelphia.
4. St. Clair, Knox, and Kalb, were ordered to Fort Mercer to assess the practicability of a continued defense of the Delaware River. See George Washington to Major General St. Clair et al., 17 Nov., above. For their opinion on this question, see Major General St. Clair et al. to Commodore John Hazelwood, 18 Nov., above.
5. Including the Pennsylvania Navy ship *Montgomery*.
6. H.M. armed ship *Delaware*.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO  
VICE ADMIRAL VISCOUNT HOWE

My Lord

*Isis* off Billingsp<sup>t</sup> 22<sup>d</sup> Nov<sup>r</sup>: 1777

finding Yesterday morning that the Enemy were burning their Vessels & that the British Troops were advancing to red bank;—I Ordered the *Cornwallis* (G<sup>v</sup>) with some Armed boats up, & Capt<sup>n</sup> Hammond Sir Ja<sup>s</sup>. Wallace & myself went up in hopes of getting hold of some of their Gallies, we got to red bank just as Lord Cornwallis entered, we then proceeded round to timber Creek, whilst the troops marched that way, but as we found nothing there nor could get any certain intelligence of the Gallies, we went on to Philedelphia, the Enemy have burnt all their Vessels, including the Schooner Galley but I am afraid the rest of the Gallies have got above the town—The *Cornwallis* is gone to Philedelphia in Consequence of your Lordships Letter to Capt<sup>n</sup> Duncan, which I was desired to Open as he was gone down, & I shall pay due attention to the whole of it; herewith I send your Lordship a Copy of a letter found at red bank from a M<sup>r</sup> Livingston to a Col<sup>n</sup>. Green which I thought your Lordship would like to see I have the honor to be [&c.]

W<sup>m</sup> Cornwallis

The General desired your Lordship should be inform'd that he wished a Packet might be ready for England as soon as possible—

LB, NH, William Cornwallis Papers, Letter Book, 108–9. Addressed at foot of last page: "The Vis<sup>t</sup> Howe &c &c &c."

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

The Commissioners of the  
Navy Board at Boston  
Gentlemen

[York] November 22<sup>d</sup>. 1777

We have received a Letter from John Bradford Esq<sup>r</sup> the Agent for Prizes at Boston dated the 30th of October last informing us that the Schooner *Lee* Captain Skimmer was then out on a Cruise, and wanted to know our determination whether this vessel should be continued in the pay of the public after her return into port

As we do not think proper that the States should hire armed vessels as cruisers we now direct that this Schooner be discharged on her return, and that you settle with the Owners and pay them the balance which may be justly due to them

As M<sup>r</sup> Bradford recommends Captain Skimmer in very warm terms as a Gentleman every way well qualified for a command in our navy, you will please to enquire particularly into his merits and if you think him deserving we would have you give him the first suitable Vessel which may be in your power.—We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 114–15 (M332, roll 6).

CONTINENTAL MARINE COMMITTEE TO JONATHAN HUDSON

M<sup>r</sup> Jonathan Hudson  
Sir

[York] November 22<sup>d</sup>. 1777

We have determined that the Continental Brigantine built under your direction and now called the *Baltimore* shall be fitted and prepared for the Sea immediately, and depend upon you to have this business done with as much dispatch as in your power we have directed Mess<sup>rs</sup>. Samuel & Robert Purviance to deliver to you any Rigging Sail Cloth or materials which they may have in their possession belonging to the Public that shall be wanted and may be suitable for fitting this Brigantine, therefore you will apply to those Gentlemen Accordingly and what they cannot furnish you must provide yourself on as moderate terms as possible

You will advise us of your proceedings and we are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 114 (M332 roll 6).

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN RICHARD ONSLOW, R.N.

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.

You are with all convenient dispatch, to complete the Provisions in His Majesty's Ship under your Command, to a proportion of three Months of all Species from the Victuallers as will be more particularly pointed out; And with Water in the full Quan-

tity that the Ship can Stow. When so prepared in those respects, You are forthwith to proceed to Hampton Road in Virginia; And take the station of the *Phoenix*, which you may expect to find there, for the purposes chiefly, as Expressed in the Copy of the Orders to Captain Parker herewith enclosed.<sup>1</sup> Upon which Service you are to remain, as long as your Provisions and Water will last with due sufficiency for your passage to Rhode-Island to procure a fresh Supply, conformable to the tenor of the Orders to Captain Parker as aforesaid; Unless you are sooner relieved, or otherwise directed.

A farther Object of your appointment therein, being to afford an opportunity for Captain Parker to complete the Water in the *Phoenix*; Either by repairing to this River or proceeding higher up in Chesepeak Bay for that purpose, And at the same time to leave him at liberty to prosecute any attempt which shall seem advisable, with one or more of the Stationed Ships that may be consistently spared for the same occasion; In acting with Effect against the Armed or Trading Ships of the Rebels, as from the intelligence he may have gained, He judges it advisable [to] attempt.

And whereas from the Remains left in the Victualling Transports attending the Fleet, it is inexpedient to complete the Provisions in the *S<sup>t</sup> Albans* for a longer Term than is before expressed; But from the nature of the Service for which the Ship is now intended a material inconvenience might ensue in consequence of the deficiency in the Article of Provisions when the Ship left New-York. It will be requisite the daily Issues in the Ship should be regulated in such manner, that the Supply for three Months may serve for the Term of four Months, during your absence from Rhode Island: You are then to reduce the Allowance to the Ship's Company whilst on this Service to two thirds of the full proportion established; At such times however in continuance or at seasonable Intervals, [which] in your discretion you think fit.

Given on board His Majesty's Ship the *Eagle* off of Chester in the River Delaware the 22<sup>d</sup> day of November 1777.

Howe.

By Command of the Vice Admiral.

Jos: Davies

Copy, UKLPR, Adm. 1/488, 103. Addressed: "To Capt: Richard Onslow/Commander of His Majesty's Ship/the *S<sup>t</sup> Albans*." Docketed: "Copy./Instructions to Captain/Onslow of the *S<sup>t</sup> Albans*/Dated Nov<sup>r</sup>: 22<sup>d</sup>. 1777./2/with a Copy inclosed/to Capt Parker/In Lord Howe's N<sup>o</sup>: 47." Enclosure no. 2 in Viscount Howe's letter No. 47 to Philip Stephens, 6 Dec. 1777.

1. NDAR 9: 951-53.

## JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Saturday 22<sup>d</sup> November 1777

[Ordered] That the said Treasurer<sup>1</sup> pay to Ignatius Fenwick one hundred pounds to Ship hands &<sup>ca</sup> for the *Lydia* to be charged in Account. . . .

Daniel Bryan appointed and Commissioned first Lieutenant of the Galley *Independence*, he having been appointed & served from the 1<sup>st</sup> of August, and John Hynson appointed second Lieut of the said Galley and served from the 3<sup>d</sup> of October.

D, MdAA, Governor and Council (Proceedings), 1777-79, 3842, p. 133.

1. Western Shore Treasurer.

MARYLAND COUNCIL TO  
CAPTAIN GEORGE COOK

Cap<sup>t</sup>. Cook.

Annapolis, 22<sup>d</sup> Nov<sup>r</sup> 1777.

By the General Orders of this Day, the three Galley's *Conqueror*, *Baltimore* and *Independence* are to be under your Command as chief or Principal Officer, and you are to proceed with them to the Sound between the Islands and the Main, of the Eastern Shore and there check, or distress the Enemy, all you can. If you think it may be done with Success or without hazarding too much, you are to attack the Enemy's main Force in the Sound, but in this or any other Matter of Consequence, you are to have a Meeting of your principal Officers and advise with them and to have Regard to their Advice, for, though it is expected that a ready and chearful Obedience will be paid to your Orders, yet, in Things of Consequence, when Time and Opportunity favours, the Advice of the Officers ought to be had and attended to. When the Service no longer requires your Stay, you will proceed back with the *Conqueror* and *Independence*, leaving the *Baltimore* as a Guard below, but no Hands are to be left in her but those who properly belong to her. If the British Ships change their Station to any other Place within this State, you are to go with the three Gallies, into their Neighbourhood and choose the best Situation you can for the Safety of the gallies and to cut off the Tenders. If you find any Persons carrying on a Correspondence with the Enemy, secure such and their Vessels if you can, and assist the Operations of the Militia all in your Power, against the Enemy, or in securing those who may be suspected of corresponding with the Enemy. Contrive my Letter to Col<sup>o</sup>. Dashiell and, if the Arms I have wrote to him about, can be got ready, you will put Part into each Galley and bring them to Annapolis. Particular Care, especially to keep them Dry, must be taken of them They are packed in 40 Boxes. Advise of your Situation by every Opportunity and, if your Stay should be any Time and no Opportunity offers send an Express.<sup>1</sup>

We are &c<sup>ca</sup>.

LB, MdAA, State Council Letter Book 1777-79, 4007, p. 74-75.

1. For a report of the squadron's activities see Captain George Cook to Governor Thomas Johnson, 14 Dec. 1777, below.

THOMAS WHITING TO  
GEORGE WYTHE

Sir

Williamsburg 22<sup>d</sup>. Nov: 1777.

I have the honour to inclose you an estimate of the probable expence of the Navy for the ensuing Year agreeable to the resolution of your house.—I am [&c.]

Thom<sup>o</sup>. Whiting 1<sup>st</sup>. Com<sup>r</sup>.

[Enclosure]

An Estimate of the probable expence of the Navy for the ensuing Year.—

Pay of 1300 men & their officers for one Year	£69,500 . . .
Provisions & Liquors for Ditto	35,500 . . .



Pay of the Commissioners, Clerks &c	2000 . . . .
Four Vessells building at the Chickahomany Yard	60,000 . . . .
Wear & Tear for one Year, rigging, Sails &c	15,000 . . . .
Medecines &c.	500 . . . .
	<hr/> £182,500 . . . . <hr/>

Certified by Order of the Navy Board

Nov: 22<sup>d</sup>. 1777.—

Thom<sup>o</sup>. Whiting 1<sup>st</sup>. Com<sup>r</sup>

L, Vi, Miscellaneous Naval Papers. Addressed: "The honble George Wythe/Speaker of the House of/Del-egates." Docketed: "Letter from the Commissioners/of the Navy inclosing/estimate of the expences of the Navy for the/Current Year./Nov: 24th 1777."

SOUTH CAROLINA NAVY BOARD TO  
CAPTAIN JAMES WOODHOUSE

S<sup>o</sup> Carolina Navy Board November 22<sup>d</sup> 1777—

Capt<sup>n</sup>. James Woodhouse  
Sir/

The Schooner *Rattle Snake* of which you have the Command being Loaded and Compleatly fitted having Provisions and Stores Sufficent for her Voyage and her full Complement of Men now on board, the Commissioners of the Navy desire that you will Embrace the first fair wind to proceed from Charles Town to Cape Francois in Hispaniola, where on your Arival you are to Deliver the Cargoe (now on board) <sup>1</sup> Agreeable to Bill of Loading to Mess<sup>rs</sup>. D'Oraisore & C<sup>o</sup>. Merchants there and take on board the *Rattle Snake* such Cargoe as they shall think proper to Ship in Return with which you are to proceed with all possible Dispatch to Charles Town or the first Convenient Inlet in the State of South Carolina during your passages out and Home you are to avoid as much as possible speaking with any Vessel, and to be as frugal as possible in the expences of your own Vessel while in Hispaniola—As an incouragement to you, for your particular Care and Attention to the Interest of the State during the present Voyage, the Commissioners have Directed Mess<sup>rs</sup>. D'Oraisore & C<sup>o</sup>. to pay you a Commission of 5 <sup>th</sup> C<sup>t</sup> on the Sales of the Cargoe in Hispaniola, you have also their Liberty to Ship as many Men in Hispaniola as will make your Compliment Fifteen, provided they will Engage under Articles to Serve on board the *Rattle Snake* or any Other State Vessel for Six Months at the Rate of Twenty One pounds Carolina Currency <sup>th</sup> Month—<sup>2</sup> I am Sir [&c.]

Edward Blake first Commiss<sup>r</sup>

Salley, ed., *South Carolina Commissioners*, 110.

1. The cargo consisted of "One hundred & fifty four whole & Eighty half Barrels of Choice Rice and Three Barrels of very good Indico." South Carolina Navy Board to D'Oraisore & Co., 22 Nov. 1777, *ibid.*, 109.

2. That same day the South Carolina Navy Board sent instructions to D'Oraisore & Co., requesting that they load tafia on *Rattle Snake* for the return voyage. If additional space remained, the merchants were to add sailcloth to the cargo. *Ibid.*, 109–10.

## VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS

Sir,

Since sending my Letters on board the packet, she being detained I beg leave to acquaint their Lordships that I am informed by Letter from Captain Bateman,<sup>1</sup> that a French Frigate has search'd one of the Tenders belonging to His Majesty's Ships, under my Command, & wou'd have seized the Vessel had the Officer not had his Commission with him, as it is their directions to seize all Tenders that are not commanded by a Lieu<sup>t</sup> and even in that case if he has not his Commiss<sup>n</sup>. They have also directions to retake all French Vessels that may be taken by His Majesty's Ships trading to or from America. I signify this for their Lordships information & am [&c.]

*Antelope* Port Royal

Clark Gayton

Harbor Jam<sup>a</sup>. 22<sup>d</sup> Nov<sup>r</sup> 1777

L, UKLPR, Adm. 1/240, 407–8. Addressed at foot of first page: "Philip Stephens Esq<sup>r</sup>." Endorsed: "4 Febr<sup>y</sup>/ Send Copy to /L<sup>d</sup> Weym<sup>o</sup> for/HM Inform<sup>n</sup>." Noted on first page: "Rec<sup>d</sup>. 28 Jan<sup>y</sup> 78/by the *Halifax* Packet."

1. Capt. Nathaniel Bateman, H.M.S. *Winchelsea*.

JOURNAL OF H.M.S. *ÆOLUS*, CAPTAIN CHRISTOPHER ATKINS

[November 1777]

[Port Royal Harbour, Jamaica]

Sat<sup>r</sup>: 22<sup>d</sup>

D<sup>o</sup>. Weather [Squally with heavy Showers of Rain]—Employd getting on Shore the Outriggers & Fishes—at 1 arrivd a small Schooner Prize to our Tender<sup>1</sup>—at 3 d<sup>o</sup>. fell from the Mast & was killd on the Spot David Jones Seaman—

D, UKLPR, Adm. 51/4107.

1. Probably an unidentified schooner, from Maryland, laden with salt, dry goods, etc. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 505.

## November 23 (Sunday)

PETITION OF CAPTAIN SIMEON SAMSON AND OTHERS TO THE  
MASSACHUSETTS GENERAL COURT

To the Hon<sup>ble</sup> the Council, and the Hon<sup>ble</sup> the House of Representatives of the State of the Massachusetts Bay—

The petition of Simeon Sampson Charles Dyer & others, humbly sheweth,

That your Petitioners were Officers & Mariners in the armed Brig<sup>t</sup> *Independence*, owned by and in the service of this State, and by the fortune of war fell into the Enemies hands,<sup>1</sup> whereby they lost their firearms & other military accoutrements, as will appear by a schedule which accompanies this petition, certified by one of your Petitioners, who commanded said Brigantine, to be their own property. Your Petitioners flatter themselves, that their conduct was such as has secured to them the approbation of their Countrymen, and they cannot suppose your Honors will oblige them to sustain the loss of weapons, which they employed in defence of the United States, and for the particular advantage of this—They therefore, request your Hon-

ors to grant them such a compensation, as will enable them to replace the Arms & Accoutrements which they lost as aforesaid—And your Petitioners as in duty bound shall ever pray—

Sim<sup>n</sup> Samson  
Charles Dyer

A List of the Small Arms & other Warrlike Implements taken in the Brigantine *Independence* belonging to the Officers & Men taken with said Brigantine under the Command of Cap<sup>t</sup> Simeon Samson Viz<sup>t</sup>

Simeon Samson Cap<sup>t</sup> 1 Fuzee Compleat & Small sword neatly Mounted

Charles Dyer first Lieu<sup>t</sup> 1 Fuzee & Hanger

John Otis Steward 1 Gun

Zadock Churchill Cooper 1 Gun

Sam<sup>l</sup> Dolen Carp<sup>t</sup> Mate 1 Gun

Laban Linds Mate 1 Gun

Seth Dolen 1 Gun

Seth House 1 Gun

Nath<sup>l</sup> Crosby 1 Gun

Laban Stodder 1 Gun

Peter Wilder 1 Gun

Hez<sup>k</sup>. Ripley 1 Gun

Eph<sup>m</sup>. Wilder 1 Gun

Plymouth 23<sup>d</sup>. November 1777

This may Certifie the Hon<sup>ble</sup>. Court Admty for the State of Massachusetts Bay that according to the Best of my Judgement the above is a Just Acco<sup>t</sup> of the Arms Lost in the Brig<sup>t</sup>. *Independence* belonging to the above Men—

Sim<sup>n</sup>. Samson

Plymouth ss Nov<sup>r</sup>. 23. 1777 Personally appeared Before me Cap<sup>t</sup> Simeon Samson, and made oath that the within List is just & true.—

W<sup>m</sup>. Watson Just<sup>cc</sup>. Peace

L, M-Ar, Mass. Archives Collection, vol. 183, (Petitions to the Massachusetts General Court), 302–3a. Docketed: “Petition of Simeon/Sampson Charles/Dyer & others—.”

1. Massachusetts Navy brigantine *Independence* was captured on 25 Nov. 1776 by H.M. sloop *Hope*. See NDAR 7: 271, 345.


NATHANIEL SHAW, JR., TO CAPTAIN ZEBEDIAH SMITH

Sir

New London Nov<sup>r</sup>. 23<sup>d</sup>. 1777.

You are to go on Board the State Arm'd Schooner *Spy* now in this Port and proceed up the Sound to Fairfield or Norwalk, and when their arrived apply to General Parsons or the Chief Commander of the Continental Troops, that are Stationed in that Quarter, who will give you further directions & whose Orders you are to Follow, have not to add, but I am [&c.]

by Order of Goven<sup>r</sup> Trumbull  
Nath<sup>l</sup> Shaw Jun<sup>r</sup>

L, CtHi, American Revolution, Box 6, Naval Affairs. Addressed: "To Cap<sup>t</sup> Zebediah Smith/Commander of the Schooner *Spy*." Endorsed: "a True Copy of the Original  Zebediah Smith." Docketed: "Cap<sup>t</sup> Smiths/Orders./Sloop *Schuyler*/1777/Nov."


NATHANIEL SHAW, JR., TO LIEUTENANT JOHN KERR

Sir

New London Nov<sup>r</sup>. 23. 1777—

You are to go on Board the Continent<sup>l</sup>. Arm'd Sloop *Skyler* now in this Port and Proceede with the Soldiers that are now on Board up the Sound to Fairfield or Norwalk and when their Ariv'd Apply to General Parsons or the Cheif Comman<sup>dr</sup>. of the Continent<sup>l</sup>. Troops that are Stationed In that Quarter who will give you further Directions & whose Orders you are to Follow have not to add but wish you a Good Passage & am [&c.]

by Order of General Putnam  
Nath<sup>l</sup>. Shaw Jun<sup>r</sup>.

L, CtHi, American Revolution, Box 6, Naval Affairs. Addressed: "To Lieu<sup>t</sup>. John Kerr Press<sup>t</sup>." Endorsed: "a True Copy of the Original  John Kerr." Docketed: "Lieu<sup>t</sup>. Kerr's Orders."

INVENTORY OF CONTINENTAL NAVY SLOOP *SCHUYLER*

Sep<sup>t</sup> 13 Inventory of the Sloop *Schylors* Sails Rigging Firnature & Stores  
1777

1 New M [*main*] Sail  
1 Old D<sup>o</sup>  
1 New F [*fore*] Sail  
1 Old D<sup>o</sup>  
1 New Jib  
1 Old D<sup>o</sup>  
1 S [*studding*] Sail  
1 F [*flying*] Jib  
1 T [*top*] Sail  
1 S [*studding*] Sail Yard & Boom  
Flying Jib Gear  
Rigging For Insenstaff  
M [*main*] Halliards & Down<sup>h</sup>.  
S [*studding*] Sail Gear  
Jib Halliards Sheets & Down Hawls  
F [*fore*] Halliards & Downh<sup>h</sup>.  
2 Waist Cloths  
2 Quarter D<sup>o</sup>  
F [*flying*] Jib Boom  
T [*top*] Sail Halliards & Downh<sup>h</sup>.  
7 Spair Mast Hoops  
1 Luff Takle  
1 Qule [*coil*] 4½ Inch Rope  
3 Small Qules of New Rigging

3 Pair Can Hooks Boats Gripes & Stoppers  
 A Quantity of Old Rope  
 1 Jack Takle  
 1 Fish Hook  
 1 Dipsen [*deep-sea*] Lead & Line  
 10 Spair Shewes  
 9 Thimbles  
 12 Hooks & Thimbles  
 41 Single Blocks  
 13 Double D°  
 37 Doz<sup>n</sup> Hanks  
 2 D° Pairs Trucks  
 1 9 Inch Cable  
 1 7 D° D°  
 2 Ancors  
 11 Bawles of Spun Yarn  
 2 Scrubbing Brushes  
 2 Tallow D°  
 4 Marlen Spikes  
 8 Scrapers  
 2 Hand Pumps  
 14 Skains Marline  
 2 Serving Mallets  
 3 Sets Reef Gear  
 4 Large Hanks Sinnet  
 12 Gaskets & Points  
 4 Cans Lampblack  
 1 D° Spanish Brown  
 2 Tin Lanthorns  
 1 Yawl  
 2 Yawl Oars  
 10 Sloop Oars  
 2 Pump hooks  
 2 Hatch Bars  
 14 Water Casks  
 2 Compasses  
 1 Draw Buckett  
 3 Seeder D°  
 1 Bar<sup>ll</sup>. Tar  
 1 Tub Tallow  
 3 Half Hour Glasses  
 1 Camboos  
 1 Copper Kettle  
 1 Copper Sauce Pan  
 1 Iron Skellet  
 1 D° Ladle  
 1 Mess Fork

6 Mes Tubs  
 3 Kans  
 1 Shovel  
 1 Spy Glass  
 1 Jack  
~~1 Pendant~~  
 1 Ensign  
 1 Box Medicens  
 1 D° Instruments

Gunners Stores

6 Carriage Guns  
 6 Britchings & Aprons  
 12 Gun Takles  
 3 Train Takles  
 12 Blunderbusses  
 13 Muskets  
 7 Pistoiles  
 13 Cartridgeboxes  
 1 Brass D°  
 15 Cuteaux  
 6 Priming Horns  
 7 Priming Wyers  
 6 Blunderbus Aprons  
 6 Cannon Cartridgeboxes  
 10 Lins Stocks  
 18 lb Match Rope  
 3 Worms & Laidles  
 6 Rammers & Spunges  
 9 hanspikes  
 7 Crows  
 21 Cannesters of Shot  
 9 Rounds Quilted Grape  
 13 Bags Grape  
 1 Kegg Paint  
 10 Single Blocks  
 1 Keg Spanish White  
 1 Box of Swivel Blunderbus & Muskett Balls  
 5 Carriage Trucks  
 6 Wad Netts  
 2 Horn Lanthorns  
 2 Tin Candlesticks  
 2 Knot Boals  
 2 Lamb Skins  
 1 Box With Instruments for Fireworks  
 1 Skuttle Apron Sheat Lead  
 11 Tompkins  
 1 Box With 89 Bunds Cartages

1 D<sup>o</sup> 23 Swivels D<sup>o</sup>  
 1 D<sup>o</sup> Emty  
 3 D<sup>o</sup> With 60 Cannon D<sup>o</sup>  
 1 D<sup>o</sup> With 11 Powder flasks  
 1 Skain of Hamber [*hambro*] Line  
 9 D<sup>o</sup> Marline  
 1 Copper Mug  
 1½ Barrell Powder  
 1 Box Cartg: Paper & 3 Canesters  
 1. Emty cask  
 1 Keg of Compositions  
 25 Beds & Qunes [*quoins*] for Guns  
 107 Round Shot  
 21 Double Head D<sup>o</sup>  
 22 Lansets

New London Nov<sup>r</sup> 23<sup>d</sup> 1777

Received the Sloop *Schuyler* & the withen mentioned Stores of Nath<sup>el</sup> Shaw Jun<sup>r</sup> Cont<sup>l</sup> Agent, and also three barrels Beef, two bar<sup>l</sup> Pork, three Teirces Bread, twenty three Gal Rum twenty pound Sugar, Eight pound Coffee, half Cord Wood Sixty feet Oars & doz pound Candles; for use of the above Sloop *Schuyler*

P<sup>r</sup> John Kerr

DS, CtHi, American Revolution, Box 6 (Naval Affairs, 1776–82). Docketed: "Inventory of Stores/on Board the Sloop/*Scuiler*—d<sup>l</sup> in N Lond<sup>n</sup>/Sep<sup>r</sup> 1777."

JOURNAL OF H.M.S. *MERMAID*,  
CAPTAIN JAMES HAWKER

Nov<sup>r</sup> 1777

Sunday 23<sup>d</sup>.

D<sup>o</sup>. [Sandy Hook] N<sup>o</sup>. 57<sup>o</sup> . . 12' W<sup>t</sup>. Dist<sup>ce</sup> 69 Leag<sup>s</sup>

at 6 AM saw 2 Sail to y<sup>e</sup>. W<sup>t</sup>-ward; gave Chace & Clear'd Ship for Action; at 10 bro<sup>t</sup> too the Chase, w<sup>ch</sup>. proved to be a Brig from London for New York & had been taken by a Rebel privateer then in sight; sent an Officer & 11 Men on board the Prize, & gave Chace to the Privateer.<sup>1</sup>—

D<sup>o</sup>. N<sup>o</sup>. 47<sup>o</sup> . . 20' W<sup>t</sup>. Dist<sup>ce</sup>. 45 Leag<sup>s</sup>.

First part fresh Gales & Cloudy W<sup>r</sup>. y<sup>e</sup>. Middle & latter little winds & fair W<sup>r</sup>. PM still in Chace; at 1 carry'd away the M T G<sup>t</sup> Y<sup>d</sup> & Split the Sail, ½ past got up an<sup>o</sup>.—at 2 lost sight of the Prize. at 7 left off Chace, close reefd the Tops<sup>ls</sup>. & hauld our wind to y<sup>e</sup>. W<sup>t</sup>-ward.

D, UKLPR, Adm. 51/4260.

1. Brig *Hope*, master unknown, from London to New York, with King's Stores, a recapture, taken in Latitude 38° . . 54' N<sup>o</sup>. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 485. Lord Howe noted that the victualler *Hope* disappeared while *Mermaid* was chasing the privateer in the offing. Vice Adm. Viscount Howe to Philip Stephens, 5 Jan. 1778 (No. 49), UKLPR, Adm. 1/488, 116–21.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
GEORGE WASHINGTON

Continental Navy Board  
Borden Town 23<sup>d</sup>. Nov<sup>r</sup>. 1777

Sir.

It is with the greatest Concern we inform you of the total Destruction of the Continental Fleet at Red Bank; having been burned by our own Officers in Consequence of a Determination of a Council of War. We have not yet had an Opportunity of making a regular Inquiry into the Reasons of so desparate a measure. As far as we can collect from the Officers and Crews here, it was occasioned by the Assurances of the Commander of the Land Forces, that they must expect no further Protection from his army; not even to secure a Retreat in Case of Emergency—But this must be the Subject of future Enquiry—Be the Cause what it may the Loss seems at present to be irreperable.

We request the favour of your Excellency to let the enclosed Packet go with your next Despatches to Congress, & are [&c.]

Fra<sup>s</sup>. Hopkinson  
John Wharton

L, DLC, George Washington Papers, Series 4. Addressed: "His Excellency/General Washington." Docketed: "Continental Navy—/Board/Borden Town 23 Novem/1777."

CHAPLAIN EBENEZER DAVID TO NICHOLAS BROWN

[Extract]

Very Dear Sir

Mount-Holly Nov. 23—1777

In my Las<sup>t</sup> wrote 13—dated 12 of this instant through a Mistake, I informed you that it was in Agitation to evacuate Fort Mifflin. Co<sup>l</sup>. Smith who had Command<sup>d</sup> until 11 instant at Evening was strong for the evacuation having declared the Fort not tenable, before he received the slight wound, which caused him to give up the command—Lieu<sup>t</sup>. Co<sup>l</sup> Russel commanded from the 11<sup>th</sup> unto the 14<sup>th</sup> instant with a Spirit that did him honor—Major Thayer then took Command & forthwith sent a spirited Letter, requesting a reinforcement & expressig his surprise that persons should talk of abandoning the Fort for what then threatened—From this time the Fire was very heavy & Constant—the 15 of the Month & 6<sup>th</sup> Day of the Canonade The East-indiaman Cut down <sup>1</sup> of which you must have heard with 20–24 pounders came up a Channel that was said by the Commodore <sup>2</sup> to be insufficient for her, & laid within Pistol shot of the Fort. Our Cannon being chiefly dismounted, & the Fort badly constructed—What was extraordinary she fired 2–24 pound shot into a 32 Pounder, from which she received the cheif annoyance. This Day the fire exceeded all Description from their Fleet & Batteries. Amidst the Hottest Fire Major Thayer was always calm, & was mentioned that he could & would hold the For<sup>t</sup> only let the Galleys destroy the Indiaman—Possitive Orders were given by the Commodore for this purpose—But a Council of war was afterward held by the Officers of the Galleys & they concluded it, most safe to return—to this Heroic conclusion I impute the the evacuation of Fort Mifflin—at least its being evacuated when it was—Co<sup>l</sup>. Green told the Commodore that if he would let him Officer & Man the Galleys the ship would be



destroyed as the First principle of his Officers was to obey—But all was in vain—The Provincial Officers must not be dishonored—& the Commodore still hoped they would do something—After dark when the firing abated I accompanied Co<sup>l</sup> Olney to see Maj. Thayer & the situation of the For<sup>t</sup>—it was battered very much—Thayer was most firm & unshaken still mentained that he could & would hold the Fort only let the Galleys do their Duty—Gen Varnum & Co<sup>l</sup> Olney after this went on board the Commodore<sup>3</sup> & bore the request of the Major—When they saw after Orders & conclusions were like to fail—they urged in the warmest Manner that the Galleys might be maned & Officerd from our Garrison—But no—The Maj. then made an honorable retreat bringing off all of Consequence save a few Cannon & destroyed the Baracks &c<sup>e</sup>. It is the Opinion of Gen. Green who was a Spectator from the Pensilvania shore that there never was a more noble defence in America in this or in former Wars—His Excellency has been pleased to present his particular thanks to the Major—The evacuation of Fort Mifflin rendered Fort Mercer in a manner useless—& the Fleet thought it not safe to lay below Philadelphia the 13 Galleys passed the City hugging the Jersey shore & I believe some others but the Vessels of larger draught are bur<sup>t</sup>. . . . I am [&c.]

Eben<sup>r</sup> David

L, RPJCB, Nicholas Brown Papers. Thirty-nine lines of text of this letter, including a postscript dated 26 Nov., are not printed here. They relate the evacuation of Fort Mercer, the movement of British and American forces on the New Jersey side of the Delaware River, and the state of American morale. Addressed at foot of last page: "Mr Nicholas Brown."

1. H.M. armed ship *Vigilant*.
2. John Hazelwood.
3. Pennsylvania Navy ship *Montgomery*, Hazelwood's flagship.

#### GEORGE WASHINGTON TO PRESIDENT OF CONGRESS

[Extract]

Sir

Head Q<sup>rs</sup>. White Marsh Nov 23<sup>d</sup> 1777.

. . . I am sorry to inform Congress, that the Enemy are now in possession of All the Water defences. Fort Mifflin and that at Red Bank mutually depended on each Other for support, & the reduction of the former made the tenure of the latter extremely precarious, if not impracticable. After the loss of Fort Mifflin, it was found Red Bank could derive no advantages from the Gallies & Armed Vessels—(they could not maintain their Station) and in case of Investiture the Garrison could have no Supplies—no retreat—nor any hope of relief, but such as might arise from a Superior force acting without on the rear of the Enemy and dislodging them. Under these circumstances, the Garrison was obliged to evacuate it on the night of the 20 Ins<sup>t</sup>, on the approach of Lord Cornwallis, who had crossed the River from Chester with a Detachment, supposed to be about Two thousand Men, and formed a junction with the Troops, lately arrived from New York and those that had been landed before at Billingsport. From Gen<sup>l</sup> Varnum's Account I have reason to hope, that we saved most of the Stores, except a few Heavy Cannon—however I cannot be particular in this instance. I am also to add, from the intelligence I have received, that most, if not All the Armed Vessels have been burnt by our own people, except the Gallies—One Brig and Two Sloops, which are said to have run by the City. How far this might be founded

in necessity, I am not able to determine—but I suppose it was done under that Idea and an apprehension of their falling into the Enemy's hands, if they attempted to pass up the River. . . . I have the Honor to be [&c.]

G<sup>o</sup>: Washington

L, DNA, PPC, vol. 5, item 152, 199–204, (M247, roll 168). Seven and a half paragraphs of this letter are not printed here. They relate to the shortage of supplies, negotiations for a prisoner exchange, court-martial held following the Battle of Germantown, the arrival of reinforcements at Whitemarsh, troop movements in New Jersey, and enemy depredations near Philadelphia. Docketed: "Gen<sup>l</sup> Washington/23<sup>d</sup> Novem. 1777/Rec<sup>d</sup>. 27<sup>th</sup>./read 27<sup>th</sup>./ (Entered with its inclosures)."

JOURNAL OF H.M. ARMED SHIP *DELAWARE*,  
COMMANDER JAMES WATT

November 1777  
Sund<sup>y</sup> 23<sup>d</sup>

Moor'd in the River Delaware above Philadelphia  
Being appointed to the Command of the *Delaware* Frigate taken from the Rebels, I accordingly took the Command of her this day at Philadelphia.

Moor'd in the River Delaware above Philadelphia  
Mod<sup>t</sup> & hazey W<sup>r</sup>

D, UKLPR, Adm. 51/239.

JOURNAL OF H.M.S. *EXPERIMENT*,  
CAPTAIN SIR JAMES WALLACE

Nov<sup>r</sup>. 1777  
Sunday 23<sup>rd</sup>

at Anchor abreast of—Province Island  
AM Weighed & dropt down to Billings fort, Our Boats Employ'd assisting the *Crawford* Transport She having run on the Chiveux De frize. D<sup>o</sup>: Hawled her aShore. full of Water, Sent our Lieutenant & flatt Boats to Embark the Troops that are on Red Bank—  
At Anchor off—Billings Fort—  
Fine W<sup>r</sup>

D, UKLPR, Adm. 51/331.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO  
CAPTAIN GEORGE OURREY, R.N.

Sir

Isis 23 Nov<sup>r</sup> 1777

The Admiral having directed me to have all the flat boats, in readiness that can be collected from the Ships here for the Purpose of transporting troops with a quantity of Cattle from the Jersey Shore across the river,—I am to request you will be so good to inform me what boats you have I am [&c.]

W Cornwallis

LB, NHi, William Cornwallis Papers, Letter Book, 112. Addressed at bottom of page: "Capt<sup>n</sup> Ourrey/*Somerset*."

CAPTAIN GEORGE OURRY, R.N., TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

Somerset 23 Nov<sup>r</sup> 1777

I have but six flat boats which I will send you at daylight tomorrow morning if you want more you can have them from the *Experiment* & *roebuck*, they have four each, the *Liverpool*, *Pearl* & *Camilla* One, & those you have are all the flat boats I know of here I am [&c.]

Geo Ourrey

LB, NHi, William Cornwallis Papers, Letter Book, 113. Addressed at bottom of page: "Honble Capt<sup>r</sup> Cornwallis."

VICE ADMIRAL VISCOUNT HOWE TO PHILIP STEPHENS

N<sup>o</sup>. 44.*Eagle*—Delaware

Sir

Nov<sup>r</sup> 23<sup>d</sup>. 1777.

The General<sup>1</sup> advising me of his Intention to send a Packet immediately to England, I avail myself of the opportunity, to acquaint you for the Information of the Lords Commissioners of the Admiralty, respecting the Progress of the Military Services in which the Ships of War have been concerned since the date of my last Letter of the 25<sup>th</sup> of October,<sup>2</sup> the Duplicate of which is herewith enclosed.

I mentioned in that Letter, the Preparations making for the Attack meditated on the Works the Rebels had constructed on either Shore, for preventing an open Communication by Water with the Army at Philadelphia; on which it was obvious to them that the farther Operations of the Campaign would greatly depend.

The Wind still continuing to prevent the *Vigilant* from passing to the Rear of the Enemy's Works on Fort Island; by the only Channel practicable for that purpose, the opportunity was taken by the King's Forces, & by the Enemy, with equal Assiduity, to strengthen the Preparations judged expedient on either part for the proposed Attack.

The Officers and Seamen of the Ships of War and Transports, were employed in the mean time with unremitting Fatigue and Perseverance, to convey Provisions, Artillery and Stores, to the Schylkill, between Fort Island and the Pensylvania Shore. Six 24 Pounders from the *Eagle*, and Four 32 Pounders from the *Somerset*, transported in the same manner, & the requisite proportions of Ammunition, were mounted in the Batteries erected by the General's<sup>2</sup> Appointment on Province Island.<sup>3</sup>

The Wind becoming favorable the 15<sup>th</sup>. Instant, that first Occasion was taken for ordering the Ships upon the intended Service.

The *Somerset* and *Isis* were appointed to proceed up the Eastern Channel of the River, to act against the Fort in Front: The *Roebuck*, *Pearl*, and *Liverpool*, with the *Cornwallis* Galley and some smaller armed-Vessels, against a Battery with heavy Artillery which the Rebels had lately opened on a Point above and near to Manto Creek; in a situation to rake the Ships anchored to fire upon the Fort, and more advantageously chosen as the shoalness of the Water did not admit Ships to approach within a desirable distance of the Work.

The *Vigilant*, with a Hulk<sup>4</sup> mounting Three 18 Pounders, commanded by Lieu<sup>t</sup> Botham of the *Eagle*, proceeded at the same time through the Channel round Hog-

Island, and anchored on that side the Fort, according to the intention pointed out, for co-operating with the Batteries on the Pennsylvania Shore.

The *Isis* being as well placed in the Eastern Channel as the Circumstances of the Navigation would permit, rendered very essential Service against the Fort and Gallies much to the personal Honor of Cap<sup>t</sup>. Cornwallis and Credit of the Discipline in his Ship. The *Roebuck* and other Frigates stationed against the Battery, were equally well conducted.

Greater Caution being necessary in placing the *Somerset*, that Ship could not be carried as far up the Channel as the *Isis* was advanced.

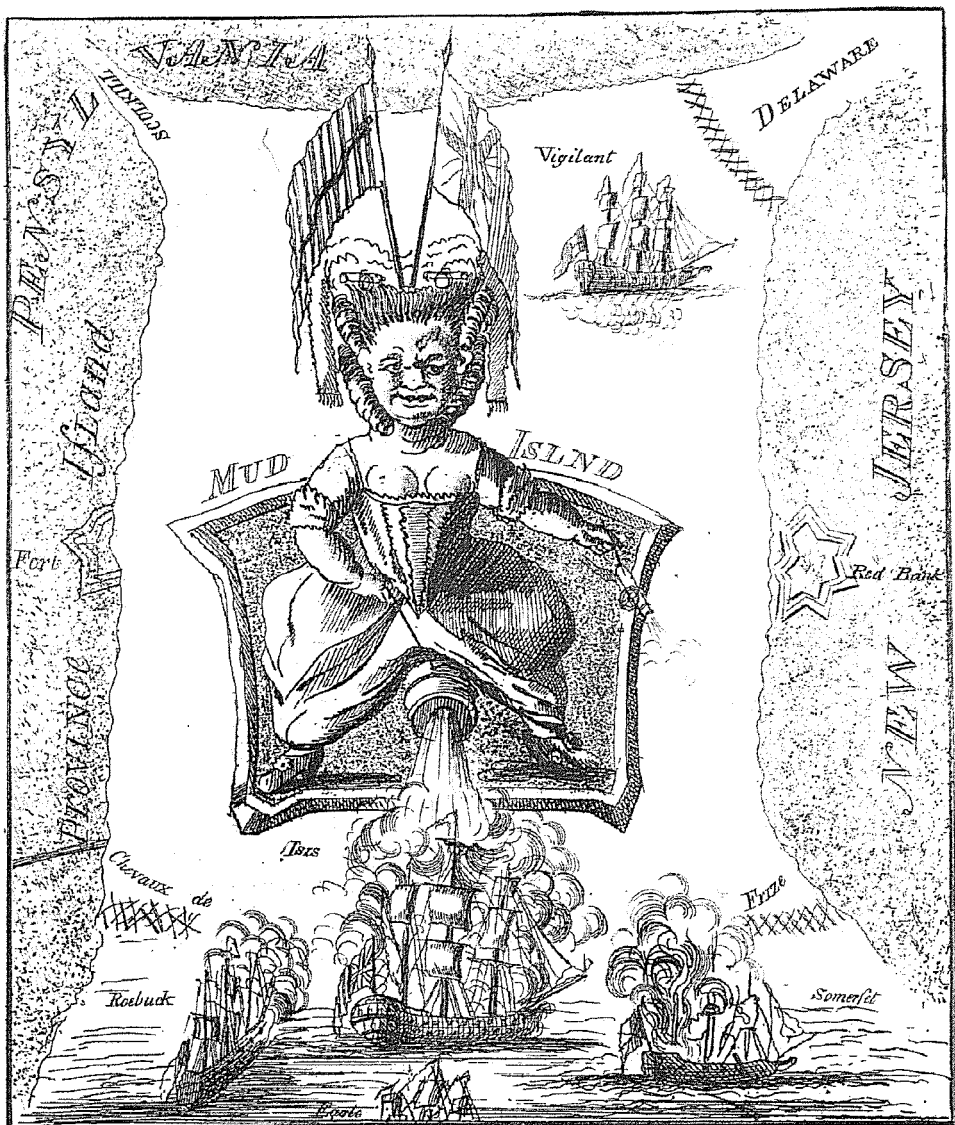
The Impression made by the Batteries on Province Island (before very considerable) being united with the well-directed Efforts from the *Vigilant* and Hulk, soon silenced the Artillery of the Fort: And farther Preparations being in Progress for opening the Estocade and forcing the Works next Morning, the Enemy set fire to and evacuated the Fort during the Night.

The Numbers of the Enemy killed and wounded, appeared to have been very considerable. Those in the different Ships, [as] stated in the annexed Return, were much less than could be supposed; particularly of the [*Isis*] and *Roebuck*, which were struck many times from the Gallies and Works.

As a farther Evidence to their Lordships of the meritorious Conduct of the several Officers therein named, I have added the General's concurring Sentiments signified to me on the Occasion. Captain Duncan remained several Weeks with the Army, to superintend the different nautic Services and Preparations before mentioned.

A Detachment from the Army under the Command of Lord Cornwallis, having been landed the 18<sup>th</sup>. at Billingport (where a Post had been some time before established) for attacking the Redoubt at Red Bank, the Enemy abandoned and blew up the Work—They had passed several of their Gallies unperceived above the Town of Philadelphia in the Night of the 19<sup>th</sup>. which proved very favorable for the purpose; and attempted to do the same with the rest of the Gallies and other Water-Force the following Night: But being seasonably discovered; they were opposed with so much Effect by Lieutenant Watt of the *Roebuck* (ordered by Captain Hammond before my Arrival to take his Station in the *Delaware* Prize near the Town) that not more than Three or Four of the former appear to have escaped: And being otherwise unable to prevent the Capture of the rest of their armed-Craft (consisting of Two Zebecques, the Two Floating-Batteries, and several Ships, besides Fire-Vessels, amounting to about Seventeen in Number) they were quitted and burnt. Lieutenant Watt having testified great Propriety and Spirit on this Occasion I have continued him in the Command of the *Delaware*, retained as an armed-Ship in the Service to remain near the Town of Philadelphia, where such additional Naval Force is particularly requisite. (And if Their Lordships shall think fit to have that Ship purchased and received into His Majesty's Navy on the Establishment of a Sloop of War, I beg leave to recommend the Appointment of Lieutenant Watt to the Command thereof, on such Establishment.)

A more accurate Inspection of the Obstructions to the Navigation of the River adjacent to Fort Island, becoming practicable under the Circumstances beforementioned, Two Channels were discovered through which the Transports containing the Provisions, Stores and other Necessaries for the Army might proceed to Philadelphia. They were ordered up the River accordingly, to be afterwards secured to the Wharfs of the Town, for the approaching Winter Months.



## THE TAKING OF MISS MUD I LAND.

Sold by W. Humphrey 227 Strand London.

The *Vigilant*, and the *Cornwallis* Galley will be to remain with the *Delaware* at the Town, in such Stations as the General deems expedient for the defence of it: and the *Roebuck*, *Pearl*, *Camilla*, and *Zebra* will be left there also for any occasional Service under the chief Command of Cap<sup>t</sup>. Hammond, during my Absence with the other Ships of War, for which no sufficient Retreat is to be here obtained.

When these Arrangements have been completed, I intend proceeding to Rhode Island, with such of the larger Ships as may not be immediately appointed for particular cruizing Services. I shall then deliver Their Lordships Instructions to the Rear-Admiral, that he may repair to his destined Command at Jamaica, as soon as I am able to make a proper Disposition for the Conduct of the Squadron attached to the central Station where he is now detained; Commodore Hotham's presence being indispensable; in the mean time; at New York.

I have on this head farther to represent the great Difficulties I am under in the present Circumstances of the War, for want of the Assistance to be derived from the requisite Number of Flag, or other Commanding Officers, necessary in this extensive Charge; more especially since the Illness of Captain Griffith who has been incapable of Business ever since his Arrival in this River, has deprived me of the benefit I before received from his able Services. And I am to entreat that in the Nomination of such Officers (which I am opinion should not be less than Three, or even Four, including Commodore Hotham from whose Talents I have received the most essential Aid) Their Lordships will be pleased to take into their Consideration the particular Officer in whom they will permit me to vest the Authority with which I have the Honor to be intrusted, in case of my greater Inability to execute the various Duties of this very complicated Service; which I must acknowledge with much Concern I have great Reason to apprehend my impaired Constitution will not allows me to attend, with the Punctuality that the Nature and Importance of it requires.

The unfortunate Event of Lieu<sup>t</sup>. Gen<sup>l</sup>. Burgoyne's Operations with the Northern Army, terminating as I am advised by the Commander in Chief, with the Surrender of those Troops agreeable to the Tenor of a Convention executed the 16<sup>th</sup>. of last October, has rendered a suitable Provision necessary to be made for their Conveyance to Europe. A proper Number of Transports has been appropriated for that Occasion. But as it would be scarce practicable at this Season of the Year for light Transports to gain the Port of Boston, where the Embarkation is conditioned to take place, the Transports have been ordered under Convoy of the *Raisable* to Rhode-Island: that if the proposed Alteration is adopted, and the Troops can be embarked at that Port, they may be the sooner released.

The Rear-Admiral is directed to furnish Two Frigates for attending the Transports to Europe; subject in their more particular Appointment to the desires of the Lieu<sup>t</sup>. General, or other Commanding Officer present with the Troops, conformable to the Intentions of the Commander in Chief forwarded by the same opportunity. The Captains nominated for this purpose, are upon their Arrival in England, to acquaint you therewith and transmitting the Particulars of the Orders and Requisitions by which they have been governed, they will be to wait for their Lordships Commands in consequence at the Ports to which they have been respectively directed.

In my Letter of the 29<sup>th</sup>. of June [ultim<sup>o</sup>.] <sup>5</sup> I reported the destination of the *Milford* to attempt the Seizure of a foreign Ship said to be taking in Masts in Kennebec River. The Captain, Sir William Burnaby went there, and afterwards to Sheepscot

River for the same purpose, but was not able to procure any Information correspondent to the Intelligence upon which his Instructions were founded. A subsequent Attempt has been executed in Sheepscot River by Sir George Collier in the *Rainbow* with Effect. But the Intricacy of the Navigation, and Opposition made by the armed Inhabitants from the Shore in the narrower part of the River where the Ship had been conveyed, did not admit of her being moved down to the *Rainbow*. The Officer ordered upon this Service, was therefore obliged to destroy the Ship. Four Masts of different Dimensions were brought away in the *Rainbow* for Use in the Yard at Halifax. Sir George Collier succeeded farther to destroy some Stores and other Materials provided in the Harbour of Mechias for making Incursions upon the opposite Shore of Nova Scotia.<sup>6</sup>

On the 9<sup>th</sup> Instant I received Letters from Captain Pearson dated the 1<sup>st</sup> of last August from Quebec. He acquaints me therein that he had found it necessary, in consequence of Gen<sup>l</sup> Burgoyne's Application to send all the Supernumeraries which arrived from England, being 185 in number, for the Lake Service. He does not specify what had been done with the Transports detained by the Absence of their Crews: but who adds that he had sent an armed-Ship to England with the Dispatches from General Burgoyne to make known the Progress of the Northern Army, at that time upon the Lakes, I conclude he will have advised you by the same Conveyance, of the farther Particulars necessary to be communicated respecting the several Services he had in charge. His Letters have been forwarded to me from Halifax. But all Intercourse with the S<sup>t</sup> Lawrence being impracticable since the Receipt of those Letters, I have not been able to send any Instructions to him on their Contents. I am [&c.]

Howe

The Dimensions of the *Delaware* armed-Ship are added herewith. And when the Ship is provided with proper [artillery] she would I think be rendered a very serviceable Frigate.

L, UKLPR, Adm. 1/488. 79–84. Addressed at foot of first page: "Philip Stephens Esq<sup>r</sup>/Secretary/Admiralty Office." Docketed: "23 Nov 1777/L<sup>d</sup> Visc<sup>t</sup> Howe/R. 7 Janry 1778/(with 3 Inclosures)/Answerd 9 Jan."

1. Sir William Howe.
2. Above.
3. Batteries were also erected on Carpenters Island.
4. H.M. sloop *Fury*.
5. NDAR 9: 186–88.
6. For documentation on Sir George Collier's operations against Machias, Me., see NDAR 9: 749–51, 757–58, 758–59, 760, 789.

[Enclosure]

Dimensions of the Armed Ship named the *Delaware*, surrendered to the Troops under the Command of the Earl Cornwallis, at Philadelphia.

Length on the Gun Deck—121 Feet.

Keel for Tonnage—96—

Extreme Breadth—32.6—

The Ship lately built, Mounts twenty four Guns on the Upper Deck; And when furnished with proper Artillery, capable of carrying twelve Pounders with great facility.

Copy, UKLPR, Adm. 1/488, 88. Docketed: "In L<sup>d</sup> Howes Lre/dated 23<sup>d</sup> Nov. 1777/N<sup>o</sup>. 3—."

[Enclosure]

Return of the Number of Men Killed and Wounded on board the different Ships employed in the Attack of the Works of the Enemy on Fort-Island, their Armed Craft, and other Defences erected to obstruct the passage of the River Delaware on the 15<sup>th</sup> day of November 1777.

Ships Names.	Killed.			Wounded.	
	Master	Midshipman	Seamen	Second Master and Pilot.	Seamen.
<i>Somerset</i> _____					5
<i>Isis</i> _____					3
<i>Roebuck</i> _____			3		7
<i>Liverpool</i> _____					
<i>Pearl</i> _____	1				3
<i>Vigilant</i> _____		sent from the 1	<i>Eagle</i> 1		
<i>Cornwallis</i> Galley _____				1	
Sloop commanded by _____					
Lieutenant Botham <sup>1</sup> _____					

Total Killed \_\_\_\_\_6  
\_\_\_\_\_Wounded—19  
                            25

D, UKLPR, Adm. 1/488. Docketed: "In L<sup>d</sup> Howes Ltr/dated 23<sup>d</sup> Nov<sup>r</sup> 1777/N<sup>o</sup>. 1."  
1. H.M. sloop *Fury*.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

*Eagle* Nov<sup>r</sup> 23<sup>d</sup>. 1777 5 PM

Lord Cornwallis has desired some assistance may be given for transporting Horses & Cattle from Red bank to the Pennsylvania Shore tomorrow preparatory to the crossing of the Detachment under his Command across the river from Gloucester on Tuesday; You will therefore Please to Employ any of the horse Sloops, you can retain for the Purpose, which have not yet passed forward to Philedelphia to assist in getting over the Horses & Cattle tomorrow as his Lordship shall direct—And I am to desire you will apply to Capt<sup>n</sup> Ourrey, that a sufficient Number of flat boats may be attending to forward that service—all the Boats will be wanted on Tuesday Morning to [be] off of Gloucester, when the detachment Arrives there, for carrying the troops from thence across to the Pennsylvania Shore; I Shall give further directions thereon, as well as to have all the small vessels, which can be assembled in time to Assist for the Speed in conveyance of the troops across the river—the Only preparatory measures that will be required of you in the meantime, will be to direct that the Boats with the Ships near you may not be detached, so as to fail in their attendance on Tuesday morning accordingly, & to let Capt<sup>n</sup> Ourrey know my Wishes to that Effect regarding the Boats with the Ships off of Billingsport I am [&c.]  
Howe

PS. I hope to be with you tomorrow morning

LB, NH*i*, William Cornwallis Papers, Letter Book, 110–11. Addressed at foot of last page: "Hb<sup>c</sup> C: Cornwallis."



November 24

"VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT"

[Boston] November 24. 1777

Voted That the sum of two pound 16/ be paid to M<sup>r</sup> Joseph Graham on Account—

Voted That the sum of Thirty pounds be paid to Lieutenant William Grinnell in part of his Account.—

Voted That the sum of Six hundred pounds be paid to Col<sup>o</sup> Daniel Tillinghast Continental Agent at Providence to Enable him to discharge some debts here he has Contracted.—

Voted That the sum of Thirty Six pounds be paid Cap<sup>t</sup> John Grannis Captain of marines in the Continental Service in part for his past Services.—

Voted That the sum of Three hundred pounds be paid Cap<sup>t</sup> Hector McNeil to enable him to pay his men.—

Voted that the draft on the Loan office for the State of Rhode Island for 50,000 dollars be paid Cap<sup>t</sup> John Deshon for the use of this Board—

Voted that Cap<sup>t</sup> Deshon be desired to pay to Col<sup>o</sup> Daniel Tillinghast Continental Agent at Providence the sum of nine Thousand pounds to Enable him to carry on the business of the navy in that Department—

Voted that Cap<sup>t</sup> Deshon be desired to give such orders as he shall think proper to the Commanders of the Several Ships at Providence and Connecticut.—

Voted that Cap<sup>t</sup> Deshon make such Contracts at Connecticut for Flax Cheese Beef Pork Peas and Beans as he shall think proper not exceeding ten tuns of flax five thousand weight of Cheese fifteen hundred barrells of Beef & Pork & one thousand bushells of Peas & Beans—

Voted That Cap<sup>t</sup> Alden Bass be appointed in the room of Cap<sup>t</sup> Isaac Phillips (who has resigned) to do business for this Board in purchasing Stores and taking care of them.—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

*THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, NOVEMBER 24, 1777*

Boston, November 24.

Yesterday the *General Mifflin* Privateer arrived here from France in nine Weeks;<sup>1</sup> as did also a small Ship from Bourdeaux, but last from St. Peters, Newfoundland. Also Yesterday returned a Flag from Halifax, with about 60 Prisoners.

1. Massachusetts privateer ship *General Mifflin*, William Day, commander.

LIST OF BONDS FOR CONNECTICUT LETTERS OF MARQUE

List of Bonds for Letters of Marque—Inclos'd	Lebanon 24 <sup>th</sup> : Nov <sup>r</sup> : 1777
N <sup>o</sup> : 1. Sloop <i>Game Cock</i>	Lem <sup>el</sup> . Brooks 13 <sup>th</sup> : May 1776
N <sup>o</sup> : 2. — <i>American Revenue</i>	Stephen Tinker 15 <sup>th</sup> : June 1776

N <sup>o</sup> : 3. —	<i>Broome</i>	W <sup>m</sup> : Nott	2 <sup>d</sup> July 1776
N <sup>o</sup> : 4. —	<i>Washington</i>	Jos: Jauncey	7 <sup>th</sup> : Sept <sup>r</sup> : 1776
N <sup>o</sup> : 5. Brig.	<i>Ranger</i>	Elisha Lathrop	5 <sup>th</sup> : Oct <sup>r</sup> : 1776
N <sup>o</sup> : 6. Sloop	<i>Nancy</i>	William Wattles	5 <sup>th</sup> : Oct <sup>r</sup> : 1776
N <sup>o</sup> : 7.	<i>American Revenue</i>	Sam: Champlin	7 <sup>th</sup> : Oct <sup>r</sup> : 1776
N <sup>o</sup> : 8. Schooner	<i>Fortune</i>	Andrew Palmer	9 <sup>th</sup> : Oct <sup>r</sup> : 1776
N <sup>o</sup> : 9. Sloop	<i>Revenge</i>	Jos: Conkling	23 <sup>d</sup> Oct <sup>r</sup> : 1776
N <sup>o</sup> : 10. —	<i>Wooster</i>	John M <sup>c</sup> Cleave	9 <sup>th</sup> : Nov <sup>r</sup> : 1776
N <sup>o</sup> : 11. —	<i>Lyon</i>	Tim <sup>o</sup> : Shayler	21 <sup>st</sup> : Nov <sup>r</sup> : 1776
N <sup>o</sup> : 12. —	<i>Mary</i>	Giles Mansfield	27 <sup>th</sup> : Nov <sup>r</sup> : 1776
N <sup>o</sup> : 13. —	<i>Trumbull</i>	Henry Billings	20 <sup>th</sup> : March 1777
N <sup>o</sup> : 14. —	<i>Polly</i>	Eliph <sup>e</sup> Roberts	27 <sup>th</sup> : June 1777
N <sup>o</sup> : 15. —	<i>Two Brothers</i>	Tho <sup>s</sup> : Chester	18 <sup>th</sup> : July 1777
N <sup>o</sup> : 16. Brig	<i>Gen<sup>l</sup> Washington</i>	William Rogers	25 <sup>th</sup> : July 1777
N <sup>o</sup> : 17. Sloop	<i>Adams</i>	Edw <sup>d</sup> : Beebe	30 <sup>th</sup> : July 1777
N <sup>o</sup> : 18. Schooner	<i>Sally</i>	Jos: Dodge	4 <sup>th</sup> : August 1777
N <sup>o</sup> : 19.	<i>Humbird</i>	Israel Lewis	11 <sup>th</sup> : August 1777
N <sup>o</sup> : 20.	<i>Tartar</i>	Theoph: Fitch	11 <sup>th</sup> : August 1777
N <sup>o</sup> : 21. Brig	<i>Old Defence</i>	Dan: Deshon	14 <sup>th</sup> : August 1777
N <sup>o</sup> : 22. Sloop	<i>Ranger</i>	Jasper Smith	4 <sup>th</sup> : Sept <sup>r</sup> : 1777
N <sup>o</sup> : 23. Schooner	<i>Elizabeth</i>	Uzziel Clark	21 <sup>st</sup> : Sept <sup>r</sup> : 1777
N <sup>o</sup> : 24. Sloop	<i>Lydia</i>	Jos: Williams	10 <sup>th</sup> : Nov <sup>r</sup> : 1777
		Jon <sup>th</sup> : Trumbull	

DS, DNA, PCC, item 196, vol. 16, 58. Docketed: "List of Bonds for letters of/Marque in the State of/Connecticut—/From 13. May 1776. to/10. Nov<sup>r</sup> 1777.—/List of Commissions Granted/to private Arm'd Vessels in the/State of Conecticut—/Nov<sup>r</sup> 24<sup>th</sup>: 1777."

#### NATHANIEL SHAW, JR. TO THE CONTINENTAL MARINE COMMITTEE

Gentlemen

New London Nov<sup>r</sup>: 24. 1777—

I wrote you the 24<sup>th</sup>. July that by Govenour Trumbulls Advice I had fitted out the Sloop *Scuiler* belonging to the United States, under the Command of Cap<sup>t</sup>: Hawley, he Shipt his hands for a term of time which has Expir'd and has bro<sup>u</sup>t the Sloop into this Port with all her Stores and Deliver'd her up & chooses not to go in her any more finding that he Ranks only as a L<sup>t</sup>: & being a Cap<sup>t</sup>: on y<sup>e</sup>: Lake &c—

Yesterday I Received a Line from General Parsons<sup>1</sup> & he writes me that he is Requested by General Putnam to Desire that I would Imediately send the Sloop with all her Warlike Stores in C<sup>o</sup>: with an Arm'd Schooner belonging to this State (which Goven<sup>r</sup>: Trumbull has Consented Should also go with them<sup>2</sup>) up the Sound as farr as Fairfield or Norwalk, they both Sail this Evening. y<sup>e</sup>: *Scuiler* the Barer L<sup>t</sup>: Carr [*Kerr*] late of y<sup>e</sup>: *Cabbott* takes Charge of her his Character I Suppose is best known with you, I Mentioned to him that it was more than Probable you would give him the Command of her, and I Really think that if the Sloop was to Cruse in the Sound this Winter (In Case y<sup>e</sup>: Enemy keep Possesion of N York) would be of much Service to us in Distresing the Enemys Coasting Vessels

Since the purchasing & fitting out of the Briggt<sup>n</sup> *Resistance* & Supply's for the Ship *Trumbull* & they are still [calling] I am a in Adv<sup>a</sup> largely for y<sup>e</sup>. Contin<sup>l</sup> board Expecting the Honb<sup>le</sup> Board of Commissioners for y<sup>e</sup>. N E States would have Power to Settle my Acco<sup>ts</sup> I have Neglected applying to your Board, but att Press<sup>t</sup> I can see no Prospect of their doing any Bussiness, I should be Glad to be Inform'd wether I must wait on you with my acco<sup>ts</sup> before I can draw for any Money or wether I must Stay Untill the New Created Board Can do Business if I may be Permitted to draw on you I shall not Exceed the Ballance, you may depend its now Twelve m<sup>o</sup>. Since I have been in Advance

LB, CtY, Shaw Papers, Letter Book. Docketed: "To the Hon Marine Committee of Congress—rec letter feb 2 1778."

1. See Brigadier General Samuel H. Parsons to Nathaniel Shaw, Jr., 17 Nov., above.
2. See Thomas Shaw to Governor Jonathan Trumbull, 21 Nov., above.

NATHANIEL SHAW, JR., TO BRIGADIER GENERAL SAMUEL H. PARSONS

To General S. H. Parsons  
at Mareneck.

New London Nov<sup>r</sup> 24 1777

Dear Sir

I Rec<sup>d</sup> yours 17th Ins<sup>t</sup> & the Sloop *Schuyler* and *Spy* Sails to morrow morning & hope they will have a good passage, have sent all the Stores that where delivered me by Cap<sup>t</sup> Hawley,<sup>1</sup> and have the Command of her to the bearer Lieu<sup>t</sup> Karr, who was a L<sup>t</sup> on board the *Cabot*, and has been unfortunat, the particulars he can inform you, and imagine the Congress will Commission him to command her as they always make a Point to give those that have been in their employ the preference, I have just Return'd &c.

LB, CtY, Nathaniel and Thomas Shaw Letters and Papers, Letter Book (15 Jan. 1775–24 July 1782).

1. Capt. David Hawley, Connecticut Navy.

GENERAL SIR WILLIAM HOWE TO CONTINENTAL ARMY AND NAVY PRISONERS

Copy  
Sir,

Philadelphia Novem<sup>r</sup> 24<sup>th</sup>. 1777—

In answer to your Representation of the 17<sup>th</sup>. ins<sup>t</sup> in behalf of your self and other Officers Prisoners in the State House <sup>1</sup>—I am to acquaint you that it was judged expedient to deprive the Officers of the Liberty of Walking in the Yard to prevent a Second escape, but on Condition the principle Officers will be responsible for Security of the lower Class both with respect to their remaining within the limits prescribed as well as for not holding Correspondence by Letter or otherwise, except such as shall be permitted in Consequence of Examination in that case every indulgence that can be properly admitted shall be allowed until an Exchange does take place; or that a more extensive Parole may be granted.—

With regard to provisions the same allowance is given as is issued to British Officers when on Board Transports—and if this is found insufficient the Complainants are at full Liberty to purchase such Provisions as the Market may afford. In like manner the allowance of Fuel is regulated and the same permission of purchase given.

Upon enquiry it appears the money not delivered to Lieu<sup>ts</sup> Morris & Massie as mentioned in their Letters was not sealed up & therefore may have been purloined

or lost, but had the Complaints been made at the time it might possibly have been recovered or the loss accounted for.

With respect to the Treatment complained of by the Officers of the *Delaware*, this is intirely new to me, but I suppose upon the first Entrance of the Troops there might not be that exact attention to the Prisoners that could have been wished, tho' I am informed there was no suffering on that Account as the prisoners were supplied by the Inhabitants—

With relation to the Demand made for a hearing in Justification upon the intelligence reced of a Correspondence being held with the Enemy by some of the Officers confined, I have to say that I should have punished the Guilty without including the whole could I have fixed it upon an individual I am [&c.]

(Signed) W<sup>m</sup>. Howe—

Copy, UklPR, Carleton Papers 30/55. Addressed at foot of last page: "to M<sup>r</sup> Towles."

1. Above.

#### CAPTAIN GEORGE COOK TO GOVERNOR THOMAS JOHNSON

S<sup>r</sup>.

*Independence* Nov<sup>r</sup> 24<sup>th</sup>. 1777

I have the pleasure to inform You that Every Differenc Appears to Subside & a good Harmony through y<sup>e</sup> Whole takes place, I make not the least doubt but we Shall be able to give You Satisfaction in the Discharge of our duty<sup>1</sup> And Annoying our Enimeys Who are destresing our friend's on the Eastering shoar, I shall gett under way as soon as the Tide will Answ<sup>r</sup> to make the Best of my way for Hoopers Straights, as information from some Boates, as well as from Coll<sup>e</sup>. Adames that Came in my Tender, that there is Sundrey Tenders Crousing in the Sound<sup>2</sup> belonging to the Enimey, it may be that my Tender may be Usefull & should you think proper to Spair her, You'll Please to Order her to follow uss. I am [&c.]

George Cook

L, MdAA, Executive Papers, 6636-8-153.

1. For operational orders given to Capt. Cook, see Maryland Council to Capt. George Cook, 22 Nov. 1777, above.

2. Tangier Sound in Chesapeake Bay.

#### JOURNAL OF H.M.S. *PHOENIX*, CAPTAIN HYDE PARKER, JR.

Nov<sup>r</sup> 1777.

Monday 24<sup>th</sup>.

At Sgle Anchor in York River Channell

at midnight anchor'd with the Small Bower in 5¼ f<sup>m</sup>. At 10 AM Weighd and came to Sail in C<sup>o</sup>. the *Emerald* and Two Tenders. At [½] p<sup>t</sup> 11 made the Signal to Anchor & Came too with Small Bower in 10 f<sup>m</sup>. Veerd to ½ Cable. Lost Sounding Hand Lead & Line made the *Moskittos* Signal to come within hale.—

at Sgle Anchor in Chesepeak Bay.—

Fresh breezes and foggy at 1 PM Weighd & Came to Sail in Comp<sup>y</sup> the *Emerald* & Tenders Standing up the Potowmack River. At 5 Point Lookout NBE At 7 Fired a Gun & made the Signal to Anchor & Came to with the Small Bower in 9¼ f<sup>ms</sup>. Veerd to ½ Cable.

D, UklPR, Adm. 51/694.

November 25

CAPTAIN PATRICK FOTHERINGHAM, R.N., TO PHILIP STEPHENS

Sir

I beg you'll acquaint the Right Honble the Lords Commissioners of the Admiralty that on my being retaken and brought in here, having no opportunity of getting to Admiral Mountagu at Newfoundland, I went to New York in the *Syren* expecting to have found Lord Howe there, but before my arrival his Lordship had Sailed on an Expedition; I wrote his Lordship an Account of the Action and the Reason of my Loss of the Ship,<sup>1</sup> and inclosed I send you a Copy of his Lordships letter to me, which I have Complied with, and am now fitting the Ship for Sea.<sup>2</sup> I beg you will likewise acquaint their Lordships, that at the same time I received Lord Howes Letter, Orders were sent by him to the Commanding Officer here to gett my Officers and Men that are Prisoners at Boston exchange'd for those taken in the *Fox* and *Hancock*, An Offer has been sent for that purpose which I hope will soon take place, as I then hope to have Men sufficient to carry the Ship to England, where I shall have an opportunity of laying my case before their Lordships, and of having my conduct properly inquired into. I should have wrote you an Account of the manner and reasons of my being taken but I understand there has been Depositions made by some of the Men who then belonged to the Ship which have been sent to the Admiralty from Newfoundland I am [&c.]

Fox Hallifax Harbor

Pat<sup>k</sup>: FotheringhamNovbr 25<sup>th</sup>: 1777—

L, UKLPR, Adm. 1/1790, 354–55. Addressed at foot: "Philip Stephens Esq<sup>r</sup>." Endorsed: "Rec<sup>d</sup>. 12 Jan<sup>ry</sup> 1778 & Read."

1. See NDAR 9: 361.

2. See NDAR 9: 837.

## JOURNAL OF COLONEL JOHN ALLAN

[Extract]

[Machias] Tuesday Nov<sup>r</sup> 25, 1777 . . . . The Privateer *Congress* Capt. Martin arrived from Passamaquody with a quantity of salt belonging to Capt. Long<sup>1</sup> . . .

Frederic Kidder, *Military Operations in Eastern Maine and Nova Scotia During the Revolution, Chiefly Compiled from the Journals and Letters of Colonel John Allen, with Notes and a Memoir of Col. John Allen* (Albany: Joel Munsell, 1867), 153–54.

1. Massachusetts privateer schooner *Congress*, John Martin, commander, mounting 6 guns with a crew of 30 seamen, was commissioned on 24 Oct. 1777 and was owned by John Farrey and Henry Newhall, of Boston. M-Ar, Revolutionary Rolls, vol. 5, 121, 122.

"VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT"

[Boston] Novem<sup>r</sup> 25 1777

Lieutenant William Grinnell presented his Resignation of his Commission as Lieu<sup>t</sup> in the Navy and desired to be discharged thereupon—

Voted That the Resignation of Lieu<sup>t</sup> William Grinnell be accepted and that he be discharged from the Continental Service.—

Voted that Col<sup>o</sup>. Tillinghast be desired to purchase at Providence Beef and Pork for the use of the Navy not Exceeding four hundred barrells of both.—

Voted that a Letter be wrote to Mess<sup>rs</sup>. Hacketts of Newbury port desiring them to provide a main yard for the Ship *Boston* of 66 feet long or a Spar for that purpose.—

Voted That Cap<sup>t</sup> Deshon be desired to use his best Endeavours That Cap<sup>t</sup> Manley may be Exchanged Either for Cap<sup>t</sup> Judd or the Cap<sup>t</sup> of the *Syrene*<sup>1</sup> and that he take such Steps for Effecting this thing as he shall Judge best.—

Voted that Cap<sup>t</sup> Seth Sumner be allowed the sum of twelve shillings a barrell for killing Cattle for this board weighing the hides & Tallow Cutting the Beef up Salting Barrelling & Pickling the same each barrell to weigh two hundred & forty pounds and delivering it so barrellled at the Continental Store in Watertown and also delivering this Board all the Hides Tallow and Offal at the Slaughter house.—

Voted that Cap<sup>t</sup> Deshon if he thinks proper order Cap<sup>ts</sup>. Abraham Whipple J B Hopkins & Hoisted Hacker and three first Lieutenants from the Ships at Providence & Connecticut and as many proper officers of Marines as can be obtained to repair to Boston there to hold a Court of Enquiry and a Court Martial on Cap<sup>t</sup> McNeil & his officers and Cap<sup>t</sup> Burroughs & his Pilot—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. Capt. Tobias Furneaux, R.N., was taken prisoner after H.M.S. *Syren* ran aground on Point Judith on 6 Nov. See Captain Tobias Furneaux to Rear Admiral Sir Peter Parker, 10 Nov., above.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Nov<sup>r</sup> 25<sup>th</sup>. 1777

Jonathan Gardner Esq<sup>r</sup> for himself & the Agents of the Captors of the Ship *Johnson* consents that the Board should sell said Ship at such price, as to them may appear reasonable:—also consents to such division & Sale of the Cannon taken with said Ship as the Board may think proper.—

Order'd, That M<sup>r</sup> Ingrahams<sup>1</sup> Bill for Wages, Expences &c. on board *Lincoln* Galley @ £9. p<sup>r</sup> Month—be paid.

Order'd, That Cap<sup>t</sup> Phillips<sup>2</sup> be a Committee to act in behalf of the Board on the Sale of Ship *Johnson*.—

Voted, That any further Consideration of the Division of the Cannon belonging to Ship *Johnson* be suspended until a further Order of this Board.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 99–100.

1. Joseph Ingraham, the future commander of the galley *Lincoln*.

2. Capt. Isaac Phillips.

#### ISAAC SEARS TO THOMAS SHAW

Sir

Boston Nov<sup>r</sup> 25<sup>th</sup>. 1777

I receved your favour of the 20<sup>th</sup>. Instant am Glad to here you have ben so lucky to purches the Sails of the freget,<sup>1</sup> & hope I shall be able to Git the other articles you mention as yet have not ben able to Git any Sheet Copper or Muskets I can Git

Sheet lead but not under 4/ 3<sup>rd</sup> qt please to let me know how much of that will be wanting I am [&c.]

Isaac Sears

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, packet 26. Addressed: "To/M<sup>r</sup> Thomas Shaw/Mercht:/New London." Docketed: "Isaac Sears/Letter/Nov<sup>r</sup> 25 1777."

1. Connecticut privateer ship *General Putnam*, building at New London.

JOURNAL OF H.M. ARMED SHIP *DELAWARE*, COMMANDER JAMES WATT

November 1777 Moor'd in the River Delaware above Philadelphia  
Tuesd<sup>y</sup> 25 His Majesty's Ship *Camelia* & Several Transports came up & Anchored here.

Moor'd in the River Delaware above Philadelphia  
D<sup>o</sup> W<sup>r</sup> [Mod<sup>t</sup> & hazey] PM sent our Boats Man'd & Armed up a Creek on the Jersey side after some Rebel Vessels we had intelligence to have taken Shelter there.

D, UKLPR, Adm. 51/239.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

Novem<sup>r</sup> 1777 Red Bank SSE 1 mile  
Tuesd<sup>y</sup> 25<sup>th</sup> AM Emp<sup>d</sup> assisting the Flat Boats bringing Troops from the Jerseys.<sup>1</sup>  
Off Gloucester  
Mod<sup>t</sup> & Cloudy W<sup>r</sup> ½ p<sup>t</sup> 5 Weigh'd & ran over to Gloucester to Cover the Retreat of our Troops from the Jerseys At 6 Anch<sup>d</sup> in 3 f<sup>m</sup>. Anch<sup>d</sup> here the *Vigilant*

D, UKLPR, Adm. 51/4385.

1. Lord Cornwallis's force. Between 17–19 Nov. elements of this force had embarked at Chester and landed at Billingsport. *Viper* assisted in the retreat of these regulars over the next two days.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Nov<sup>r</sup> d<sup>o</sup>. [At Single Anchor off Billingsfort]  
Tuesd<sup>y</sup> 25 AM Sent all our Boats up to Gloucester to assist transporting the Troops & Stores.<sup>1</sup> At 12 hove up the Stream & let go [the] B<sup>t</sup> Bower  
At single Anchor off Billingsfort  
The first & middle part Mod<sup>er</sup>: the latter fresh breezes & hazey.  
PM starting the Water, & filling it afresh. A great number of Transports passed towards Philadelphia

D, UKLPR, Adm. 51/675.

1. Lord Cornwallis's force. Between 17–19 Nov. elements of this force had embarked at Chester and landed at Billingsport.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Tuesday, November 25, 1777

The commissioners for building ships of war in Virginia, having represented to the Marine Committee the necessity of a guard being provided for the protection of the continental frigates now on the stocks in that State against the efforts of the enemy's ships of war, five of which lie frequently within ten miles of the yard where the frigates are building, and the committee having taken the same into consideration, brought in a report, which was read; Whereupon,

*Resolved*, That the governor and council of Virginia be requested to provide such a guard, from time to time, at the continental expence, as may be deemed necessary by the said commissioners, upon consideration of circumstances, for the protection aforesaid; and also to furnish the said commissioners with arms and ammunition sufficient to enable the men working in the yard, to assist the guard in repelling any attempt that may be made by the enemy for the destruction of the frigates aforesaid.

*Resolved*, That the commissioners aforesaid be authorized to prepare a few fire-rafts for the better security of the said frigates, it being represented by the commissioners that such rafts may be of considerable service, and fixed at no great expence.

*Resolved*, That for the purposes of laying in provisions, and other expences of the said yard, an order be drawn on the loan office for the State of Virginia, in favour of the Marine Committee, or their order, for the sum of ten thousand dollars, to be remitted to the commissioners aforesaid.<sup>1</sup>

JCC9: 964.

1. These resolutions were proposed, in essentially the same wording, the previous day in a report of the Continental Marine Committee. DNA, PCC (M332, roll no. 6).

JOURNAL OF H.M.S. *PHOENIX*, CAPTAIN HYDE PARKER, JR.Nov<sup>r</sup> 1777.

[At Sgle Anchor in Potowmack R]

Tuesday 25<sup>th</sup>.

At 6 AM Mod<sup>r</sup> & clear w<sup>r</sup> Hoisted the Longb<sup>t</sup> out, sent the *Moskitos* with a Cutter inshore to Land on Georges Island. At 11 she returned having procured Four Head Cattle some Greens &c<sup>a</sup>.

At Sgle Anchor in Potowmack R[iver] P<sup>t</sup> Look out E ½ S  
The Eastermost Pt. of Georges Island ENE 2 miles.

Fresh breezes and clear wea<sup>r</sup> at 3 PM the *Moskittos* Sailed down the River with Dispatches for Capt. Gidion of His Maj<sup>r</sup> Ship *Richmond*. Employed clearing the Hold for the Reception of Water.

D, UkLPR, Adm. 51/694.

MASTER'S LOG OF H.M.S. *LIZARD*, CAPTAIN THOMAS MACKENZIENov<sup>r</sup> 1777Lat<sup>d</sup> 32° .. 45' N. [off Charleston]

Tuesday 25

[at] 1 [AM] handed mizon topsail [at] 3 S<sup>o</sup> 17 fms wore Ship Set mizon topsail Fresh br. and hazy S<sup>o</sup> 14 fms [at] 7 Lat<sup>d</sup> 32° .. 41 N [at] 1 [PM] Light airs and Clear Saw tow Sails to the



windw<sup>d</sup>. gave Chase [at] 3 TK<sup>d</sup>. Ship [at] 4 D<sup>o</sup> W<sup>r</sup>. Saw two Sails more in NW Q<sup>r</sup> ½ past wore Ship Saw in all 9 Sail D<sup>o</sup>. wore Ship Shortned Sail hove to hoisted out the Cutter & boarded a brige from Cha<sup>s</sup> town bound to S<sup>t</sup> Eustatia<sup>1</sup> Sent the 2 Leiu<sup>t</sup>: and a party of men on b<sup>d</sup>. hoisted in the Cutter and made Sail [at] 11 hove to hoisted out the Cutter & boarded a ship from Cha<sup>s</sup> town bound to france<sup>2</sup> Sent the first Lieut: and a party of men on b<sup>d</sup>. hoisted in the Cutter and made Sail

D, UklPR, Adm. 52/1839.

1. Brig *Polly*, Clement Conyers, master, of Charleston, mounting four swivel guns and manned by ten seamen, laden with rice and indigo; the prize was sent to St. Augustine. Howe's Prize List, 23 Apr. 1778, UklPR, Adm. 1/488, 239.

2. Ship *Nancy*, Edward Johnson, master, of Boston, mounting two cohorns and six swivel guns, manned by eleven seamen, laden with rice and indigo; the prize foundered at sea while en route to St. Augustine. Ibid.

THE GAZETTE OF THE STATE OF SOUTH-CAROLINA, TUESDAY, NOVEMBER 25, 1777

Charles-Town, Nov. 25.

Last Wednesday morning about 8 o'clock a taunt rigged vessel was cen about S.S.E of our bar, standing to the Eastward, the wind at about N.N E. appearing sometimes as a brig and others as a ship, but by 10 o'clock she was out of sight, and not again seen from hence that day—We are since informed, that the sloop *Fanny* of this port, was chased into South-Edisto on Wednesday, by a ship of war and a small tender.

Thursday morning proved so foggy, that nothing could be seen in the offing till 9 o'clock, when, the wind being light and at N.E., several vessels appeared, viz. a ship and a sloop standing in from the N.E. a large ship with crowded sail, from the S.E. and two sloops from the S.W. The Ship from the S.E. was soon discovered to be an English frigate,<sup>1</sup> and stood in towards the shore of Sullivant's Island, till she had passed the South end of it, so as to prevent the ship and sloop in the N.E. from passing to the bar; at 11 o'clock the frigate's boats were hoisted out, and sent towards the ship and sloop, and at 12, the wind having almost died away, she anchored off the Advance Guard. The sloops to the S.W. in the mean time put about, and bore away for Stono, where they got in; one proved to be the *Fanny*, the other the *Little William*, both of this port, from Hispaniola. It being impossible for the ship and sloop in the N.E. to escape, the former was run ashore, upon the reef that lies off Long-Island, and quitted by the people in their boat; the sloop put about and attempted to reach Dewees's Inlet, but also getting ashore, was likewise abandoned, the frigate's boats pursued and intercepted the sloop's people, got her off, went to the ship, set her on fire about 4 o'clock, and returned with the prize sloop near to the frigate, where, after having taken out the cargo, which seems to have been tobacco, cutting away her mast, stripping her sails, and scuttling the vessel, they left her. At night the frigate weighed anchor and stood off; since which the air having been constantly foggy, it has not been possible to see if she still remained on the coast.—The burnt ship proved to be the *Weatherill*, Capt. Hawkins, from Boston; he and his crew came up to town the same night.—The sloop is not known,<sup>2</sup> but is a small, likely, well built, new vessel, and was towed in from sea, and brought up to town on Friday morning, by some black fishermen, who met with her on their way to the fishing ground: Her being

scuttled, altho' a handy vessel for a tender, induces us to believe, that the frigate which took her was rather a passing vessel to or from Florida, than a stationed cruizer, or that she must have been very weakly manned.—The ship *Lydia*, Capt. Moore, from Boston, happening to come in sight, while the *Weatherill* was burning, bore away for Port Royal, and has got safe in there.—And notwithstanding the fog, the brig *Polly* from Nantes, with a very valuable cargo on board,<sup>3</sup> and the sloop *Friendship* from Hispaniola, had the good fortune to fall in and anchor close to the bar on Saturday, with the ship *Polly* from North-Carolina, and to get safe into this port on Sunday. . . .

The sloop *Welcome* of this port, Benjamin Tucker master, was, on the 20th of last month, at half past 6 in the evening cut out of St. Eustatius road, in very thick squally weather, by four seamen, who had just shipped themselves with Capt. Tucker, and left a Tortola privateer off the road for that purpose; and they carried the vessel into Tortola—which ought to be a caution to masters of vessels.

1. H.M.S. *Lizard*. See above, Journal of H.M.S. *Lizard*, 20 Nov. 1777.

2. Sloop *Rebecca*. See above, Journal of H.M.S. *Lizard*, 20 Nov. 1777.

3. See above, Journal of H.M.S. *Lizard*, 25 Nov. 1777, for the eventual fate of the brig *Polly*, Clement Conyers.

## November 26

### JOURNAL OF H.M.S. *FLORA*, CAPTAIN JOHN BRISBANE

November 1777  
Wednesday 26<sup>th</sup>

At Single Anchor off Prudence Isle, Bristol Ferry NE  $\frac{1}{2}$  N  
Arnold Point EbN  $\frac{1}{2}$  N and Gold [*Gould*] Isle SSW  $\frac{1}{2}$  W—  
AM Long Boat emp<sup>d</sup>: Watering, Seamen working up Junk,  
Loos'd Sails to Dry, Exercised Small Arm's—  
First Part Mod<sup>t</sup>: and fair, latter Cloudy W<sup>r</sup>,  
PM at 4 saw One of the Rebel Ships and several Small Vessels  
near Providence,<sup>1</sup> Row'd Guard<sup>2</sup>

D, UKLPR, Adm. 51/360.

1. Either the Continental Navy frigate *Warren* or frigate *Providence*, with five fireships which the Navy Board of the Eastern Department had ordered purchased on 3 Oct. at Providence to destroy British ships at Newport. Votes and Resolutions of the Navy Board of the Eastern Department, 3 Oct., above.

2. On 27 Nov. the frigate returned to Providence. UKLPR, Adm. 51/360.

### CAPTAIN JOHN BARRY TO THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

Gentlemen

Bordentown 26<sup>th</sup>. Novbr 1777

Inclosed is a Copy of a Court Martial held on Board the Ship *Lion* the 25<sup>th</sup>. November 1777 and the Characters of the Prisoners from their Commander, they are at present in close confinement in Burlington Goal and will Remain there untill your pleasure is known I remain [&c.]

John Barry

[Enclosure]

In Court Martial held on Board the Ship *Lyon* Nov<sup>r</sup>. 25<sup>th</sup>. 1777—

Members present  
 John Barry Esq<sup>r</sup> President  
 Thomas Read Esq<sup>r</sup>  
 James Josiah Esq<sup>r</sup>  
 Peter Brewster Esq<sup>r</sup>  
 Elisha Warner Esq<sup>r</sup>  
 William Holton Esq<sup>r</sup>  
 Dennis Leary Esq<sup>r</sup>  
 Blaney Allison Esq<sup>r</sup>  
 Robert Martin Esq<sup>r</sup>  
 James Armitage Esq<sup>r</sup>  
 James Coakley Esq<sup>r</sup>  
 Alexander Neilson Esq<sup>r</sup>

John Stewart Masters Mate of the Ship *Repulse* and James Ledlie Master at Arms of the same Ship stands indicted before this honorable Court of deserting their posts when it was their Watch on Deck and in sight of the Enemy. John Pemberton Armourer, John Campbell quarter Master and Michael Tarney a Boy stands Indicted of Deserting from said Ship in sight of the Enemy and taking away a Boat with four Muskets and four Cartridge Boxes in Company with the above named John Stewart and James Ledlie—

The Prisoners acknowledged the charge of taking away the Boat but alledged that it was not with an intent of deserting—

#### Evidence

John Kidney deposes and says that on Thursday the 20<sup>th</sup>. November instant in the Morning that John Pemberton Armourer came and releived said Kidney off Centry and told him to go down below as likewise did James Ledlie the Master at Arms—

Lieu<sup>t</sup> Matthewman deposes and says that he was on board the Sloop *Surprise* being his Watch on Deck, that on Thursday the 20<sup>th</sup> November instant about three Quarters of an hour past Four in the Morning about three quarters flood, he hear'd a Boat rowing for some time on the Pennsylvania side before he could see her, he heard a Boat hailed by the *Arnold* Battery but could not distinguish what answer was made. Lieu<sup>t</sup> Matthewman ordered M<sup>r</sup> Roberts the Mate to hail her, they answered the *Putnams* Boat. Lieu<sup>t</sup> Matthewman then ask'd where they were bound, they answer'd ashore, he then asked who commanded the Boat, they said Cap<sup>t</sup> M<sup>c</sup>Knight, L<sup>t</sup> Matthewman immediately ordered them along side and thinking they hesitated ordered one of the four pounders to be pointed at them, he then hailed them and to bear a hand along side, their answer was they were coming as fast as they cou'd, when they came along side they told him (L<sup>t</sup> Matthewman) they were carrying apart of Cap<sup>t</sup> Brewsters Clothes ashore to Cap<sup>t</sup> M<sup>c</sup>Knight, and that there was a Waggon waiting for them, and that Cap<sup>t</sup> Brewsters Wife would be there by the time they would have the Cloathes in the Waggon. Lieu<sup>t</sup> Matthewman order'd them on board the Sloop and inform'd Cap<sup>t</sup> Dunn of the whole of the proceedings, after Cap<sup>t</sup> Dunn examined them, he order'd them to remain on board, the Master at Arms James Ledlie begged permission to permit the Boat to go ashore with some of Cap<sup>t</sup> Dunns Men, which when granted said there was no occasion they were his own Clothes, asserting he had a Right to provide a place for his Cloathes, as other principal Officers were doing the same. Lieu<sup>t</sup> Matthewman ask'd where they got the Arms they answered

it was no matter that he would hear enough of it before long, they had a quantity of Provisions in the Boat and were rowing along the Pennsylvania Shore—

Cap<sup>t</sup> Benjamin Dunn deposes and saith that on Thursday the 20<sup>th</sup> of November Instant, about a quarter before five OClock in the Morning he heard a Boat hailed from the Battery but could hear no answer, afterwards he heard M<sup>r</sup> Roberts Mate of his Sloop *Surprize* hail her, but could not hear any answer, Lieu<sup>t</sup> Matthewman who was on Deck ordered the Boat along side who (L<sup>t</sup> M<sup>n</sup>) afterwards told him it was the *Repulse*'s Boat with some Officers in her, who said they were taking some of Cap<sup>t</sup> Brewsters Wife's Cloathes ashore, he told L<sup>t</sup> Matthewman to send the Officer in the Cabin, the Officer was James Ledlie, Cap<sup>t</sup> Dunn asked him where he was going his answer was that he was taking part of Cap<sup>t</sup> Brewsters Wife's Clothes to Cap<sup>t</sup> M<sup>c</sup> Knight, as M<sup>rs</sup> Brewster was going to Egg harbour Cap<sup>t</sup> Dunn answered the Clothes that belonged to Cap<sup>t</sup> ~~Dunn~~ Brewster he would have them sent ashore in his own Boat, and would keep him on Board with the rest of the Men, James Ledlie after Cap<sup>t</sup> Dunn ordered the Boat to be manned in order to take the Clothes ashore, said it was needless as the Clothes belonged to himself, Cap<sup>t</sup> Dunn asked him the Reason why he said they belonged to Cap<sup>t</sup> Brewster's Wife, because he thought they would not be let pass, Cap<sup>t</sup> Dunn asked him where he was going to leave his things, he answered at Captain M<sup>c</sup> Knight's. Cap<sup>t</sup> Dunn ask'd him where his Wife was, he said in Town, he asked them where they found the Arms, Michael Tarmy One of the Prisoners said the Master at Arms gave them, Cap<sup>t</sup> Dunn again asked them who had the Watch on Deck, they answered the second Lieutenant.—

It appears by their own Confession they were the only Officers on Deck when they left the Ship, Cap<sup>t</sup> Dunn ordered the Boat to be unloaded with the Clothes Provisions, Four Muskets and four Cartride Boxes and put a guard over them—

Upon a due and impartial consideration it is the unanimous opinion of the honorable Court that John Stewart Masters Mate, James Ledlie Master at Arms, John Pemberton and John Campbell Quarter Master all of the Ship *Repulse* are to be hung off the Yard Arm of any Continental Vessel, and that Michael Tarmy of the same Ship receive Thirty Six lashes on his bare back with a Cat of Nine tails as being a Boy and called out of his Bed—Sign'd for and in behalf of the Court—

John Barry Pres<sup>t</sup>

The Charecter of James Ledly Master of Arms, John Stewart, Masters mate, John Cammall Quarter master John Pemberton Armour & Michael Tarney all Belonging to the ship *Repulse* Peter Brewster Esq<sup>r</sup> Commander and found guilty of Desertion at a Court martial held on Board the Ship *Lyon* November 25<sup>th</sup>. 1777—

James Ledly has Behaved himself on board the ship *Repulse*, and Discharged his Duty on Every Occasion, he has since the time of his Entry been Intrusted to go in the boat, and particulary went as an Officer in the look out boat to watch the Enemy's motion where he might have Different opportunities, but always found him true and faithful till this last affair—

The said Ledly has an unblemished Charecter whilst in the Land Service as appears by a Charecter signed Colon<sup>l</sup> Alexander Hamilton.

From the General Character of M<sup>r</sup> James Ledly and from my own Observations on his Conduct for a considerable time past I have all Reason to Beleive him Discreet well Behaved man and a good Soldier, he has a good Deal of Practice in the Artillery and as he has Embarked early in the Service, and have Evidenced a Uni-

form Zeal and fidelity he Deserves all proper Encouragement from the Public Philad<sup>a</sup>. Feb<sup>ry</sup>. 10<sup>th</sup>. 1777—

a true Coppy

A. Hamillon.—

John Stewart has behaved himself during his time on board the *Repulse* all but the last Affair—

John Cammall has done the like—

John Pemberton has done the like

Peter Brustar

Copy, DLC, George Washington Papers, Series 4. Addressed: "To/The Hon'ble the Marine Committee/Yorktown To be forwarded by/the Navy Board." Docketed: "Copy/Letter from Cap<sup>t</sup> John Barry/Borden town Nov<sup>r</sup> 26. 1777/with proceeding of a court/Martial/read 5 Dec<sup>r</sup> 1777/referred to the Marine/Com<sup>ee</sup>."

# PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO PENNSYLVANIA NAVY BOARD

In Council

Gentlemen

Lancaster 26<sup>th</sup>. Novem<sup>r</sup> 1777.

In consequence of a Letter from one of your Board that the Fleet of this State stood in need of Rum & Cloathing;<sup>1</sup> Council has procured four Hhds of Whiskey, 180 P Shoes & 180 pair of Stockings which will be sent in two Waggons under the Care of M<sup>r</sup> Adam Kimmel

I am sorry to inform you that every kind of Cloathing is very scarce which is the reason Council has not been able to send you more by these Waggons—I will however collect other kinds of Cloathing and forward them as soon as possible—I am [&c.].

since writing the above I rec<sup>d</sup>. yours of 24<sup>th</sup>. with the disagreeable acco<sup>t</sup>. of the evacuating of Red Bank & destruction of part of our Fleet least they should fall into the enemies Hands whether this conduct is praise worthy time will discover

Df, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed at foot of page: "To the Members of the Penn<sup>a</sup>/State Navy Board." Docketed: "1777 Nov<sup>r</sup> 26<sup>th</sup>: to the/Members of the State Navy/board." Notation at top of letter: "Council to State Navy Board 1777."

1. William Bradford to Thomas Wharton, Jr., 16 Nov., above.

## MAJOR JOHN CLARK, JR., TO GEORGE WASHINGTON

[Extract]

Sir

M<sup>r</sup>. Lewis's 26<sup>th</sup>: Nov<sup>r</sup>: 1777 9 oClock P.M.

... this moment my Friend from Philadelphia came to me and informs me he left the City this Evening—previous to his departure he viewed the Wharfs & Streets none of which have any Cannon on, this Day upwards of thirty Sail of Transports came up the River, above one hundred now ly opposite the City—several of which have Troops on board, but had not landed—a considerable number of Horse were also on board—among the number were a 20, & an 18 Gun Frigate they ly a little below Market Street Wharf—The *Delaware* & a Galley called "*the Lady Washington*"<sup>1</sup> ly opposite Kensington; at which place there is two Batteries commanding the River—& one below the City near the old Fort—The Enemy busy unloading Transports at the Wharfs—Lord Cornwallis was expected to dine in the City to Day—'twas said Troops were landing at Gloucester Point—but did not see them. ... whether the Troops on board are those that went to Jersey or not is not certain off but believes

they are—Several of the Transports mount from three, to six pieces of Cannon on Dack, don't know of any Gun Boats—no Troops have crossed to Jersey. . . . I am [&c.]  
Jn<sup>o</sup>: Clark Jun<sup>r</sup>

L, DLC, George Washington Papers, Series 4. Twenty-eight lines of text of this letter including a postscript are not printed here. They relate additional intelligence regarding the activity of the British army. Addressed: "(On public service)/His Excellency/General Washington/at/Head-quarters/Express/permit the bearer to pass/Jn<sup>o</sup>: Clark ADC." Docketed: "26<sup>th</sup>: Nov<sup>r</sup>: 1777/from/Major Clark—."

1. Erroneously identified. This vessel was H.M. galley *Cornwallis*.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

Novem<sup>r</sup> 1777

Off Gloucester

Wednesd<sup>y</sup>: 26<sup>th</sup>

Off Gloucester

D<sup>o</sup> W<sup>r</sup>: [Mod<sup>t</sup>: & Cloudy] The Flat Boats emp<sup>d</sup> transporting  
Troops<sup>1</sup>

D, UklPR, Adm. 51/4385.

1. Lord Cornwallis's force. Between 17–19 Nov. elements of this force had embarked at Chester and landed at Billingsport.

MAJOR GENERAL NATHANAEL GREENE TO GEORGE WASHINGTON

[Extract]

D<sup>r</sup>: Sir

Haddonfield Nov<sup>r</sup>: 26<sup>th</sup>. 4. o'Clock P.M. 1777.

. . . the enemy have drawn themselves down upon the Peninsula of Gloucester—the Ships are drawn up to cover the troops—there is but one road that leads down to the point, on each side the ground is swampy, & full of thick underbrush, that it makes the approaches impracticable almost—these difficulties might have been surmounted, but we could reap no advantage from it—the Shipping being so posted as to cover the troops and this country is so intersected with creeks, that approaches are rendered extremely difficult, and retreats very dangerous.—I should not have halted the troops, but all the Gen<sup>l</sup>: Officers were against making an attack, the enemy being so securely situated.—and so effectually covered by their Shipping. . . .

. . . From the best observations I am able to make & from the best intelligence I can obtain it is uncertain whether any of the enemy have crossed the river, the boats are constantly going but I believe they are transporting stock—there is as many men in the returning boats, as there goes over.—By tomorrow it will be reduced to a certainty—I believe the enemy have removed the great Chiveaux de frize—there went up 60 Sail of Vessels this morning. If the obstructions are removed in the river it accounts for the enemies evacuating Carpenters & Province Islands as they are no longer necessary—the prisoners say the enemy are going into Winter quarters as soon as they get up the river. . . . I am [&c.]

Nath Greene

L, DLC, George Washington Papers, Series 4. Four paragraphs of this letter are not printed here. They discuss the disposition of troops under Greene's command and an attack upon the British forces on the Jersey shore by troops under Lafayette on 25 November. Addressed: "(On Public Service)/His Excellency General Washington/Head-Quarters/p<sup>r</sup>: Express—." Docketed: "26<sup>th</sup>: Novem<sup>r</sup>: 1777/from/Gen<sup>l</sup>: Greene." Notation on envelope: "Permit the Bearer to pass/[R.] Burnet [1:] A d Camp."

MASTER'S JOURNAL OF H.M.S. *SOMERSET*; CAPTAIN GEORGE OURRY

Remarks on board his Majestys Ship *Somerset* in the Delaware River Nov<sup>r</sup> Wednesday 26  
 [At] 10 AM Made the Sig<sup>l</sup> for All Captain to Hold A Court martial On the Offi-  
 cers of the *Augusta* & *Merlin* Sloop<sup>1</sup> Cold Frosty Wea<sup>r</sup> 4 PM the Court Martial  
 being Over hall<sup>d</sup> down the Sign<sup>l</sup> the Officers being All Hon<sup>ble</sup>. Acquited,

D, UKLPR, Adm. 52/2000.

1. See Court-Martial of Captain Francis Reynolds, R.N., and Court-Martial of Commander Samuel Reeve, R.N., 26 Nov., below.

## COURT-MARTIAL OF CAPTAIN FRANCIS REYNOLDS, R.N.

Minutes taken at a Court-Martial Held and Assembled on board His Majestys Ship  
*Somerset* off Billingsport in the River Delaware on the 26<sup>th</sup> of November 1777 To en-  
 quire into the Conduct of Captain Francis Reynolds and his Officers &c<sup>a</sup>. relative to  
 the Loss of His Majestys Ship *Augusta* in the Delaware on the 23<sup>d</sup> of October 1777.

The order for Tryal dated the 22<sup>d</sup> of Nov<sup>r</sup> 1777 was read The Court was duly  
 Sworn first, then the Judge Advocate agreeable to Act of Parliament.

The Court having ordered all persons intended to be produced as Evidences,  
 should withdraw, Captain Fra. Reynolds being called, deposed.

On the 22<sup>d</sup> of October 1777 the *Augusta* passed the lower Cheveaux de frize,  
 about 4 o'Clock that afternoon I perceived the Galleys to keep a very heavy fire on  
 the Eastern Shore, which I then conceived to be flanking a party of Hessians going  
 to assault Red Bank, some time after I was confirmed in this opinion by observing  
 Musquetry fired, on which I thought it my duty to comply with Lord Howes instruc-  
 tions in giving every Assistance to the Hessians: <sup>1</sup> I immediately hoisted the Topsails  
 and sent an Officer to each of the other Ships acquainting the Captains that my in-  
 tention was to go as near the upper Cheveaux de frize as possible, in order to draw  
 the fire of the Galleys from the Hessians, and I desired they would do the same, which  
 they complied with; in turning up, and just as we were about coming to an Anchor,  
 the Ship took the Ground; before we could get an Anchor out to heave her off, the  
 Flood tide was done; She lay perfectly quiet all night, during which time we were em-  
 ployed in getting out an Anchor, and got in the End of one of the Roebuck's Bower  
 Cable, to heave her off in the morning as soon as high Water; We also started all the  
 water in the ground Tier we could come at, and at high water we began to heave in  
 order to get the Ship off, but Unfortunately the wind being Northerly in the Night,  
 which had Chequed the Flood, we hove without any Effect, on which Lieutenant  
 Barker (one of the Agents) went down with orders to bring up some small Craft in  
 order to get her off the next Tide—soon after daylight the Rebel Galleys and Float-  
 ing Batterys began to fire on us, which we returned occasionally—about eleven  
 o'Clock, as I was on the Quarter deck with the Master & His Nephew M<sup>r</sup> Reid, I  
 thought I heard an odd Crackling kind of Noise, I sent M<sup>r</sup> Reid into the Cabin to see  
 what it was, he returned and told me, the Ship was on fire, I found the Sides, after-  
 part of the Ship, and above the Cabin all in flames, every means were then used to  
 put it out but without any Effect; The fire becoming more general, my attention was  
 then to save the people.

- Question from the Court. } Can you tell what was the occasion of the Fire?
- Answ<sup>d</sup> No.
- Quest<sup>n</sup> Are you satisfied with the Conduct of your Officers and Ships Company during the Fire?
- Answer Yes, I have nothing to lay to their Charge, as they used every means to extinguish it.
- Quest<sup>n</sup> Was the *Augusta* engaging when the Fire was discovered?
- Answ<sup>d</sup> Yes.
- Quest<sup>n</sup> Was it with her Weather Guns or Leeward ones?
- Answ<sup>d</sup> With the Weather Guns, the wind being fresh on the Beam.  
Lieutenant Edward Edwards Sworn.
- Quest<sup>n</sup> Inform the Court what is your opinion relative to the Fires breaking out in the *Augusta*?
- Answ<sup>d</sup> I do not know the occasion, being Quartered in the Waist, and the Fire being in the Cabin.
- Quest<sup>n</sup> Was every possible means used by the Captain, Officers and people to extinguish the Fire?
- Answ<sup>d</sup> Yes; for without the Assistance of Fire Engines, the Situation of the Fire was such, it could not be put out.
- Quest<sup>n</sup> Was the *Augusta* Engaged at the time of the Fires breaking out?
- Answ<sup>d</sup> Yes.
- Quest<sup>n</sup> Was it with her Weather Guns or Leeward ones?
- Answ<sup>d</sup> With her Weather Guns.  
M<sup>r</sup> Robert Reid the Master Sworn.
- Quest<sup>n</sup> Do you remember what time the *Augusta* took fire?
- Answ<sup>d</sup> About 11 o'Clock in the forenoon, on the 23<sup>d</sup>. of October 1777.
- Quest<sup>n</sup> Do you know by what means She took fire?
- Answ<sup>d</sup> I do not.
- Question Was every Means taken by the Captain, Officers and people to extinguish the Fire?
- Answ<sup>d</sup> Yes.
- Quest<sup>n</sup> Was you Engaging at the time the fire was discovered?
- Answ<sup>d</sup> Yes.
- Quest<sup>n</sup> Was it with her Weather Guns or Leeward ones?
- Answ<sup>d</sup> With her Weather Guns.
- Quest<sup>n</sup> Do you remember to have seen or heard the explosion of any Powder on the Decks of the *Augusta*, previous to, or at the time of the breaking out of the Fire?
- Answ<sup>d</sup> No.  
Lieutenant Hugh Broughton Sworn
- Quest<sup>n</sup> Do you remember what time the *Augusta* took fire?
- Answ<sup>d</sup> About 11 o'Clock in the forenoon on the 23<sup>d</sup>. October 1777.
- Quest<sup>n</sup> Do you know by what means She took fire?
- Answ<sup>d</sup> I do not.



Quest<sup>n</sup> Was every means taken by the Captain, Officers, and Ships Company to extinguish the Fire?

Answ<sup>d</sup> I believe there was.

Quest<sup>n</sup> Was the *Augustas* Engaging at the time the Fire was discovered?

Answ<sup>d</sup> Yes, we were

Quest<sup>n</sup> Was it with her Weather Guns or Leeward ones?

Answ<sup>d</sup> With her Weather Guns.

Quest<sup>n</sup> Do you remember to have seen or heard the explosion of any Powder on the Decks of the *Augusta*, previous to, or at the time of the breaking out of the Fire?

Answ<sup>d</sup> No.

Captain John Barclay of the *Mariner* Sworn.

Quest<sup>n</sup> Do you remember at what time the *Augusta* took Fire.

Answ<sup>d</sup> About 11 o'Clock in the forenoon on the 23<sup>d</sup> October 1777.

Quest<sup>n</sup> Do you know by what means She took Fire?

Answ<sup>d</sup> No.

Quest<sup>n</sup> Was every means taken by the Captain, Officers & people to extinguish the Fire?

Answ<sup>d</sup> I believe so, when I first saw it.

Quest<sup>n</sup> Was the *Augusta* Engaging at the time the fire was discovered?

Answ<sup>d</sup> Yes, She was, with her Weather Guns.

Quest<sup>n</sup> Do you remember to have seen or heard the explosion of any Powder on the *Augusta's* decks, previous to, or at the time of the breaking out of the Fire?

Answ<sup>d</sup> No.

Quest<sup>n</sup> Did you receive any orders from Captain Reynolds after the fire broke out?

Answ<sup>d</sup> Yes, to go on board the different Ships for Boats and Assistance to save the people, which orders I complied with.

M<sup>r</sup> John Reid Midshipman Sworn.

Quest<sup>n</sup> Do you remember at what time the *Augusta* took Fire?

Answ<sup>d</sup> About 11 o'Clock in the forenoon, as nigh as I can recollect, on the 23<sup>d</sup> October 1777.

Quest<sup>n</sup> Do you know by what means She took Fire?

Answ<sup>d</sup> I suppose by her Wads.

Quest<sup>n</sup> Was every means taken by the Captain, Officers, and People to extinguish the Fire?

Answ<sup>d</sup> Yes.

Quest<sup>n</sup> Was the *Augusta* engaging at the time the Fire was discovered?

Answ<sup>d</sup> Yes, we were Engaging with our Weather Guns.

Quest<sup>n</sup> Do you remember to have seen or heard the explosion of any Powder on the *Augusta's* decks previous to, or at the the time of the breaking out of the Fire?

Answ<sup>d</sup> No.

David Eaton Seaman Sworn.

Quest<sup>n</sup> Do you remember at what time the *Augusta* took Fire?

Answ<sup>d</sup> About 11 o'Clock in the forenoon on the 23<sup>d</sup> October 1777

Quest<sup>n</sup> Do you know by what means She took Fire?  
 Answ<sup>d</sup> No.  
 Quest<sup>n</sup> Was every means taken by the Captain, Officers and Ships Company  
 to extinguish the Fire?  
 Answ<sup>d</sup> Yes.  
 Quest<sup>n</sup> Was the *Augusta* Engaging at the time the Fire was discovered?  
 Answ<sup>d</sup> Yes.  
 Quest<sup>n</sup> Was it with her Weather Guns or Leeward ones?  
 Answ<sup>d</sup> With her Weather Guns  
 Quest<sup>n</sup> Do you remember to have seen or heard the explosion of any Powder  
 on the *Augusta's* Decks previous to, or at the breaking out of the Fire?  
 Answ<sup>d</sup> No.

M<sup>r</sup> John Harpur, Boatswain Sworn.

Quest<sup>n</sup> Do you remember at what time the *Augusta* Took Fire?  
 Answ<sup>d</sup> About 11 <sup>o</sup>Clock in the Forenoon on the 23<sup>d</sup> October 1777.  
 Quest<sup>n</sup> Do you know by what means She Took Fire?  
 Answ<sup>d</sup> No, I cannot tell.  
 Quest<sup>n</sup> Was Every means taken by the Captain, Officers and People to Extin-  
 guish the Fire?  
 Answ<sup>d</sup> Yes.  
 Quest<sup>n</sup> Was the *Augusta* Engaging at the time the Fire was discovered?  
 Answ<sup>d</sup> Yes.  
 Quest<sup>n</sup> Was She Engaging with her Weather Guns or Leeward ones?  
 Answ<sup>d</sup> With her Weather Guns.  
 Quest<sup>n</sup> Do you remember to have seen or heard the explosion of any Powder  
 on the *Augusta's* decks previous to, or at the time of the Fires breaking  
 out?  
 Answ<sup>d</sup> No?

Sam<sup>l</sup> Landon  
 appointed to be officiate  
 as Deputy Judge Advocate

At a Court-Martial Held and Assembled on board His Maj<sup>s</sup>. Ship *Somerset* off  
 Billingport in the River Delaware on the 26<sup>th</sup>. November 1777

Present

Captain Geo: Ourry President  
 Hon<sup>ble</sup> William Cornwallis  
 And<sup>w</sup> Snape Hammond  
 Philemon Pownoll  
 Sir James Wallace  
 Henry Bellew  
 Tyringham Howe  
 John Raynor  
 Henry Duncan

The Court in pursuance of an Order from the Viscount Howe Vice Admiral of  
 the White and Commander in Chief of His Majesty's Ships & Vessels in North Amer-  
 ica directed to Captain George Ourry of His Majestys Ship *Somerset* proceeded to en-  
 quire and examine into the Cause of the Loss of His Majestys Ship *Augusta* on the

23<sup>d</sup>. October 1777 in the River Delaware, and having heard Captain Francis Reynold's Narrative of the Transactions delivered and also heard the deposition of several of the Officers & Ships Company relative to the fact, we are unanimously of opinion that her loss was occasioned by accidentally taking fire in Action with the Rebel's armed Vessels, not by any Neglect, or bad dicipline in the Ship, and also that every possible means were used to extinguish it And We do therefore entirely acquit Captain Reynolds his Officers & Ships Company from having in any Respect failed in their Duty—And they are all hereby Acquitted accordingly.

Samuel Landon  
appointed to Officiate  
as Deputy Judge Advocate

Geo: Ourry:  
W. Cornwallis  
A. S. Hamond  
Phil Pownoll  
Ja<sup>s</sup>. Wallace  
Henry Bellew  
Tyr<sup>m</sup>. Howe  
J Raynor  
Henry Duncan

DS, UKLPR, Adm. 1/5308, 601–5.

1. Col. Carl Emil Kurt von Donop's assault on Fort Mercer.

#### COURT-MARTIAL OF COMMANDER SAMUEL REEVE, R.N.

Minutes taken at a Court-Martial Held and Assembled on board His Majestys Ship *Somerset* off Billingsport in the River Delaware on the 26<sup>th</sup>: of November 1777 to Enquire into the Conduct of Captain Samuel Reeve and His Officers &c<sup>a</sup> relative to the Loss of His Majesty's Sloop *Merlin* in the Delaware on the 23<sup>d</sup>. of October 1777.

The order for Tryal dated the 22<sup>d</sup>. of November 1777 was read The Court was duly Sworn first, then the Judge Advocate agreeable to Act of Parliement.

The Court having ordered all Persons intended to be produced as Evidences, should with draw,

Captain Samuel Reeve being called, deposed.

Question from the Court Give a Narrative relating to the Loss of the *Merlin* Sloop?

Answer On the 22<sup>d</sup>. of October 1777, by Lord Howe's orders signified to me by a note from Captain Curtis, I anchored just above the lower Cheveaux de frize, and weighed from thence by Captain Reynold's order, with directions to Anchor on his Starboard Quarter, the Ship then riding to the Flood, this movement was made without any Sail on the Ship; As I had just turned her head towards the Jersey Shore, in order to take the Station Assigned me, I perceived the *Augusta* and the other Ships to loose their Topsails, and having a little before that remarked the firing at Red Bank of Cannon and Musquetry; I went to Captain Reynolds for Instructions how to proceed, who told me that the movement of the Ships was occasioned in Consequence of the Fire aforementioned, and that He would have me assist in disturbing the Rebel Vessels in the movement which they were then mak-

ing; as soon as I returned on board the *Merlin*, I ordered the Topsails, Foresail, Jib, and Staysails to be set, by the wind upon the Larboard Tack, before this was quite Effected, we were ordered from the *Roebuck* to bear up, in order to prevent her coming on board us, as soon as it appeared to me, She was clear of us, I asked the Pilot if it was not necessary to go about, which he agreeing in, I ordered the Helm to be put aLee, the Jib and Foretopmast Staysail to be hauled down, and the Head Sails braced too, the *Roebuck* at that time having began to fire upon the Rebels, I directed the two Nine Pounders on the Forecastle to be prepared to Fire, as soon as the Ship came Head to Wind, and the other Guns to be brought into Use, as they should be found Serviceable, but finding the Ship did not come too, and there was two fathom water under the Main Channels, I directed them to Sound forward, and found the Ship was on the Ground, on which I sent the Lieutenant to Captain Reynolds to inform him of it, and ask assistance, And at the same time sent the Longboat with the Kedge Anchor to be laid out a Stern on a line where the Ship appeared to have come on the Ground, the Lieutenant returning from Captain Reynolds, told me he consented to let me have the Longboat & the Anchor in her, but his people were too much employed to man her, as our Small Anchor was then laid out and finding soon Afterwards the *Augusta* was also aground, I made no further application to Captain Reynolds, but went myself on board the *Liverpool* and *Pearle*, leaving directions to heave upon the Hawser already laid out, the only aid I could obtain, was the Longboat of the *Liverpool*, in which I sent out the *Merlin's* Stream Anchor of Nine hundred Weight, and hove upon it, but without Effect, the Kedge having been brought home before; in this Situation and the Tide falling, together with the Consideration of the *Augusta's* being aground, made me desist from any other Endeavours till the morning Tide,—on which, before high water I repeated my application to Captain Reynolds for Assistance, but I found him too deeply engaged about his own Ship to attend to it, on which I went on board the *Merlin* again, and hove upon the Stream Cable, till we brought the Anchor home, the wind having in the Night come to the Northward; I found the morning Tide not to rise so high by more than a foot, as the Evening before; Soon after daylight, the Rebel Vessels having advanced and fired upon our Ships, an Engagement continued between them, until near 11 °Clock, at which time The *Augusta* appeared to be on fire, on which occasion the Boats were all ordered to her Assistance—some time after the Signal was made on board the *Roebuck* for the other Ships to weigh, and about half an hour after 11 °Clock, I received by Lieutenant Applin of the *Roebuck*, an Order from Lord Howe to remove the people out of the *Merlin* and destroy her, which order was executed accordingly.

Question

What do you conceive to be Lord Howe's reason for ordering the *Merlin* to be burnt?

Answ<sup>d</sup> For avoiding the Consequences to be apprehended from the blast of the *Augusta*, as being on the ground She could not be withdrawn with the other Ships.

Quest<sup>n</sup>. Did you apprehend any danger of being aground in consequence of orders from the *Roebuck* to bear up, to prevent her falling on board you?

Answ<sup>d</sup> I did not, having no warning on that head from the Pilot, and it being near dark.

Lieutenant Richard Calcot Sworn.

Quest<sup>n</sup> By what accident did the *Merlin* get on ground on the 22<sup>d</sup>. of October 1777?

Answ<sup>d</sup> By her missing Stays, having bore away to avoid the *Roebuck*.

Quest<sup>n</sup> Was every method in your opinion taken to get her off, after She grounded?

Answ<sup>d</sup> Yes, & every method was taken, by Shoaring her up &c<sup>a</sup>. to prevent her being damaged whilst She lay on the Ground.

Quest<sup>n</sup> Did the Captain, Officers, and people do their utmost Endeavours, on that occasion?

Answ<sup>d</sup> Yes.

Question What do you conceive to have been the Admirals reason for ordering the *Merlin* to be destroyed?

Answ<sup>d</sup> To avoid the Explosion of the *Augusta*?

M<sup>r</sup>. Thomas Oldfield, Master Sworn

Quest<sup>n</sup> By what Accident did the *Merlin* get on ground on the 22<sup>d</sup>. of October 1777?

Answer By her Missing Stays.

Quest<sup>n</sup> Was every Method in your opinion taken to get her off, after She grounded.

Answer Yes.

Quest<sup>n</sup> Did the Captain, Officers, and people do their utmost Endeavours, on that occasion?

Answ<sup>d</sup> Yes.

Quest<sup>n</sup> What do you conceive to have been the Admiral's reason for ordering the *Merlin* to be destroyed?

Answer The Galleys coming so near her, and for fear of The *Augusta*'s blowing up.

Matthew Croell, Pilot Sworn

Quest<sup>n</sup> By what Accident did the *Merlin* get on ground on the 22<sup>d</sup>. of October 1777.

Answer By bearing up for the *Roebuck*, and being little wind, before She came too, in going about She took the Ground.

Question What was the reason you did not apprize Captain Reeve of the danger he was in of getting aground?

Answ<sup>d</sup> That the Bar was Shifted since I was there, and being almost dark, likewise a great deal of Smoke, And I did not conceive She was so nigh the Bar.

Quest<sup>n</sup> Had you a Man heaving the Lead at the Time?

Answ<sup>d</sup> Yes, we had three fathom water a minute before the Ship Struck.

Quest<sup>n</sup> After the Ship took the ground, was every means Used to get her off?  
 Answ<sup>d</sup> Yes, by carrying out Anchors, and every other Means tried as quick as possible.

Quest<sup>n</sup> from }  
 the Court to }  
 Capt<sup>n</sup>. Reeve }

How has the Pilot behaved on other occasions?

Answ<sup>d</sup> I have no Complaint to make against him.

Quest<sup>n</sup> How long had he been on board the Ship?

Answ<sup>d</sup> From the middle of May last, untill the time of her destruction.

Quest<sup>n</sup> Where was the *Merlin* Employed during the above Time?

Answ<sup>d</sup> Within, and Without the Capes of the Delaware.

Court Martial Held and Assembled on board His Majesty's Ship *Somerset* off Billingsport in the River Delaware on the 26<sup>th</sup>. Novem<sup>r</sup>. 1777.

Present

Captain George Ourry Presiden

Hon<sup>ble</sup>: William Cornwallis

And<sup>w</sup>: Snape Hamond

Philemon Pownoll

Sir James Wallace

Henry Bellew

Tyringham Howe

John Raynor

Henry Duncan

The Court in pursuance of an order from The Viscount Howe Vice Admiral of the White and Commander in Chief of His Majesty's Ships & Vessels in North America directed to Captain George Ourry of His Majesty's Ship *Somerset* proceeded to enquire and examine into the Cause of the Loss of His Majesty's Sloop *Merlin* on 23rd of October 1777 in the River Delaware and having heard Captain Samuel Reeve's Narrative of the Transactions and also heard the deposition of the Officers relative to Fact, are Unanimously of opinion, that the Sloop took Ground in endeavoring to get into Action with the Rebel Armed Vessels, by the Shoal having Shifted farther out than the Pilot was acquainted with that every proper means were Used to get her off [*torn*] the Cause of her being destroyed was by order [*torn*] Admiral to avoid the consequences to be apprehended from the blowing up of the *Augusta*; And We do therefore acquit Captain Samuel Reeve, his Officers & Ships Company from having in any respect failed of their Duty, And they are hereby acquitted Accordingly

Sam<sup>l</sup> Landon  
 appointed to officiate  
 [as] Deputy Judge  
 Advocate

Geo: Ourry:  
 W. Cornwallis  
 A S Hamond  
 Phil Pownoll  
 Ja<sup>s</sup>. Wallace  
 Henry Bellew  
 Tyr<sup>m</sup>: Howe  
 J Raynor  
 Henry Duncan

JOHN STERETT TO MORDECAI GIST

[Extract]

Dear Colonel,

Baltimore Nov 26, 1777

... Captain Booker has gotten safe out I wish you success with this briggs I think it a good risque. John McClure informed me that he had wrote you fully about her.<sup>1</sup> You have been unlucky in the *Harlequin* concern, that is the Schooner *Harlequin* Sloops *General Marier* [*Mercer*] & *Black Jo[k]e* (Take care how you deal in *Black Joke*)—All arrived and not one prize except a small Brigg loaded with fish belonging to the *General Mercer* of little value there will be considerable sum of money lost by these vessels. But to make up for your bad luck in these vessels the boats you are concerned in with W. Hammond arrived and Jam informed me have made great voyages But of this I make no doubt you have had a particular account. ...

Jno Sterrett

Transcript, MdAA, Gist Papers, Box 1717–1802, Folder 20. Addressed below close: “To/Col Mordecai Gist/Camp N.Y.”

1. See John McLure to Mordecai Gist, 18 Oct. 1777, above.

ACCOUNTS OF THE MARYLAND NAVY SHIP DEFENCE

An Acco<sup>t</sup> of Cash paid and to be paid to the *Defences* Company on Account of Short Allowence of Whiskey as appears from the Stewards Books—Viz

1777

Nov	4 <sup>th</sup>	From this day to the 9 <sup>th</sup> is 5 days 74 Men on board . . Say 370 Men at a half pint pr day	
		Each Man is 23 Gallons . . 1 pt at 18/pr Gall . . .	£20 .. 6 .. 0
	26	From this day to the 10 decemb is 13 days 55 Men on board Say 615½ pints is 38 Gall . . 1 Qt . . 1 pt. . at 18/	34 .. 10 .. 6
		From the 10 <sup>th</sup> decemb to the 28 <sup>th</sup> . . 45 Men on board	
		18 days is 810 half pints is 50 Gall . . 2 Qt . . 1 pt . . at 18/	45 .. 11 .. 0
			£100 .. 7 .. 6
		Detuct for 1½ Gallons Rum Given them at 38/ 0 .. 19 .. 0	} 9 .. 7 .. 9
		and 7 Gall & 2 Quarts whiskey Bo <sup>t</sup> for them	
		@ 22/6 . . . 8 . . 8 . . 9	
			£90 .. 19 .. 9

Errors Excepted Nathaniel Bond

DS, MdAA, Series D, Revolutionary War Papers, 19970–02–1b–37.

CAPTAIN ROBERT FANSHAWE, R.N., TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

By Captain Robert Fanshawe Commander of His Majesty's Ship the *Carysfort*.

As soon as the *Perseus* is ready you are to proceed in her to cruize off Charles Town, Sth. Carolina, where in ten days at farthest you may expect to meet His Majesty's Ship the *Lizard* (according to my order to Captain Mackenzie, a copy of which you herewith receive).

You are there to employ the *Perseus* and *Lizard* in cruizing on the coasts of the Carolinas in order to intercept any supplies carrying into the ports of those Provinces, to prevent any trade and communication with the rebellious inhabitants thereof, and to take or destroy any armed vessels provided by them, by every means in your power.

Charles Town being the place of greatest resort of foreigners bringing supplies to the Rebels in the southern Colonies you are to give your chief attention to that port, and so to direct that one ship, at least, may be off it once in five days at furthest.

As soon as the *Carysfort's* water and provisions are complete I will proceed in her to join you. If in the mean time you should find yourself encumbered with a number of prisoners, you may exchange them, as you may be able, for British captives of equal rank, except foreign officers, or His Majesty's European subjects, serving the Rebels, whom you are not to exchange.

Given [&c.] off Augustine the 26th Day of November, 1777.

P.S.—Since writing the above Order I have received intelligence from His Excellency Governor Tonyn of several vessels being seen to sail from Tybee and Sunbury in Georgia, laden with rice, indigo and tobacco, under convoy of an American sloop mounting twelve four-pounders, as mentioned in the account given to you, but as your joining the *Lizard* seems to me of material consequence, you will be pleased to make that your first object, and you will afterwards take such steps as you may judge proper respecting these vessels from Georgia, but so as that one frigate at least may be off Charles Town as above directed.

Rob. Fanshawe.

*The Keith Papers; Selected from the Letters and Papers of Admiral Viscount Keith*, edited by W. G. Perrin and Christopher Lloyd, 3 vols. (London: Navy Records Society, 1927–55), 1: 75–76.

#### THOMAS SHIRLEY TO LORD GEORGE GERMAIN

My Lord,

Dominica 26<sup>th</sup>. November 1777—

I have had the honor to receive your Lordships dispatch N<sup>o</sup>. 9<sup>1</sup> and beg leave in answer to inclose to your Lordship the correspondence which has pass'd between the Marquis De Bouillé and myself since his arrival to take upon him the Command at Martinique,<sup>2</sup> by which it will appear to your Lordship that the same conduct has been pursued by him which was begun by his predecessor the Count D'argout, who was removed to the Government of St<sup>e</sup> Domingo a much more honorable as well as profitable Government. in short my Lord it is my Duty to assure your Lordship that notwithstanding all their promises the same practice of allowing the Rebels to bring their prizes into their Ports and selling them publickly as well as suffering them to fit out and Arm in their Ports is continued to as great a degree as ever and your Lordship will observe in the French Governors letter to me upon that head he only says he has ordered a Number of Piratical Corsairs fitted out and Armed by the French themselves to be disarmed and their people put in Prison—

I must beg leave likewise to observe to your Lordship that the charge he has made against this Island with respect to the Congress Commissions being fabricated



here and Sold at Martinique is groundless and founded upon no probability but only done for a political purpose and that the sentiments express'd of it in the gazette which I beg leave to inclose are the sentiments of every body here tho' it was thought advisable in Council to issue the inclosed Proclamation publishing our attachment to His Majestys Government and utter detestation of such Rebellious practices.<sup>3</sup> I have the honor to be [&c.]

Tho<sup>s</sup>. Shirley.

L, UKLPR, C.O. 71/7, 7–8. Addressed below close: "The Rigt<sup>h</sup>. Hon<sup>ble</sup>. / Lord George Germain / His Majestys principal / Secretary of State for the / Colonies / Whitehall—." Endorsed: "Copy sent to Lord Weymouth." Docketed: "Dominica 26<sup>th</sup> Nov<sup>r</sup>: 1777 / Governor Shirley / R 10<sup>th</sup> Feby 1778. / (7 Inclosures.) / Entd."

1. Lord George Germain to Thomas Shirley, 9 Aug. 1777, *ibid.*, 71/6, 146–48.

2. See above, Thomas Shirley to Marquis de Bouillé, 17 Oct. 1777, 9 Nov. 1777; and de Bouillé to Shirley, 19 Oct. 1777.

3. On 12 Nov. *The Freeman's Journal or the Dominica Gazette* published a letter from "Veritas," who suggested that the Marquis de Bouillé made the allegation to deflect attention from his own support of American privateers. "Veritas" contended that Governor Shirley's proclamation, which offered a reward for information about anyone printing false commissions, was ill-advised and merely substantiated de Bouillé's false accusations. See *The Freeman's Journal or the Dominica Gazette*, 12 Nov. 1777; and above, Proclamation of Thomas Shirley, 7 Nov. 1777.

## November 27

COMMANDER THOMAS LENOX FREDERICK, R.N., TO THE EARL OF SANDWICH

*Spy* sloop, St John's, Newfoundland,

November 27th 1777.

My Lord,—

Having found myself under the necessity of deviating from the orders left by Admiral Montagu at his departure from hence, I take the liberty of laying before you my reasons for so doing and hope they will meet with your approbation. I flatter myself, as I have acted with a view in every respect to the advantage of the service, I shall stand justified in your Lordship's opinion.

When Admiral Montagu sailed for England he left orders here that the *Active* frigate should winter in this harbour, the *Spy* sloop at Placentia, and the *Hinchingbrook* sloop at Trinity, besides the armed vessels in the different ports along the shore; since which we have heard the news of the unfortunate event that has happened to General Burgoyne's army, which renders an attack on this island in the spring of the year much more probable than when Admiral Montagu left it, especially as the force intended for the protection of the island during the winter season is much weakened by the *Active's* being blown off the coast, which I make no doubt the rebels will have an account of as it is more than probable that some one or other of the number of vessels that will sail from hence this fall may be taken by them, as neither the *Vestal*<sup>1</sup> or *Pegasus*<sup>2</sup> who were to have convoyed the latter trade have arrived here; and of consequence I am become the senior officer on this station. From the alteration in the appearance of affairs in this island since Admiral Montagu left it, Captain Pringle,<sup>3</sup> the commanding officer in the fort, has thought proper to represent to me that the fort at the entrance of the harbour was so far finished as to be capable of making a very good defence, provided there were men enough to man the guns; at the same time requesting me not to leave the harbour, as a naval force was absolutely requisite

and the seamen would be of infinite service in the defence of the place should it be attempted, and in all probability, should the rebels meditate an attack on the island, they would direct it against the harbour as it is the most considerable and where the greatest property is. This request induced me to open the orders Admiral Montagu left for Captain Williams<sup>4</sup> to regulate his conduct by during the winter if he had arrived. The Admiral's having therein given Captain Williams directions to call all the squadron together in case he should see occasion so to do has determined me to winter in this harbour as well as to give Captain Brudenell<sup>5</sup> in the *Hinchingbrook* orders also to remain here, that we may be enabled to give every assistance in case the rebels should make an attempt against this place; for by dividing ourselves and wintering in different harbours in a country like this, where it is not possible during the winter season to convey intelligence by land, we might fall an easy prey to a force that would not dare to look at us were we together, besides leaving the principal and most material place in the island unprotected and where there is a large quantity of military stores and provisions. From these reasons I have formed my conduct, and make no doubt but that your Lordship will approve of what I have done. Since I came to the above determination I have received a petition from the principal merchants in this harbour, praying that I would give them a convoy for their ships bound to Europe, as the two ships appointed by Admiral Montagu for that purpose were not arrived and there is the greatest reason to suppose they are blown off the coast. I gave them for answer that I did not imagine I had authority or could with the least propriety lessen the force remaining for the protection of the island, and therefore did not choose to send either of the ships away. They then sent me a second petition, setting forth the great value of their fleet bound to Europe and the loss the trade would sustain should their ships be taken. I again referred them to my first answer, since which I am informed they intend to apply to the Lords Commissioners of the Admiralty for an enquiry into my conduct in this matter, being much dissatisfied with my answers to their petitions. Should they put their intentions into execution, I hope and flatter myself that I shall meet with a friend in your Lordship, to whom I already stand bound for many favours.

I did myself the honour of writing to your Lordship last spring to return you my sincere thanks for the promotion you was so obliging as to bestow upon me. I ever shall retain a proper sense of your Lordship's kindness and am [etc.],

Tho<sup>s</sup> Lenox Frederick.

*The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty 1777–1782*, edited by G. R. Barnes and J. H. Owen, 4 vols. ([London]: Navy Records Society, 1932–38), I: 194–97.

1. H.M.S. *Vestal*, 20 guns, "Lost about the 31st October 1777." Admiralty Progress Books, Admiralty Library, London.

2. H.M. sloop *Pegasus*, 14 guns, "Lost about the 31st October 1777." Ibid.

3. Capt. John Pringle, British Army.

4. Capt. William Williams, commanding H.M. frigate *Active*.

5. Comdr. John Brudenell, commanding H.M. sloop *Hinchinbrook*, 18 guns.

#### JOURNAL OF COLONEL JOHN ALLAN

[Machias] Thursday Nov<sup>r</sup> 27, 1777 . . . . The *Congress*, Capt Martin sailed on a cruise. A committee was chosen and sent to examine into the accounts of the *Meresheete* lately commanded by Joshua Wing.<sup>1</sup>

Frederic Kidder, *Military Operations in Eastern Maine and Nova Scotia During the Revolution, Chiefly Compiled from the Journals and Letters of Colonel John Allen, with Notes and a Memoir of Col. John Allen* (Albany: Joel Munsell, 1867), 153–54.

1. The committee submitted their report the following day.

#### ACT OF NEW HAMPSHIRE GENERAL COURT CONCERNING PRIVATEERING

State of                                      In the Year of our Lord One Thousand Seven Hundred  
New Hampshire                      and Seventy Seven.

L.S.                      An Act for repealing a certain Clause in an Act intituled “An Act for encouraging the fixing out of armed vessels to defend the Sea Coast of America and to cruise on the Enemies of the United Colonies; As also for erecting a Court to try & condemn all Ships & other vessels, their tackle, apparel & furniture, and all Goods, Wares & Merchandizes belonging to any Inhabitant or Inhabitants of Great Britain taken on the high Seas.—

Whereas the Clause before referred to in the words following viz<sup>t</sup> “And be it enacted by the Authority aforesaid, that when Merchant Ship or Vessel shall be taken by virtue of any Resolve aforesaid, the Wages of Seamen & Mariners who shall be taken on board, the same shall be paid out of the proceeds of the prize up to the time of Condemnation” if continued in force may have a tendency to discourage the fixing out of armed Vessels for the purposes in the Act aforesaid mentioned.—

Be it therefore Enacted by the Council & House of Representatives in General Court assembled and by that Authority of the same, that the Clause in the Act aforesaid & herein before recited be, & hereby is repealed & made null and void.—

State of                      In the House of Representatives Nov<sup>r</sup> 27<sup>th</sup> 1777—  
New Hampshire      This Bill having been read a third time, voted that it pass to be Enacted.  
Sent up for Concurrence— John Langdon Speaker  
In Council Nov<sup>r</sup> 27<sup>th</sup> 1777—The foregoing Act having been read three times, Voted that the same be Enacted.—

M. Weare Pres<sup>t</sup>

A true Copy                      Attest Joseph Pearson Dep. Sec<sup>y</sup>

Copy, DNA, PCC, item 44, 259 (M247, roll 58).

#### MASSACHUSETTS BOARD OF WAR TO EMMANUEL DE PLIARNE

[Extract]

Monsieur Pliarne <sup>1</sup>

Sir

War Office Boston Nov<sup>r</sup> 27<sup>th</sup> 1777

... All the goods shipped us by the *Penet* the *Freedom* the *Tyrannicide* the *Massachusetts* the *Nantz* and the Sloop *reprizal* amot<sup>s</sup> to only 363. Livres 202.<sup>s</sup> 6.<sup>d</sup> and these we imagine at a moderate Calculation the *Duc de Chartres* & Cargo the *Bunker Hill* & D<sup>o</sup> the *Versailles* & D<sup>o</sup> the *Gen<sup>t</sup> Lincoln* & D<sup>o</sup> the Cargoes of the *Penet*, *Reprizal* & *Nantz* with the proceeds of the Cargo of the Brig *Speedwell* via Amsterdam to say nothing of the Certificates and other advances will abundantly replace—

On the contrary we feel ourselves uneasy that the *Tyrannicide* brought from Bourdeaux some Articles not ordered, others tho' of our denomination not of a good quality particular the Fire Arms which are old & neither fit for Service or Parade

Many of the Blankets wrote for were Coarse Coverlids, And the Brig *Nantz* & Sloop *reprizal* were neither full or laden, and thus we find ourselves amazingly deficient in Cloathing as we have precluded any importations from other Houses

Were this a disappointment in trade a ruin of private speculation we should feel it less, but as the publick are greatly injured we are sensibly affected by the neglect. . . .

We have again began the remittances to your House the Lumber ships and other speculation will soon go forward & hope every future Ground of uneasiness will be removed—We salute you kindly and are with Regard & Esteem [&c.]

By order the Board

John Browne Pres<sup>d</sup>. P Tempore—

P,S, Our next shall hand you Account the Cost & Charges of the Ship *Pliarne*<sup>2</sup>

LB, M-Ar, Mass. Archives Collection, vol. 151 (Massachusetts Board of War Letters), 138–41.

1. Pliarne was temporarily residing at York, Pa.

2. Massachusetts State trading ship *Pliarne* was captured by H.M.S. *Brune* on 14 Sept. off Charleston, S. C. NDAR 9: 927.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Nov<sup>r</sup>: 27<sup>th</sup> 1777

Order'd, That the Commissary Gen<sup>l</sup> deliver Cap<sup>t</sup> Chapman<sup>1</sup> as much Tallow as he thinks necessary for the use of the Brig<sup>t</sup> *Nantz*. . . .

Order'd, That the Com<sup>y</sup> Gen<sup>l</sup> deliver Nehem<sup>h</sup>. Ingersoll 1210 Rations (for himself & Men belonging to *Lincoln* Galley) agreeable to the Establishment from August 16<sup>th</sup>. 1776, to October 20<sup>th</sup>. 1777.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 102–3.

1. Capt. Joseph Chapman.

#### LIST OF PRIZES TAKEN BY MASSACHUSETTS PRIVATEER BRIGANTINE *CIVIL USAGE*

Boston, November 27.

Tuesday last arrived into Newbury-Port, after a very successful cruize, the privateer brig *Civil Usage*, commanded by Capt. Andrew Giddings.

Account of vessels taken by Capt. Giddings.

Brig *Betsey*, Benjamin Bidgwood, master, from Tinmouth, bound to Ireland.<sup>1</sup> Brig *Prince George*, Henry Buese, master, from Bristol, bound to Madeira.<sup>2</sup> Brig *Rebecca and Mary*, Joseph Holt, master, from London, bound to Limerick in Ireland.<sup>3</sup> Letter of Marque ship, *Emperor of Germany*, John Richards, commander, from Bristol, bound to Dominico and Jamaica.<sup>4</sup> Brig *Juno*, Joseph Barnes, master, from Newfoundland, bound to Poole.<sup>5</sup> Brig *Philip*, Alexander Crockett, master, from Naples, bound to London.<sup>6</sup> Brig *Le Fortune*, Capt. Berrade, from London, bound to Cadiz.<sup>7</sup> Ship *Dover*, Capt. John Wassbey, from Oporto, bound to London.<sup>8</sup> Brig *Betsey*, Capt. John Gimbles, from Newfoundland, bound to Leghorn. Brig *Expedition*, George

*Maryland Journal* (Baltimore): 30 Dec. 1777.

1. See *NDAR* 9: 519. Brigantine *Betsey* was libelled on 4 Dec. in the Massachusetts Maritime Court, Middle District, for trial at Salem on 23 Dec. See below.
2. See *NDAR* 9: 519.
3. Ibid. Brigantine *Rebecca and Mary* was libelled on 18 Sept. in the Massachusetts Maritime Court, Middle District, for trial at Salem on 7 Oct. See above.
4. See *NDAR* 9: 536.
5. See *NDAR* 9: 602–3. Brigantine *Junow* was libelled on 4 Dec. in the Massachusetts Maritime Court, Middle District, for trial at Salem on 23 Dec. See below.
6. See *NDAR* 9: 576. Brigantine *Philip* was libelled on 4 Dec. in the Massachusetts Maritime Court, Middle District, for trial at Salem on 23 Dec. See below.
7. See *NDAR* 9: 667. Brigantine *Le Fortune* was libelled on 6 Nov. in the Massachusetts Maritime Court, Middle District, for trial at Boston on 27 Nov. See above.
8. See *NDAR* 9: 667.
9. Recaptured by British letter of marque *Blenheim*. See *The Loyal American Gazette* (New York), 11 Dec. 1777, below.
10. Recaptured by H.M.S. *Milford* on 17 Nov. See Master's Log of H.M.S. *Milford*, 17 Nov. 1777, above.

Nov 77	at single Anchor abreast Gloucester town
Thursday 27	D° a little above Gloucester town

Little wind & Cloudy W<sup>c</sup> ½ past 12 embarkd the Troops from the Jersey to the pensylvania Shore<sup>1</sup> immediately after the Rebels began to fire musquetry from the Woods on which we began to fire upon them

D, UKLPR, Adm. 51/1100.

1. Lord Cornwallis's force. Between 17–19 Nov. elements of this force had embarked at Chester and landed at Billingsport.

Novem<sup>r</sup> 1777                      Off Gloucester

Thursd<sup>y</sup> 27<sup>th</sup> AM the *Vigilant Zebra* & us haul'd in our proper Stations to cover the Retreat of our Troops.<sup>1</sup>

Off Gloucester

D<sup>o</sup> W<sup>r</sup> [Mod<sup>t</sup>. & Cloudy] At 2 PM Began to fire p<sup>r</sup> Sig<sup>l</sup>. at the Rebels who attack'd our Rear Guard as did the *Vigilant*, *Zebra* & *Cornwallis* Galley fir'd 5 Rounds, Weigh'd & run over to the Point & Anch<sup>d</sup>. in 6 f<sup>m</sup>.

D, UKLPR, Adm. 51/4385.

1. Lord Cornwallis's force. Between 17–19 Nov. elements of this force had embarked at Chester and landed at Billingsport.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD  
OF THE MIDDLE DEPARTMENT

The Commissioners of the Navy Board  
of the Middle Department

Gentlemen

[York] November 27th 1777

This moment we have received yours of the 24th instant informing us of the destruction of our small fleet down the Delaware. As we cannot immediately determine what directions to give you respecting the seamen belonging to the Vessels we think they may be employed for some time on board the Gallies<sup>1</sup> until some other way can be pointed out. We would have you by all means keep them together in good humour and in Action until you hear further from us on this subject We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 115 (M332, roll no. 6).

1. Pennsylvania Navy galleys.

JOURNAL OF H.M. SLOOP *HORNET*, COMMANDER ROBERT HASWELL

Novem<sup>r</sup> 1777

C. Maize NW  $\frac{1}{2}$  W.

Thursday 27

C. Nichola ENE  $\frac{1}{2}$  E<sup>t</sup>

at 2 AM TK. at 5 saw a Sail, at 5½ spoke a Ship from C. François, & saw 2 Sail N W. at 6½ spoke the *Winchelsea*. at 11 made Sail

C. Nichola SW. 7' or 8' [Leagues]

D<sup>o</sup>. W<sup>r</sup> [Mod<sup>t</sup> & Cloudy] at 2 PM. Chas'd a Sail SE. TK. with the *Winchelsea*. at 3 Chase anchor'd close under the Land, The Chase (a Sloop) weigh'd & anchor'd farther to leeward and nearer in. at 4 the Mole point SWbW  $\frac{1}{2}$  W. TK. & spoke a Schooner, after firing a Shot at her, from Charlestown to Jamaica last from the Cape. TK. & stood to the *Winchelsea*, the people on shore fir'd on the *Winchelsea*'s boat several times. at 6 saw the Sloop on fire, at 8 made sail.<sup>1</sup>

D, UKLPR, Adm. 51/459.

1. See below, Journal of H.M.S. *Winchelsea*, 28 Nov. 1777.

COMTE D'ARGOUT TO VICE ADMIRAL CLARK GAYTON

Sir,

S<sup>c</sup> Domingue—Cape 27<sup>th</sup>: Nov<sup>r</sup>: 1777

I have the Honor to acquaint your Excellency that I have dispatched the Schooner *Desire* Capt<sup>n</sup>. Setton, belonging to Mons<sup>r</sup> Roux & Company of this Town with the Effects which were plundered from some of His Britannic Majesty's Subjects by a privateer commanded by one Heguy.<sup>1</sup> I send also by this dispatch a List of the Effects sent on board the Schooner & signed by Mons<sup>r</sup> Roux the Merch<sup>t</sup> after the Examination I have made in this Matter there are many of the Things wanting, but I assure your Excellency that the plunderers shall be detained till they have made up the deficiency therefore I desire your Excellency will send back by the Captain of the Schooner, a List, attested by the proprietors of what is wanting, as well as a Receipt of those things

which shall be delivered to You by the said Captain. For to renew my Complaints in my Letter of the 22<sup>d</sup> of this Month, in case y<sup>e</sup> Vessel who brings this shall arrive before the one I wrote by M<sup>r</sup> Hamilton who sailed the 25<sup>th</sup>. for Jamaica I send You a duplicate of the declaration made before the Admiralty by Mons<sup>r</sup> Gaspard Poitvin Capt<sup>n</sup> of the polacco, *Providence*, belonging to Sette in Languedoc & Mons<sup>r</sup> Nougier super-cargo on board the said polacco, the two deponents assert that they were actually bound for Sette, that they had no contraband Goods on board, consequently their Cargo Vessel and all their Effects have been unjustly declared a good prize by the Court of Admiralty at Jamaica.<sup>2</sup> I earnestly intreat your Excellency to answer me most particularly on this head, that I may on my part give a final Answer to these complainants and also give an Account of it to the Court of my Master, I also take this opportunity to acquaint your Excellency that I am very well informed three of Your English Vessels cruize not only upon our Coast but under French Colours, in consequence of which I am indispensably bound to send some Frigate to take them. I have the honor to assure your Excellency that I do every thing on my part to maintain the peace between the Two Crowns, I see with regret it is not the same on yours, because I have complaints made every Day, however I shou'd imagine these transactions were unknown to You but they might be remedied by making an exemplary punishment of those who shall disobey your Orders. I have the honor to be [&c.]

Dargout

For the better security of the Effects sent on board the Schooner, Mons<sup>r</sup> Rivierre of M<sup>r</sup> Roux has gone to Jamaica, the proprietors of Effects may entrust him as he is in an honest Man"

A True Copy

Clark Gayton

Copy, UKLPR, Adm. 1/240, 478–79. Docketed: "(Copy)/27<sup>th</sup>: Nov<sup>r</sup>: 1777./The Governor of Hispan/iolas Letter to Adm<sup>l</sup>/Gayton/(N<sup>o</sup>: 3):" Docketed in another hand: "In Adm<sup>l</sup> Gayton's Letter/of the 27<sup>th</sup> Dec<sup>r</sup>: 1777."

1. For the seizure of the sloop *Le Tonnelier* by the privateer sloop *Fanny*, Capt. Hegue, see NDAR 9: 826–27, 971–72.

2. *La Providence* was captured on 18 Aug. by H.M.S. *Winchelsea*, Capt. Nathaniel Bateman. See NDAR 9: 766–67.

#### WILLIAM BINGHAM TO JOHN LANGDON

[Extract]

John Langdon Esq:

Sir,

Saint Pierre, Martinique, Novem: 27, 1777.

Herewith You will please to find Duplicate of my Respects of the 26<sup>th</sup> Ult<sup>o</sup>, & Cap-tain Collins, with Bill of Lading for sending Military Stores shipped by him, on board the Sloop *Washington*, on Account of the United States of America. I have since heard that the *Washington* has been taken by an English Cruizer & carried into Tortola, but, as I have had no confirmation of it, I hope the Report was without Foundation. . . . This will be handed to you by Capt: Palmer, who, since he left the *Betsy* Frigate, has employed his Time to the best of purposes, in Cruizing against the Enemies of his Country.—

Spars of all sizes are in great demand here, & would bring almost any Price; they are absolutely the best Article that can be shipped from the Northern States to these Islands. If a War should break out between England & France, which at present is much talked of, & from Appearances I believe cannot be far distant, a Speculation of that kind would yield an excellent Profit. Flax-Seed is also an exceeding good Article for the European Market. If it was not for the advanced Season of the Year I would propose taking a joint Concern with you in a Vessel, & have her loaded with that Article, & dispatch her to Europe, where it is very scarce, & in great demand, but she could not possibly arrive there Time Enough to get the first of the Market, or make enough to repay us for the Risque of such a Voyage.—

I have now shipped the Remainder of the Gun carriages belonging to the Field Pieces which I ship by Captain Collins, on board the Brig<sup>a</sup> *Irish Gimblet*, John Lamb Commander bound to the State of Connecticut. They go with the rest of the Cargo to the Address of Nathaniel Shaw Jun Esquire, Continental Agent for that State. I have desired Mr Shaw to acquaint you of their Arrival as soon as they come to Land.<sup>1</sup>—I am [&c.]

W<sup>m</sup> Bingham

L, Private Collection, J. G. M. Stone, Annapolis, Md., 1959. Addressed: "John Langdon, Esquire,/Continental Agent for the State of/New Hampshire,/Portsmouth." Docketed: "Nov 17 [27] 1777/William Bingham/Letter." Because the last page was torn along the edge, this document was collated with a duplicate copy sent by Bingham to Langdon, also part of the Stone Collection. One paragraph of this document, concerning an earlier letter written by Langdon that was intercepted by the British, is not printed.

1. See above, William Bingham to Nathaniel Shaw, Jr., 20 Nov. 1777.

## November 28

### MASSACHUSETTS COUNCIL TO GOVERNOR NICHOLAS COOKE

State of Massachusetts Bay—

Sir,

Council Chamber Boston Nov<sup>r</sup>: 28<sup>th</sup>. 1777—

A great Number of Men, between three and four Hundred that belonged to the Frigates *Hancock* and *Boston*, and to some other Armed Vessels that Sailed out of this State, are Prisoners of War at Halifax, it is highly Probable some of them were Inhabitants of the State of Rhode Island as well as of this State; Sir George Collier has lately Signified that he is Willing to Exchange them for a Number of their Men Prisoners among us, We find we have not near a Sufficient Number with us to Redeem those at Halifax, we have been Informed that You have in your State a Considerable number of their Men lately taken in the *Syrene*,<sup>1</sup> we therefore Request that You would inform us whether You can spare us a Number of their Men for this Purpose, and if You can how many & whether they can be sent to Boston in order to be sent to Halifax to make the Exchange, Please to favour us with an Answer as soon as Possible.— In the Name and Behalf of the Council I am [&c.]

Jer: Powell Presid<sup>t</sup>

L, R-Ar, Letters to the Governor (1777–1778), vol. 11, 88. Addressed: "(On Public Service)/His Excellency Nicholas Cooke Esquire/Governor of the State Rhode Island &c/Providence." Docketed: "Jer. Powell Esq/Nov<sup>r</sup>: 28<sup>th</sup>: 1777."

1. The number of officers and crew of H.M.S. *Syren* amounted to 136, of which 69 had already been exchanged.



## ORDER OF THE MASSACHUSETTS COUNCIL TO THE MASSACHUSETTS COMMISSARY OF PRISONERS

State of Massachusetts Bay

Council Chamber [*Boston*] Nov<sup>r</sup> 28. 1777

Whereas it has been Represented to this Board that the Officers of the *Fox* Frigate now Prisoners on board the Prison-ship are very desirous of obtaining leave from the Council for some of them to come on shore to discharge some debts which they have Contracted during their Confinement <sup>1</sup>

Therefore Ordered that the Commissary of Prisoners be & he hereby is directed to permit Such of the Officers of the *Fox* Frigate now prisoners on board the Prison ship to come on shore to discharge the debts that may be due from them; and shall request liberty of him to come on shore for the purpose aforesaid. The said Commissary is also hereby directed not to permit them to come on Shore unless he first commits The Charge of them to some person on whose fidelity he can rely.

D, M-Ar, Mass. Archives Collection, vol. 168 (Council Papers), 51.

1. A note from the *Fox*'s officers to the council, dated "*Kingston* prison ship," 29 Nov. 1777, states: "The Naval Officers on b<sup>d</sup> the *Kingston* Prison Ship, understand by a Lre from S<sup>r</sup> George Collier, they are to be exchanged for the *Hancock*'s Officers; Having contracted some Debts on Shore, They beg the Honourable Council of Massachusetts Bay, would permit some of them to go on Shore to Settle their Accounts." Ibid., 52.

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Nov<sup>r</sup> 28<sup>th</sup>. 1777—Order'd, That the Commissary General deliver Cap<sup>t</sup> Proctor <sup>1</sup>

8 Barrels Beef	30 Gallons Rum
4 d <sup>o</sup> . Pork	½ c <sup>t</sup> Sugar
1 m w <sup>t</sup> Bread	2 Quintals Salt Fish
1 Barrel Flour	1 Firkin Butter
20 lb Coffee	½ Bushel Salt

for the use of Ship *Gruel*. (d'l'd in December)

Order'd, That Cap<sup>t</sup> Hopkins <sup>2</sup> deliver Cap<sup>t</sup> Proctor for the use of Ship *Gruel*, the following Articles.—

3 Coil 2 Inch Rope,	1 Top Mast Steering Sail,
3 lb Twine,	1 Lowerditto,
1½ doz: Sail Needles,	1 Jibb.—
1 Pump Hammer,	1 Lanthorn,
500 pump & Clapper Nails,	1 Tea-Kettle,
2 Tarpaulins, large &	1 Small Iron Pot,
small duck,	3 Water Pails,
1 Coil Spun yarn,	2 Black Jacks,
¼ m 6 <sup>d</sup> Nails,	1 Ladle,
¼ m 10 <sup>d</sup> d <sup>o</sup> .	1 Flesh Fork,
¼ m 20 <sup>d</sup> d <sup>o</sup> .	1 Spy Glass
6 lb Deck Nails,	½ doz: Spoons,
3 Logg Lines,	½ doz: Knives & Forks,
2 Sounding Lines,	3 Plates,
2 Top Gallant Sails,	1 Platter.—

... Order'd, That an Express be immediately sent to Cape-Ann directing Cap<sup>t</sup> William Haynes Master of the Ship *Union* to attend the Board on Monday next without fail. . . .

Order'd, That John Tucker be paid one Months Wages as a Sailor on board Ship *Paris*—£6 . . 0 . . 0—

Order'd, That Cap<sup>t</sup> Proctor be paid £20 . . 0 . . 0 p<sup>r</sup> Month as Master of Ship *Cruel*, & £90 . . 0/. instead of Commissions, Primage & Priviledge, to be p'd in France, &  $\frac{1}{4}$  p<sup>r</sup> day while in port, & primage on Cargo Homewards According to the Custom of the Port he Loads at.—(Agreement)

Voted, That Col<sup>o</sup>. Glover<sup>3</sup> be desir'd to charter or purchase 5 or 6 Vessels, ab<sup>t</sup> 60. or 70 Tons each, & if practicable procure Masters & Crews for them on a Voyage to the Southward.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 104–6.

1. Capt. Joseph Proctor.

2. Caleb Hopkins.

3. Colonel Jonathan Glover.

#### JOURNAL OF H.M.S. *AMAZON*, CAPTAIN MAXIMILIAN JACOBS

Novemb<sup>r</sup> 1777

At Single Anchor off Hope Island

Thursd<sup>y</sup> 27

AM Cloudy a Brigg Came out from [*East*] Greenwich & Anchord off Warwick Neck Cut of [*f*] 2 f<sup>m</sup>. Best B<sup>r</sup> Cable & pointed it afresh the Splicing being much worn. Sloop *advance* Rowd Guard

At Single Anchor off Hope Island

Mod<sup>u</sup> and hazey W<sup>r</sup> PM at 7 saw the Brigg under Sail. Sliped and Came too with Small B<sup>r</sup> having boarded the Brigg<sup>1</sup>

Friday 28<sup>th</sup>

AM Sent her to Newport. Rec<sup>d</sup>. 5 men from the Brigg. Warped and got in our best bower Cable Sloop *advance* [*rowed guard*]

D, UkLPR, Adm. 51/4112.

1. Brig *Phoenix*, John Darrell, master, owned by Parker, Astwood & Co., from Providence to Bermuda, in ballast, taken near Warwick Point, sent to Rhode Island. Howe's Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, 485. Her clearance papers, dated 8 Nov., list *Phoenix* as a brig of 70 tons, John Darrell, master, from East Greenwich to Bermuda, in ballast, mounting no guns and manned by 8 seamen. R-Ar, Maritime Papers, Outward and Inward Entries (1776–87), 56.

#### SILVANUS PINKHAM TO NATHANIEL SHAW, JR.

a list of Sundry Persons who were on Board the Sloop *American Revenue* Under the Command of Sam<sup>l</sup> Champlin on her third Cruce—Departed from Bedford [*in Dartmouth*] in June last on A Cruce and Captivated the Ship *Rebecca*, the Brigg<sup>t</sup> *Mary* & the Schooner *Nancy*, with their Shares and Stations Deserving Shares Excepted—

Silvanus Pinkham as Master . . . . .	4 Shares
Samuel Perry as Carpenter . . . . .	2 Shares
Andrew Zuzars a Sailor . . . . .	1 Share
Augustus Degrusia . . . . .	1 Share
Lewis Matthers . . . . .	1 Share

John Matthers.....	1 Share
John Simons .....	1 Share
Joseph Simons .....	1 Share
William Wotton .....	1 Share
	<u>13 Shares @ £300 Each</u>

New London Novem<sup>r</sup> 28<sup>th</sup>. 1777 Received of Nathaniel Shaw Jun<sup>r</sup> thirty Nine hundred pounds Lawfull [*money*] in full for the Above thirteen Shares in the three Prizes Mentioned—

⌘ Silvanus Pinkham

NB The Deserving Shares if any  
are to be allowed hereAfter

DS, CxY, Nathaniel and Thomas Shaw Letters and Papers, packet 78, no. 4548. Docketed: "Silvanus Pinkhams/Power to Receive/his own, Carpenters, & 7 Men/Settled Nov<sup>r</sup> 28<sup>th</sup>: 1777."

#### MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON

D<sup>r</sup> General

New Rochal. 28 Nov<sup>r</sup> 1777—

Since I wrote my Last nothing particular has happened in this Quarter—some days ago I made a Desposition to Cross over to Long Island, and Attackt the Forts Hunting-ton & Setauket, but before Matters could be got Ready for the Expidition, they Evacu-ated both Forts and are now Making very strong Works at the Upper End of the Island,

I Rec<sup>d</sup>. a Letter the other Day from Gen<sup>l</sup> Dickinson,<sup>1</sup> Acquainting me that his In-tentions was yesterday to make a Decent upon Statten Island, upon which I orderd Gen<sup>ls</sup>. Parsons<sup>2</sup> & Warners<sup>3</sup> Brigades to march down towards Kings Bridge, to make a Diver-sion in his favour, which I hope had the desired Effect I am in haste D<sup>r</sup> Gen<sup>l</sup> [&c.]

Israel Putnam

L, DLC, George Washington Papers, Series 4. Addressed: "(Public Service)/His Excellency/General Wash-ington/Head Quarters/Pennsylvania." Docketed: "Gen<sup>l</sup> Putnam/New Rochel 28<sup>th</sup> Novem./1777."

1. Maj. Gen. Philemon Dickinson, New Jersey Militia.
2. Brig. Gen. Samuel Holden Parsons, Continental Army.
3. Brig. Gen. Jonathan Warner, Massachusetts Militia.

#### CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO GEORGE WASHINGTON

Sir. Continental Navy Board  
Borden Town 28<sup>th</sup>. Nov<sup>r</sup> 1777

We are under a necessity of drawing your Excellency's Attention, once more, to the Frigates at this Place.<sup>1</sup>—Notwithstanding our Endeavours, we have not been able to raise the *Effingham*—she still lyes on her Beam Ends in a very disagreeable Situa-tion. After the Destruction of our Fleet at Red Bank, the officers & Crews of the sev-eral Vessels came up to this Place, to the Amount of between three & four Hundred. We are much at a Loss for Accommodations for these Men; but if we had our Frigates afloat, this Difficulty would be obviated. As we have now so many Hands at Com-mand, we are of Opinion, we can with Certainty get these Ships ready for their Re-ception; & at the same Time have the Plugs so fix'd that they might be drawn at a minute's Warning & the Vessels sunk, should the Enemy make an attempt upon them.

Nevertheless, however safe or convenient this Plan may appear to us, we do not think proper to put it in Execution without your approbation. As the Winter is now approaching fast & must soon put an End to all our water Schemes, we request your Excellency's Answer by the Return of the Bearer (Capt. Pomeroy) Whatever your Advice may be in this Matter, you may depend on our strict Compliance with it.

Several Captains of the Vessels lately destroyed have saved some of their Sails, Stores &c<sup>a</sup> we wish to know whither you are of opinion, they may be kept here with Safety or not.—

A Report is circulated & again contradicted respecting a French War, we should thank your Excellency for Information whether it is so or not. We have the honour to be [&c.]

Fra<sup>s</sup>. Hopkinson

John Wharton

P:S<sup>t</sup> We are sorry to trouble you with Letters to Congress; but hope it will be attended with no great Inconvenience, apprehending that you have frequent Occasions to send to York Town & that our packets may go with your Dispatches.

L, DLC, George Washington Papers, Series 4. Addressed: "His Excell<sup>t</sup> Gen<sup>l</sup> Washington." Docketed: "Borden Town/28<sup>th</sup> Nov<sup>r</sup> 1777/from/Cont: Navy Board/29<sup>th</sup>."

1. Continental Navy frigates *Effingham* and *Washington* were sunk in response to orders given by General Washington. See Continental Navy Board of the Middle Department to George Washington, 10 Nov., above.

#### GENERAL SIR WILLIAM HOWE TO LORD GEORGE GERMAIN

No. 73

Philadelphia, 28<sup>th</sup> November 1777

My Lord,

From a Variety of Difficulties attending the Construction of additional Batteries, in a Morass, against the Fort upon Mud Island, and in the transportation of the Guns and Stores, they were not opened against the Enemy's Defences until the 10<sup>th</sup>. Inst<sup>t</sup>. On the 15<sup>th</sup>: the Wind proving fair, the *Vigilant* armed Ship carrying sixteen 24 Pounders, and a Hulk<sup>1</sup> with three 24 Pounders, got up to the Fort thro' the Channel between Province and Hog Islands; These, assisted by several Ships of War in the Eastern Channel, as well as by the Batteries on shore, did such Execution upon the Fort and collateral Block Houses, that the Enemy, dreading an impending Assault, evacuated the Island in the night between the 15<sup>th</sup>. & 16<sup>th</sup>., and it was possessed on the 16<sup>th</sup>. at Day break by the Grenad<sup>rs</sup> of the Guards. Much Commendation is due to Brigadier General Cleaveland, to the Officers and Men of the Corps of Artillery, and to the Troops in general employed upon this Service, attended with great Fatigue.

The Enemy's Fire upon the Ships of War, the *Vigilant* and Hulk, from two floating Batteries, seventeen Gallies and armed Vessels, and from a Battery on the Jersey Shore,<sup>2</sup> was exceedingly heavy, but the Gallantry displayed by the naval Commanders their Officers and Seamen on this Occasion frustrated all their Efforts, and contributed principally to the Reduction of the Enemy's Works. Permit me at the same Time to report to your Lordship that the Perseverance of the Officers & Seamen employed in bringing up Stores from the Fleet, under the Conduct of Capt. Duncan of the *Eagle*, demand my highest Acknowledgments, and that the Services they rendered, were most essential, and borne with the utmost Cheerfulness.

I have the Honor to enclose a Return N<sup>o</sup>. 1. of the Cannon and Stores found in the Fort—The Enemy's Loss during the Siege is computed to have been 400 killed & wounded. The Loss to the King's Troops was only seven killed, and five wounded.

On the 18<sup>th</sup>. at Night Lord Cornwallis marched with a Corps from Camp, and passed the Delaware on the 19<sup>th</sup>. from Chester to Billings Fort, where he was joined by Major General Sir Thomas Wilson with a Corps that arrived a few Days before from New York under his Command, having with him Brigadier Generals Leslie and Pattison.

As soon as the necessary Preparations were made, his Lordship pursued his march to attack the Enemy entrenched at Red Bank; upon his Approach the Rebels evacuated the Post, and retired to Mount Holly, where they joined a Corps of Observation detached from the Main Army of the Rebels encamped at White Marsh. His Lordship found in the Enemy's Works, Cannon, Ammunition, and Stores as per Return N<sup>o</sup>. 2. The Entrenchment being demolished, his Corps retired by Gloucester on the 27<sup>th</sup>. and joined the Army in this Camp.

The Enemy's Shipping, having no longer any Protection, and not finding it advisable to attempt the Passage of the River the Channel being commanded by the Batteries of the Town and the *Delaware* Frigate, they were quitted, without being dismantled, and burnt on the Night between the 20<sup>th</sup>. & 21<sup>st</sup>., but the Gallies of a smaller draught of Water by keeping close along the Jersey Shore escaped from the great Breadth of the River.

A forward Movement against the Enemy will immediately take place, and I hope will be attended with the Success that is due to the Spirit and Activity of His Majesty's Troops.

The Passage of the River by the Reduction of the two Places aforementioned has been sufficiently opened to bring up Frigates and Transports, but the Removal of the Chevaux de Frize is postponed to a more favorable Season.

Major General Sir Thomas Spencer Wilson having represented the very critical Situation of his private Concerns in England, has my Leave to return, and has taken Charge of my Dispatches to your Lordship by the *Eagle* Packet. With the most perfect Respect, I have the Honor to be [&c.]

W Howe

L, UKLPR, C.O. 5/95, 1–2. Addressed at foot of first page: "The Right Honble/Lord George Germain &ca &ca &ca." Returns 1 and 2 mentioned within are not printed.

1. H.M. sloop *Fury*.

2. American battery near Little Mantua Creek.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Friday, November 28, 1777

The Committee on the Treasury brought in a report, which was taken into consideration; Whereupon, . . .

*Ordered*, That the following warrants issue on Thomas Smith, Esq. commissioner of the continental loan office for the State of Pennsylvania, viz. . . .

One in favour of Blair M'Clenaghan, for 16,400 dollars to discharge the continental navy board their order of the 3d September last, on William Alricks, their

cashier, for the payment of two ships purchased of the said M'Clenaghan;<sup>1</sup> the said navy board to be accountable: . . .

Congress proceeded to the election of a commissioner to the Court of France in the room of S. Deane, Esq. and, the ballots being taken, John Adams, a delegate in Congress from Massachusetts bay, was elected.

*Resolved*, That William Carmichael, Esq. be appointed secretary to the commissioners at the Court of France.

*Resolved*, That an enquiry be made into the causes of the evacuation of Fort Mercer, on the river Delaware, and into the conduct of the principal officers commanding that garrison; and that a committee be appointed to report the mode of conducting the enquiry.

*Resolved*, That an immediate enquiry be made into the causes of the failure of the late expedition against Rhode Island, and into the conduct of the principal officers conducting such expedition; and that a committee be appointed to report the mode of conducting such an enquiry.

*Resolved*, That an enquiry be made into the loss of Forts Montgomery and Clinton, in the State of New York; and of Fort Mifflin, on the river Delaware, in the State of Pennsylvania, and into the conduct of the principal officers commanding those forts; and that General Washington be directed to cause this enquiry to be made, and to transmit the proceedings of the court to Congress with all possible despatch.

*Resolved*, That whenever any expedition which may be undertaken either by sea or land, by order, or at the expence of the United States, shall fail in the execution; or whenever any important post, fort, or fortress, garrisoned and defended at the expence of the United States, shall be evacuated, or taken by the enemy, it be an established rule in Congress to institute an enquiry into the causes of the failure of such expedition, or into the loss of such post, fort, or fortress, and into the conduct of the principal officer or officers conducting the expedition so failing, or commanding the post, fort, or fortress so evacuated or taken by the enemy; the enquiry so instituted, to be conducted in such manner as Congress shall deem best adapted for the investigation of truth in the respective cases.

*Resolved*, That the committee for conducting the enquiry into the causes of the evacuation of Fort Mercer, and the failure of the expedition against Rhode Island, consist of three members.

The members chosen, Mr. Duer, Mr. Dana, and Mr. F L Lee.

The Committee of Commerce, to whom were referred the proposals of Alexander Gillon, Esq<sup>r</sup> contained in his letter of the 20th inst. reported,

That they have conferred with Mr. Gillon on the subject, and are of opinion, that a sum of money not exceed[ing] 250,000 dollars should be advanced to the said Alexander Gillon, Esq<sup>r</sup> or his attorneys, annually for three years if the war with Great Britain shall continue so long; the said advances to be made by this committee, or such other as may hereafter be appointed to superintend the continental commerce, in such sums and at such periods as may be necessary for accomplishing purchases of suitable produce or other articles to be remitted to Europe:

That the said Alexander Gillon, Esq. or his attorneys, shall purchase all the remittances they make, ~~to Europe, on the best terms in their power that~~ and charter or purchase ships suitable for transporting the same to Europe, on the best and most frugal terms in their power, and under such orders, restrictions, and limitations, as

they may, from time to time, receive from the committee or board that superintend the continental commerce, who are to call for, examine and inspect the invoices and other accounts, as often as they shall think necessary:

That the said Alexander Gillon shall forthwith repair to Europe, and purchase, at proper places, such cloathing, arms, ammunition, and other articles, as may, from time to time, be directed by the said committee, or board of commerce, to the amount of the net proceeds of all the remittances he or his attorneys in Europe shall there receive from his attorneys in America, such articles, to be bought on the best terms, and shipped for these United States, in such ships, or by such conveyances, as may be most likely to arrive safe; the said Alexander Gillon to conform himself in the transaction of this business to the instructions he may receive, from time to time, from the committee or board of commerce, to which he is to give regular advice of all his proceedings:

That the customary mercantile commissions be allowed for purchasing and making the remittances, and on the sale thereof in Europe, and a commission of five per cent. on the purchase and exportation of all the articles ordered from Europe, the said commissions to be the only compensation or benefit the said Alexander Gillon, or his attorneys, are to receive or derive to themselves from this business, being deemed fully equivalent to the services they are hereby required to perform; Whereupon,

*Resolved*, That the above report be accepted, and that the committee of commerce be authorized and directed to enter into a contract on behalf of the United States, with the said Alexander Gillon, Esq<sup>r</sup> agreeable to the tenor and terms thereof:

The yeas and nays being required,

<i>New Hampshire</i>			<i>Maryland,</i>		
Mr. Folsom,	no	} no	Mr. Smith,	ay	} ay
<i>Massachusetts bay,</i>			Rumsey,	ay	
Mr. Gerry,	no	} no	<i>Virginia,</i>		
Lovell,	no		Mr. Jones,	ay	} div.
Dana,	no		R. H. Lee,	no	
<i>Rhode Island,</i>			F. L. Lee,	no	
Mr. Ellery,	no	} no	Harvie,	ay	
<i>Connecticut,</i>			<i>North Carolina,</i>		
Mr. Dyer,	ay	} ay	Mr. Penn,	ay	} ay
Law,	no		Harnett,	ay	
Williams,	ay		<i>South Carolina,</i>		
<i>New York,</i>			Mr. Laurens,	—	
Mr. Duane,	ay	} ay	<i>Georgia,</i>		
Duer,	ay		Mr. Langworthy,	ay	} ay
<i>Pennsylvania,</i>					
Mr. Morris,	ay	} no			
Roberdeau,	no				
Clingan,	no				

JCC 9: 972, 975–76, 978–80.

1. These were possibly fire ships purchased for the defense of the Delaware River. On 1 Sept. 1777, Congress appointed three commissioners to consider this method of defense, and they were authorized to purchase the necessary vessels. JCC 8: 701.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, NOVEMBER 28, 1777

Williamsburg, *Nov.* 28.

The sloop *Congress*, belonging to this commonwealth, is safely arrived in James river with the following valuable cargo, viz. Fifteen hundred Dutch blankets, one hundred pieces of coarse cloth, eighteen pieces superfine ditto, eight thousand five hundred yards of white linen, two thousand five hundred pair of cotton and wool cards, besides wire and tacks for about three thousand pair more, one hundred and twenty pieces of sail duck, twelve hundred pair of yarn hose, one hundred and twelve double gross of metal buttons, trimmings for the cloths, a large quantity of medicine, seven hundred bushels of salt, &c. &c.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, NOVEMBER 28, 1777

Whereas, about two months ago, I left *Patrick Welch*, seaman, sick in the hospital at *Portsmouth*, since which I am informed he has recovered his health, and is walking about the said town, careless of duty, I do hereby order him to repair on board the *Henry*<sup>1</sup> immediately, now on her station in *Mobjack* bay, otherwise he will be deemed a deserter.

ROBERT TOMPKINS, Captain.

1. Virginia Navy galley.

DIXON AND HUNTER'S *VIRGINIA GAZETTE*, FRIDAY, NOVEMBER 28, 1777

One Hundred and sixty five Pounds six Shillings and nine Pence Halfpeny is just put into my Hands, as Prize Money due to Capt. *James Baron* and others, of the *Hampton* Company,<sup>1</sup> for the Sloop *Swallow*, Boats *Patsey* and *Rappahannock* Packet. A Further Sum is still due to the said Company from the Public on Account of other Vessels captured, which when received shall be settled with the Captors, who are desired to make Application for their respective Shares, to

Jacob Wray, Agent.

1. Virginia Navy vessels operating out of Hampton included the armed boats *Liberty*, James Barron, and *Patriot*, Richard Barron, and the galley *Hero*, Philip Camberlayne.

*THE NORTH-CAROLINA GAZETTE*, FRIDAY, NOVEMBER 28, 1777

Newbren [*New Bern*], November 28, 1777.

By a Vessel in thirteen Days from the West Indies to our Bar, advices are received that the sloop *Lydia* Capt. Appleton, of 12 carriage guns and 50 men, fitted out by Mr. John W. Stanly of this Town, had taken and carried into Guardaloupe, a large Ship with Slaves and other valuable Articles from the Coast of Africa, which are now selling and said to be worth between Twenty and Thirty Thousand Pounds.<sup>1</sup>

1. For the capture of the privateer sloop *Lydia*, Benjamin Appleton, by H.M.S. *Daphne*, see above, Journal of H.M.S. *Daphne*, 20 Oct. 1777.



JOURNAL OF H.M.S. *WINCHELSEA*, CAPTAIN NATHANIEL BATEMANNovem<sup>r</sup> 1777Friday 28<sup>th</sup>Cape Nichola SWBS 4 Leagues West part of Tortuga<sup>1</sup>

NEBE 10 Leagues

Pleasant Weather, the *Hornet* in Company, at 2 AM a sail to Windward, gave Chace, & Tk<sup>d</sup>, at 4 fired three Guns at the Chace, Tk<sup>d</sup>, & hove too, out Barge, & Yawl, & sent them Mann'd, & Arm'd to the Chace, who had run on shore, made a Signal & fired a Gun, Cape Nichola SWbW, p<sup>t</sup> John Ebel [*Jean Rabel*] ENE 4 Miles, West part of Tortuga NE 6 Leagues, at 7 the Boats return'd, having set fire to the chace, & destroy'd her, found by her Papers that she was from S<sup>o</sup> Carolina, loaded with rice, in Boat & made Sail,

[At noon] Cape Nichola S½W 7 or 8 Leagues

at 3 PM, Tk<sup>d</sup>, at 8 Point de Faux S½ E 10 Leagues, at 9 clean'd between decks.

D, UKLPR, Adm. 51/1067.

1. Ile de la Tortue, Saint Domingue. For additional information on this incident, see below: Declaration of Jacob Funcks, 30 Nov.; Statement of Jean Caburru to the Cape François Admiralty, 12 Dec. 1777; Comte d'Argout to Vice Admiral Clark Gayton, 15 Dec. 1777. See also Gayton to Philip Stephens, 14 Jan. 1778, UKLPR, Adm. 1/240, 493–95.

## November 29

## CAPTAIN WILLIAM DAY AND OTHERS TO THE PUBLIC

Mr. Printer,

Understanding there has been various reports respecting the treatment of the Americans in France—We beg leave through the channel of your paper, to undeceive the public, by assuring them that the treatment of the officers and seamen of the ship *General Mifflin*,<sup>1</sup> both at Brest and port L'Orient, was beyond their most sanguine expectations—We were permitted to go into the King's dock at Brest, to clean (a privilege never granted to a Briton) and when there, received every assistance we could expect, both from the gentlemen of the navy and army, of his Most Christian Majesty.—As to the mercantile part, we have nothing to say.

William Day, Captain.

William Chambers, 1st Lieut.

Tim. M'Daniel, 2d Lieut.

Dated on board the ship *General Mifflin*, in Boston harbour, 29th November, 1777.

*Maryland Journal*, 30 Dec. 1777.

1. Massachusetts privateer ship *General Mifflin*.

## GOVERNOR NICHOLAS COOKE TO REAR ADMIRAL SIR PETER PARKER

Sir.

Providence Nov<sup>r</sup> 29th 1777—

I have permitted M<sup>r</sup> Richard Backhouse late Purser of the British Ship of War *Syren* to go upon the Island of Rhode-Island upon his Parole, in order to be exchanged

for Mr Esek Hopkins jun<sup>r</sup> or Mr Adam W. Thaxter late Acting Lieutenants on board the *Providence Sloop*.<sup>1</sup>

I have just received from the State of the Massachusetts Bay four Prisoners (viz) Alexander Kelly, Carpenter, John Ashburn, Samuel Blackley, & Richard Benson Seamen, who are sent in order to be exchanged for Joseph McHard, John Goodwin Thomas Oliver, & John Pell who are Prisoners with you.—

As McHard Father has been at the expence & trouble of procuring those Prisoners who are now sent; I will be obliged to you to release S<sup>d</sup> McHard & the other Persons named, in lieu of them.—I am [&c.]

Copy, R-Ar, Letters from the Governor (1768–77), vol. 2, 176. Addressed at foot: "Sir Pet Parker." Docketed: "Gov<sup>r</sup> Cooke to/S<sup>r</sup> P. Parker./Nov<sup>r</sup> 29<sup>t</sup>. 1777."

1. Continental Navy sloop *Providence*.

#### JOURNAL OF H.M.S. AMAZON, CAPTAIN MAXIMILIAN JACOBS

Novemb<sup>r</sup> 1777

At Single Anchor off Hope Island

Saturd<sup>y</sup> 29<sup>th</sup>

AM Strong gales and heavy Squalls with rain at 8 down Top  
G<sup>t</sup> yards Spliced B<sup>t</sup> B<sup>r</sup> Cable

At Single Anchor off Hope Island

Fresh Breez<sup>s</sup> and Dark Cloudy W<sup>r</sup> at ½ past 9 PM on the Alarm by the Watch of Some Vessells coming down turned the hands up cut  
b<sup>t</sup> B<sup>r</sup> Cable just without the Splice. Sliped and made Sail up Top  
G<sup>t</sup> yards made Signal to Alarm the Ships below fired 2 Shot at a  
Vessell<sup>1</sup> at ½ p<sup>t</sup> 10 Came too with Small B<sup>r</sup> in 6½ fathom S<sup>c</sup> end  
Hope Island East ¾ of a Mile Sloop *advance* Barge Rowed Guard

D, UklPR, Adm. 51/4112.

1. Rhode Island privateer ship *Blaze-Castle*, James Munro, commander, mounting 18 guns, commissioned on 7 Nov. 1777 and owned by John Innes Clarke and Joseph Nightingale, of Providence. William Paine Sheffield, *Rhode Island Privateers* (Newport, R.I.: John P. Sanborn, Printer, 1883), 60. See *Diary of Captain Frederick Mackenzie*, 30 Nov., below.

#### JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[Extract]

At a meeting of the Governor and Council of Safety held at Lebanon the 29th day of November, 1777.

... *Voted*, That the Committee of Pay-Table be and they are hereby directed to draw on the Treasurer of this State, in favour of Capt. Jabez Perkins, for the sum of £490 13 2, it being the sum due to him as agent for the capturers of the sloop *Dolphin*, taken by the schooner *Spy* belonging to this State.

Nov<sup>r</sup>, 1777, 29<sup>th</sup>. By the account exhibited to this Board by Capt. Jabez Perkins, agent for the Captors of the sloop *Dolphin* taken by Capt. Niles, which account is sent for<sup>d</sup> to the Committee of Pay-Table, it appears that

Said sloop <i>Dolphin</i> sold for	£1000 0 0
By sundrys sold by Capt. Niles	6 8 8
	£1006 8 8

Court fees and other expenses paid out	
in case of sloop <i>Dolphin</i> by s <sup>d</sup> Perkins.	25 2 4
Neat belonging one half to this State,	981 6 4
	<hr/> £1006 8 8

This State purchased said sloop *Dolphin* at the price of £1000.

The account this day settled with Capt. Jabez Perkins as agent to the captors, and an order drawn on the Pay-Table directing them to draw on the Treasurer for the sum of

£490 13 2, it being the sum due to the captors for the one half of s<sup>d</sup> sloop. *Said order deliver'd to Gen<sup>l</sup> Jabez Huntington.*

N.B. There was a quantity of wood taken on board said sloop, which was sold to Capt. Robert Niles, the one half of which belonged to this State and is said to be settled by Capt. Niles in the settlement of his accounts against this State with the Committee of Pay-Table and must be enquired into. . . .

Voted, That Colo Joseph Trumbull be directed and impowered to . . . apply to Sam<sup>l</sup> Elliot jun<sup>r</sup>, Esq<sup>r</sup>, after his account with the State, and advise relative to the two vessels of w<sup>a</sup>r, the *Oliver Cromwel* and *Defence*, belonging to this State, of their situation and circumstances, and direct that the *Defence* be rigged a ship, and immediately advise his Excellency the Governor and Council of Safety thereof by express or otherwise and observe their further directions in the premises.

Hoadly, ed., *Public Records of the State of Connecticut* 1: 459–60, 461.

#### GEORGE WASHINGTON TO THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

Gent<sup>l</sup>.

Head Quarters 29<sup>th</sup>. Novem<sup>r</sup> 1777

I am fav<sup>d</sup>. with yours of the 28<sup>th</sup>, I see no Reason for changing my former opinion in respect to sinking the Frigates to insure their safety. If they are weighed again and converted into Barracks for the Seamen, they must be brought near the shore and when the Frost sets in they cannot be sunk should the Enemy approach at such time. I however leave the Matter to your judgment.

The Hulls of the Vessels will be all that are necessary for Barracks, if you should determine to put them to that use. The sails, Rigging and all other Stores of them and the Vessels that have been burned should be removed to some distance from the Water side. I am [&c.]

Copy, DLC, George Washington Papers, Series 4.

#### CONTINENTAL MARINE COMMITTEE TO MAXWELL AND LOYALL

Mess<sup>rs</sup>. Maxwell & Loyall  
Gentlemen

[York] November 29th 1777

Your letter of the 6th of October having come to hand and we deeming it necessary to lay the same before Congress, you will find enclosed herein some Resolves that have been passed in consequence thereof.<sup>1</sup> To those Resolves we refer you for your Government in what relates to the safety and preservation of the Continental Frigates you are building<sup>2</sup> against any attempts the enemy may make to destroy them.

We trust to you to have this business properly executed and have no doubt but the Governor & Council will readily comply with what is requested of them.—

We have agreed that you shall purchase and lay in a sufficient quantity of Provisions for the use of your yards & for that purpose and to enable you so to do, we now enclose you a draft of Congress on the Loan office of Virginia for Ten Thousand Dollars which pass to our Credit. We expect you will be able to procure further sums for your drafts upon us and are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 115 (M332 roll no. 6).

1. See Journal of the Continental Congress, 25 Nov., above.
2. Two 36-gun frigates building at Gosport, Va.

#### VICE ADMIRAL CLARK GAYTON TO GOVERNOR JOHN DALLING

##### Copy

Sir

yesterday afternoon I had the honor of yours of that Date acknowledging the Receipt of my Letter with the Intelligence inclosed;<sup>1</sup> In Answer thereto, I beg leave to acquaint you, that I think the Intelligence of such a nature, that, agreeable to my Instructions from my Lords Commissioners of the Admiralty, It is my Duty to make them immediately acquainted therewith the Intelligence was brought to me by a Captain of one of His Majesty's Frigates, under my Command, which, in my Opinion, sufficiently authorizes me to send it to England by Express, as I proposed to your honor.

I further beg leave to observe to your honor and to the hon<sup>ble</sup>. the Council, that, I so lately sent a Sloop of War to hispaniola, with dispatches to the Governor of that Island, that I have not any Pretence to send One now, admit I had, and was provid[ed] with a Vessel for that purpose (which I am not) it would require so long for a Vessel to go there and return, that my express with this Intelligence might be half way to England in the time. In consequence thereof I have purchased the Privateer *Resolution* taken by Captain Locker, called her the *Lowestoffe's Prize* and appointed Lieutenant Jordan to command her, she will be ready to proceed with your and my Dispatches in 6 or 8 Days, and I shall direct Lieut<sup>t</sup> Jordan to wait on your honor for your Commands—And am [&c.]

Admls': Penn

(signed) Clark Gayton

29<sup>th</sup>. Nov<sup>r</sup>. 1777

Copy, UklPR, C.O. 137/73, 37–38. Addressed at foot of first page: "His Honor John Dalling Esq<sup>r</sup>." Docketed: "Copy of a Letter/from Adm<sup>t</sup> Gayton/to the Lieu<sup>t</sup>. Governor/dated 29<sup>th</sup>. Nov<sup>r</sup>. 1777." Docketed in another hand: "In Governor Dalling's/of the 10<sup>th</sup> Decem<sup>r</sup> 1777/(N<sup>o</sup> 10)/(2)." See below, Dalling to Lord George Germain, 10 Dec. 1777.

1. On 26 Nov., Gayton sent Dalling a copy of "Intelligence Gained by Capt<sup>t</sup> Locker . . ." [21 Nov.], above. Ibid. 137/73, 35–36. Dalling's reply expressed the opinion of the governor and council that if possible a ship of war should be sent to St. Domingue before Gayton dispatched to England a vessel with intelligence of French preparations for war in the West Indies. Dalling to Gayton, 29 Nov. 1777, *ibid.*, fols. 137/73, 41–43.

#### JOURNAL OF H.M.S. *ARIADNE*, CAPTAIN THOMAS PRINGLE

Nov<sup>r</sup>:

Martinico SW ½ S. 9 leag<sup>s</sup>.

Saturday 29

Moderate & fair. at 10 am saw a sail bearing S<sup>o</sup>. out reefs & gave chase.

Martinico SSW  $\frac{1}{2}$  W 23 leag<sup>s</sup>.

Ditto weather. Fired several shot & small arms at the Chace, & at 3 pm brought her too, she proved to be the Rebel Privateer Schooner called the *Johnston* Thomas Williams Com<sup>r</sup> of 8. 3 pounders 10 swivels and 30 Men. last from St Lucia out 5 days. took the Prisoners out of her and sent on board a Mate, Mid-shipman & 6 men.<sup>1</sup>

D, UklPR, Adm. 51/60.

1. A schooner of thirty tons, out of Martinique, *Johnston*, laden with provisions and warlike stores, was "On a Cruize being a piratical Armed Vessel with an American & French Captain." The latter was Charles Stacbehen, alias Thomas Williams. Young's Prize List, 29 Nov. 1777–14 Mar. 1778, UklPR, Adm. 1/310. The schooner *Johnston* was sent to Barbados, where she was condemned and sold as a tender to H.M.S. *Ariadne*. See Account Current for Sale of Prize Schooner *Johnston*, 20 Dec. 1777, UklPR, Adm. 1/3885.

### November 30 (Sunday)

CAPTAIN SIR GEORGE COLLIER, R.N., TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Sir

*Rainbow* at Halifax 30<sup>th</sup> Novem<sup>r</sup> 1777.

I have very great Pleasure in being able to inform their Lordships, that by the Disposition & Attention of His Majestys Ships under my Direction, the important Fisherys of Canso, & L'Isle Madame, have been so well protected as not to have lost a single Vessel by the Rebel Privateers, during the whole Season; which is now at an End, & the Ships all sail'd for their respective Destinations.

Since the destruction of the Enemy's Magazines at Machias (of which I had the Honor to give their Lordships an Account in my Letter of the 17<sup>th</sup>. August) the Rebels have remain'd in Quiet near the Frontiers of Nova Scotia; & there is at present every Reason to Imagine they will not attempt to interrupt the Peace of this Province by Invasion, during the Course of the ensuing Winter.

I enclose herewith an Account of the State & Condition of His Majestys Ships under my Direction, & am [&c.]

Geo Collier

L, UklPR, Adm. 1/1611, 81. Addressed: "Philip Stephens Esq<sup>r</sup>." Endorsed by Stephens: "12 Jan<sup>r</sup>/Own rec'/Send Ext {this/much} to Mr Knox for/L<sup>d</sup>. G. G. Information." Brackets indicated that the second paragraph was to be copied and sent to Lord George Germain. William Knox was Under Secretary of State for the American Department.

### MASSACHUSETTS BOARD OF WAR TO EMMANUEL DE PLIARNE

Sir.

War Office Boston 30<sup>th</sup>. Nov<sup>r</sup> 1777.

This day receivd yours of the 10<sup>th</sup>. Nov<sup>r</sup>. Currt. and are sorry to hear of the Capture of the *Pliarne*. We are fully convinced that many of our Vessells have miscarried, but it is an Evil scarce avoidable as Seamen are so scarce,<sup>1</sup> we are sometimes under the ~~unavoidable~~ Necessity of taking such as can be obtained: experience in this as in other Matters will teach us for the future to act w<sup>th</sup>. greater Caution.

One half of The Ship *Union*,<sup>2</sup> and her Cargo, which is now near ready to sail for France, we designed for your Acc<sup>t</sup>, as you formerly requested, but as by your last Let-

ter you express your declination of being concern'd in any more Vessells, we shall send her and her Cargo on our own Acct.—

Nov<sup>r</sup> 31.

We reced yours of the 17<sup>th</sup>. inclosing One for Mess Gruel & Co in Nants, which we shall soon forward with the direction to the Capt<sup>n</sup>. you desire.

by the Messenger we have the very unwelcome Tidings of our being obliged to evacuate Fort Mifflin on Mud Island. however we still hope Lord How will not accomplish his design of passing the Chevaux de Frise.

We take this Opportunity of give<sup>s</sup> you and all our Friends Joy our [*over*] our late great Successes to the Northward. We are [&c.]

By Order of the Board

Sam Phps Savage Pres<sup>t</sup>

DfS, M-Ar, Mass. Archives Collection, vol. 151 (Massachusetts Board of War Letters), 428. Addressed: "M E Pliarne Esq<sup>r</sup>." Pliarne was residing temporarily at York, Pa.

1. The clerk had written "been run into danger by the Villany of the Seamen, but, as at present manning Merchant Ships by Americans is very difficult." The phrases "been run into danger by the Villany" and "as at present manning Merchant" have been crossed through with the remaining words untouched.

2. Massachusetts State trading ship *Union*, Captain Richard James.

#### JOURNAL OF H.M.S. *REOWN*, LIEUTENANT ARTHUR WALTER

Novem<sup>r</sup> 1777.

Sunday 30<sup>th</sup>

Moor'd with the Stream Anchor in the Nanhhighanset  
[*Narragansett*] Passage, Rhode Island.

AM Furl'd the Topsails.

[Moored in the *Narragansett* Passage, Rhode Island.]

First part fresh gales and Squally, Middle & Latter Mod<sup>te</sup> and fair,  
PM Fir'd several Shott at a Schooner boat passing between the  
Ship and Fox Isl<sup>d</sup>: at 6 sent the Longboat about 3 or 4 Cable  
length ahead, at ½ past 10 she made the Signal for a Vessell com-  
ing down, at 11 she pass'd, she prov'd to be a Sloop,<sup>1</sup>

D, UklPR, Adm. 51/776.

1. One of two ships which broke out of *Narragansett* Bay with the Rhode Island privateer ship *Blaze-Castle* on the night of 30 Nov.

#### DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 30<sup>th</sup> [Nov<sup>r</sup>] Thick weather. Wind N.E.

A Rebel privateer of 16 Guns (formerly a British ship called *The Blaize Castle*)<sup>1</sup> came down the River last night. She passed near the *Amazon*,<sup>2</sup> who immediately on perceiving her, made the proper signals, to the ships below her, but nothing being done by them, and the Privateer having the advantage of a fair wind and a dark night, she got clear out to Sea. She came down between this Island and Cononicut, and must have passed very near to the Admiral's ship. Tis said two Merchant ships went out at the same time.<sup>3</sup> The Naval people here, whose business it is to prevent any of the Enemy's ships escaping, deserve severe censure for this neglect of duty.

Mackenzie, *Diary*, 1: 216.

1. Rhode Island privateer *Blaze-Castle*, James Munro, commander.
2. See Captain's Journal of H.M.S. *Amazon*, 29 Nov., above.
3. See Captain's Journal of H.M.S. *Renown*, 30 Nov., above.

### JOURNAL OF H.M.S. *SPHYNX*, CAPTAIN ANTHONY HUNT

November 1777 D<sup>o</sup>: [*Cape Henlopen*] N 88° W.  
 Sunday 30<sup>th</sup>: D. [*distance*] 134 Lgs.  
 AM at 7 Saw a Sail in the SW Q<sup>r</sup>: made sail, & gave Chace, at noon still in D<sup>o</sup>:  
 D<sup>o</sup>: N 89° W. D. 120 Lgs.  
 Fresh Gales, and Squally W<sup>r</sup>: PM at 2 came up with the Chace, she proved to be the *Eagle* Privateer Schooner of 12 Guns, and 34 men,<sup>1</sup> Hoisted a Boat out and sent a Petty Officer, and men on board,<sup>2</sup>

D, UKLPR, Adm. 51/922.

1. Rhode Island privateer schooner *Eagle*, Mowry Potter, master, from Dartmouth, Mass., on a cruise. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 484. *Eagle* had been commissioned on 30 April, was of 60 tons burthen, mounted 4 three pounder carriage guns and 6 swivel guns and was owned by Joseph Lawrence and Cornelius Cooper, of Warwick and Providence. R-Ar, Maritime Papers, Letters of Marque (1776–80), Petitions and Instructions, 62.

2. On 3 Dec. Hunt sent a boat on board to set fire to *Eagle*. UKLPR, Adm. 51/922.

### JOURNAL OF H.M.S. *PHOENIX*, CAPTAIN HYDE PARKER, JR.

November 1777 At Single Anchor in Potowmack River Cedar Point—N<sup>o</sup>  
 Sunday 30<sup>th</sup>: Clements Island—EBS<sup>o</sup>—  
 Fresh gales with Rain  
 At Single Anchor in Potowmack River Cedar Point—N<sup>o</sup>  
 Clements Island—EBS<sup>o</sup>—  
 Mod<sup>t</sup>: and Cloudy At 2 PM Swayed the Topmast & lower Yards up. At 3 sent the *Moskittos* to the Maryland Shore in Chace of a Boat which she took and destroyed.

D, UKLPR, Adm. 51/694.

### MASTER'S LOG OF H.M.S. *LIZARD*, CAPTAIN THOMAS MACKENZIE

Nov<sup>r</sup> 1777 Lat<sup>d</sup>. 32° . . 51 N. [*off Charleston*]  
 Sunday 30 [at] 2 [AM] D<sup>o</sup>: W<sup>r</sup>: [fresh gales and squally] Saw a sail to leew<sup>d</sup>. out 3 and 2 rfs topsails & Chased Set mizon topsail fired a bow Chase and brought to a Schooner from boston [at] 7 Close rft topsails handed fore and mizon topsail [at] 9 haled our wind fresh gails and Clear  
 [at Noon] Lat<sup>d</sup>. 32° . . 36' N.  
 [at] 1 F<sup>r</sup>: b<sup>r</sup>: & Clear wore Ship ½ past hove to hoisted out the Cutter and sent an officer on b<sup>d</sup>. the Schooner hoisted in D<sup>o</sup>:

made Sail Set fore topsail fresh b<sup>r</sup> and Cloudy. [at] 8 D<sup>o</sup> W<sup>r</sup> S<sup>o</sup>.  
14 fms [at] 9 Fresh gales & Clear S<sup>o</sup>. 9½ fms TK<sup>d</sup> Ship ½ past  
wore Ship S<sup>o</sup>. 7 fms. S<sup>o</sup> 10 fms got up topgal<sup>t</sup> Yds wore Ship

D, UKLPR, Adm. 52/1839.

MASTER'S LOG OF H.M.S. *MAIDSTONE*, CAPTAIN ALAN GARDNER

Novemb<sup>r</sup> 1777

Bermudas N 46°.09' E 80 ⅓ Lg<sup>s</sup>.

Sunday 30<sup>th</sup>.

Sandy Hook N. 22°.22' W. [288]

[at] 1 [AM] Strong Gales and squally. [At] 2 clew'd the Main tops<sup>l</sup>  
up. [At] 4 handed the Maintops<sup>l</sup> [at] 6 15 Sail in sight fir'd 2  
Guns and make the Sign<sup>l</sup> for the Convoy to close. got the Jib  
boom in. 12 of the Convoy ahead and 3 astern. [At] 11 Gave chase  
to a sail in the NW [at] 12 bro<sup>t</sup> to the Chace a Schooner from  
S<sup>o</sup> Carolina<sup>1</sup>

Bermudas N 61°.54' E 70%.

[at] 1 [PM] Strong Gales and squally with a great Sea Got the  
End of a Hawser on b<sup>d</sup> the Schooner at 2 in [it] broke at 3 out  
boat sent a Mate and 4 Men to take charge of her took the Mas-  
ter and people out. [At] 6 made the Sign<sup>l</sup> for the Convoy to close.  
unbent the Main topsail and bent a new one. close Reef'd it and  
handed him 16 Sail in Company Carried a light at the Bow sprit  
end all night

D, UKLPR, Adm. 52/1857.

1. Schooner *Wanton*, Thomas Cottle, master, from South Carolina to Curaçao. UKLPR, H.C.A. 32/488/7. She joined H.M.S. *Maidstone's* convoy to New York and was libelled in the Vice Admiralty Court on 5 Jan. 1778. *Wanton* was reclaimed on 5 Jan. 1778 and again on 16 Jan. for her owners, Thomas Bailey, Joseph Cogan and Robert Birchmyre. On 23 Jan. the court declared the schooner a recapture, but seven days later condemned her cargo as lawful prize. *Wanton* was formerly the schooner *Nancy*, G. Casey, master, eighty tons burthen, built in America and owned by Bailey & Co. UKLPR, H.C.A. 49/93, 188-90, 197, 212, 217-18.

DECLARATION OF JACOB FUNCKS

30 9<sup>bre</sup>. 1777

Je Soussigné Jacob Funcks capitaine du Bateau *hope* appartenant à MM. John J. Cripps & May de charlestown à la Caroline du sud, chargé de vingt cinq boucauds de tabac, soixante & quatorze boucauds de riz; un boucaud d'indigo, trois barrils de farine & soixante quinze macornes<sup>1</sup> d'ognons. Declare par le present que jeudi vingt sept novembre de l'année de nôtre seigneur 1777, sur les quatre heures de l'après midi, y ayant alors vingt huit jours que j'étois parti du dit charlestown, je fus chassé par une fregate angloise entre l'isle de la tortüe & Jean rabel, ce qui m'obligea de changer ma route & d'arriver pour la terre dont j'étois le plus prés, que je reconnus bientôt pour être la baye de Jean rabel de l'isle de S<sup>e</sup> domingue. c'est alors que j'aperçus un autre vaisseau qui dirigeoit sa Route sur moi pendant que l'autre fregate me chassant toujours me força de m'échouer à jean rabel, où ayant été poursuivi par



deux canots armés remplis d'hommes je m'embarquai avec les gens de mon équipage dans mon Canot & fus à terre. là je croyois etre à l'abri de tous dangers, mais plusieurs hommes des canots armés furent mis à bord de mon bateau & y mirent le feu sous le couvert des canons de la fregate qui tiroit sur nous & quelques françois à terre. Cette fregate tira deux coups de canon sous pavillon françois qu'elle ammena & hissa pavillon américain; ensuite Elle arbora pavillon anglois sous lequel elle tira encore plusieurs coups dont les boulets porterent tous à terre entre nous. le reste des gens des dits canots vinrent à terre pour me prendre avec mes gens mais n'ayant pû nous trouver ils firent des perquisitions dans les maisons des habitants & avant de s'en retourner à leur bord ils furent à la place où étoit deux pieces de canon sur leurs affûts & un pavillon françois hissé qu['ils] ammenerent, & démonterent les canons. le j[our] suivant je vins au Môle St<sup>e</sup> Nicolas où j'ai f[ait] la presente déclaration pardevant Mons<sup>e</sup> Commandant de cette place, laquelle déclaration les temoins Soussignés & moi affirmons etre véritable. Au Môle St<sup>e</sup> Nicolas le trente novembre mil Sept cents Soixante & dix Sept. Signés, Jacob funcks capitaine; Silvanus Gale, second; John Bolton; & une croix pour marque ordinaire de David Crahton. tous faisant partie des gens de l'Equipage.

Je Soussigné interprète Juré de la langue angloise á la residence du Môle St<sup>e</sup> Nicolas, Certifie avoir traduit la déclaration ci dessus & des autres parts en tout son contenu de l'original en anglois qui ma été remis par Monsieur de la Valtiere Lieutenant de Roi au dit lieu; en foi dèquoi, au Môle St<sup>e</sup> Nicolas le trentieme novembre Mille Sept cents Soixante & dix Sept. f<sup>s</sup> Gautarel<sup>2</sup>

[Translation]

30 November 1777

I the undersigned, Jacob Funcks, captain of the Bateau *hope*, belonging to Messrs. John J. Cripps & May of Charleston, South Carolina, loaded with twenty-five casks of tobacco, seventy-four casks of rice, one cask of indigo, three barrels of flour and seventy-five large baskets [?] <sup>1</sup> of onions, state in this declaration that on Thursday, the twenty-seventh of November in the year of Our Lord 1777, at 4 o'clock in the afternoon, it being twenty-five days since leaving Charleston, I was chased by an English frigate between Tortue Island and Jean Rabel, which forced me to change course and to approach the land to which I was the closest, which I quickly recognised as the Bay of Jean Rabel of the Island of Saint Domingue. It was at that moment I saw another vessel making for me while the other frigate, still chasing me, forced me to run aground at Jean Rabel, where, having been pursued by two armed boats filled with men, I embarked with members of my crew in my boat and made for the shore. There I thought I was safe from all dangers, but several men from the armed boats went on board my ship and set fire to it under the cover of the frigate's guns that were firing at us and some Frenchmen on shore. The frigate fired two shots while flying a French flag, which she hauled down and raised an American flag; she then displayed an English flag under which she fired several more shots, the canonballs all landed on the shore among us. The men remaining in the boats came ashore to seize me and my men but being unable to find us they searched the houses of the inhabitants. Before returning to their ship they went to the place where there were two guns on their carriages and a French flag flying, which they hauled down and then dismantled the guns. The next day, I came to St. Nicolas Mole where I made

this declaration before the commanding officer of the place. The undersigned witnesses and I declare this declaration to be true. At Mole St. Nicolas, 30 November 1777. Signed, Jacob Funcks, Captain; Silvanus Gale, second in command; John Bolton; and a cross for David Crahton. All of them being members of the crew.

I the undersigned sworn interpreter of the English language at the residence of Mole St. Nicolas certify that I have translated the above declaration and other parts in all its content from the original in English, which was given to me by Monsieur de la Valtiere, King's Lieutenant of the said place; in witness thereof, at Mole St. Nicolas, the 30th of November 1777. Gautarel<sup>2</sup>

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 526, 96-97.

1. *Macornes*: Perhaps a variation of *mencaud*, a measurement of capacity for wheat and oats, equivalent to 26 liters; or perhaps from the Spanish *macona*, a large basket without handles.

2. See Journal of H.M. Sloop *Hornet*, 27 Nov., and Journal of H.M.S. *Winchelsea*, 28 Nov., above.

## December

### ACCOUNTS OF REPAIRS OF THE SHIP *OLIVER CROMWELL* AND THE BRIG *DEFENCE*

Boston 1777

Mem<sup>o</sup>:—of Sums due to sundry Persons who have work'd for, and supply'd the Ship's *Oliver Cromwell*, & *Defence*—viz.

To Joseph Clark	Ship Carpenter	£600	—	—
Samuel Harris	Mast maker	60	—	—
Tho <sup>s</sup> . Green	Truckman	90	—	—
Brown & Emmes	Blacksmiths	400	—	—
Jon <sup>a</sup> . Balch	Blockmaker	108	—	—
John Owen	Cooper	200	—	—
Brown, & Hunt	Joiners	300	—	—
Tho <sup>s</sup> . Mayo	Butcher	600	—	—
Ab <sup>m</sup> . Hayward		10	—	—
Caleb Champney	Glazier	50	—	—
Isaac Smith		51	15	—
Knox		6	—	—
John Andrews		[150	—	—]
John Hooton	Oarmaker	22	13	2
Winter Calef	Tanner	80	—	—
James Seward	Gunsmith	40	—	—
Joseph How	Tinman	50	—	—
Francis Shaw		130	16	6
Tho <sup>s</sup> . Greenough	Math. Inst <sup>t</sup> . Maker	3	7	—
Bossenger Foster		150	—	—
William Cordwell		46	15	—
Edw <sup>d</sup> . Gyles	Painter	1	16	—
John Matchet	Wharfinger	43	6	—
John Brown		3	—	—
Waters & Gyles	Painters	157	2	—

Will <sup>m</sup> . Stone		9	—	—
Job. Prince J <sup>r</sup>		90	—	—
	sum carried over.	£3453..10..	8	
To Sameul Whitwell		201..16..	—	
To Parker, & Bradshaw Distillers		1450	—	—
To Sam <sup>l</sup> . Barrett	Sailmaker	270	—	—
To Henry Roby	Glazier	5..	3..	—
To Edward Carnes	Ropemaker	1800	—	—
To Ellis Gray		214	—	—
To P. D. Sergeant		96..10..	1	
To John Ballard		7..	4..	—
To William Shattuck		110	—	—
To John Lamb		460	—	—
To John Butler		4..	1..	—
To Benj <sup>a</sup> . Burt		12..	6..	—
To Joseph Webb	Ship Chandler	6..	8..	—
To Waters, & Stanbridge	Painters	127..12..	—	
To W <sup>m</sup> . Fanaly	Truckman	7..16..	—	
		£8226..	6..	9
To John Langdon	Tallow Chandler			
To Duncan Ingraham J <sup>r</sup>		90	—	—
To Edw <sup>d</sup> . Edes	16228 Bread			
To Board of War	8000 <sup>lb</sup> . Bread.			
To Joseph Trumbull Esq.	2 Cables.			
To Sam <sup>l</sup> . Eliot J <sup>r</sup>	4500..0			
	28728			
To John Lamb's after bill		153..	4..	—
To Sam <sup>l</sup> . Breck		234..12..	6	
To Mons <sup>r</sup> . Tallemon		222	—	—
To Edward Grays		90	—	—
		£9016..	3..	13

D, Ct, 1st Series, vol. 9, 239 a-b. Docketed: "*O. Cromwell & Defence.*"

ACCOUNT OF SAMUEL ELIOT, JR., FOR CONNECTICUT NAVY SHIP *OLIVER CROMWELL*

Ship *Oliver Cromwell*

1777.		To Samuel Eliot J <sup>r</sup>	Dr
July 8 <sup>th</sup> .	To 8 Teircres of Beef @£7..6..8	58..13..	4
	4 firkins Butter 248 <sup>lb</sup> . @ 10 <sup>d</sup> .	10..	6.. 8
	2 boxes Candles 174 <sup>lb</sup> W <sup>t</sup> . @ 9 <sup>d</sup> .	6..10..	6 <sup>l</sup>
	out of Bark <i>Lydia</i>	75..10..	6
23 <sup>d</sup> .	To 22 <sup>Cwt</sup> . Bread @50/	55..—..	—
		£130..10..	6
Sep <sup>r</sup> 11	To Cash p <sup>d</sup> . John Chapman	18..—..	—
	p <sup>d</sup> . M <sup>r</sup> . Reed	9..—..	—
		27..—..	—

17.	To Cash p <sup>d</sup> . John Chapmans order to Jn <sup>o</sup> . Beal for Pilotage	10..—..—	
	To Cash p <sup>d</sup> . John Chapman	<u>15..—..—</u>	
			25..—..—
	To Cash p <sup>d</sup> : John Chapman ⌘ Cap <sup>t</sup> . Harding's general ord <sup>r</sup>	73.. 6..—	
	To Cash p <sup>d</sup> : Jn <sup>o</sup> . Chapman	45..—	
	d <sup>o</sup> .—p <sup>d</sup> .—d <sup>o</sup> 's order		
	to Caleb Frisby	45..—	
	d <sup>o</sup> .—p <sup>d</sup> .—d <sup>o</sup> 's order		
	to Tim <sup>o</sup> . Rogers	<u>18..—</u>	
		<u>108..—</u>	
			181.. 6..—
Oct <sup>r</sup> 1.	To Cash paid for ¼ <sup>Cwt</sup> Sugar at sundry times	4.. 10..—	
	To 1 firkin Butter	<u>64<sup>Cwt</sup> 2/ 6.. 8..—</u>	
			10.. 18..—
	To Cash for Rum	<u>3.. 10..—</u>	3.. 10..—
18.	To 3½ gal <sup>s</sup> . Rum—@ 40/.	7..—..—	
27	3½ gal <sup>s</sup> . d <sup>o</sup> .	7..—..—	
31.	3½ gal <sup>s</sup> . d <sup>o</sup> .	7..—..—	
Nov <sup>r</sup> 1.	49 <sup>wt</sup> . Deck Nails @ 3/.	<u>7.. 7..—</u>	
			28.. 7
5.	To 3½ gal <sup>s</sup> . Rum—@ 40/.	7..—..—	
	To Cash p <sup>d</sup> . for 20 Gal <sup>s</sup> . Rum @ 40/.	40..—..—	
	To Cash p <sup>d</sup> . for 6½ Gal <sup>s</sup> . d <sup>o</sup> . @ 40/.	13..—..—	
	To 3½ gal <sup>s</sup> . Rum—@ 40/.	7..—..—	
11	To 1 Tierce of Tar	4.. 10..—	
	14 <sup>wt</sup> . Deck nails @ 3/.	<u>2.. 2..—</u>	
			73.. 12..—
	To Cash p <sup>d</sup> : for necessities for Benj <sup>a</sup> . Rockwell	12..—..—	
	d <sup>o</sup> . p <sup>d</sup> : James Beers Board		
	Lodging, Med <sup>cc</sup> . & attendance while Sick.	5..—..—	
	d <sup>o</sup> . p <sup>d</sup> . Zep <sup>h</sup> : Hatchs d <sup>o</sup> . d <sup>o</sup> . d <sup>o</sup> .	6.. 12..—	
	d <sup>o</sup> . p <sup>d</sup> . Wm: Marbels d <sup>o</sup> . d <sup>o</sup> . d <sup>o</sup>	4..—..—	
	d <sup>o</sup> . p <sup>d</sup> . for Beer	1.. 17.. 6	
	d <sup>o</sup> . p <sup>d</sup> . Lieut <sup>t</sup> . Parker	<u>26.. 8..—</u>	
			55.. 17.. 6
	d <sup>o</sup> . p <sup>d</sup> . Mayo for Beef	233.. 5.. 2	
	d <sup>o</sup> . p <sup>d</sup> . for Roots	2.. 15.. 10	
	d <sup>o</sup> . p <sup>d</sup> . M <sup>r</sup> . Beebys Board &c. while sick	6.. 16.. 8	
	d <sup>o</sup> . p <sup>d</sup> . Dr <sup>r</sup> . Rand for Med <sup>cc</sup> . &		

	Attend <sup>cc</sup> . M <sup>r</sup> Beeby while Sick	<u>9.. 8.. 8</u>	
			<u>252.. 6.. 4</u>
	sum carried over		£788.. 7.. 4
1777			
Nov <sup>r</sup>	To Cash p <sup>d</sup> . Halsey's bill for Benj <sup>a</sup> . Rockwells board—	3.. 12.. —	
	To Cash p <sup>d</sup> . D <sup>r</sup> Rand for Med <sup>ce</sup> : & Att <sup>ce</sup> : Rogerson while Sick	3.. —.. —	
	To 1½ w: 10 <sup>d</sup> . Nails @£4.. 16/	7.. 4.. —	
	To 3½ gal <sup>s</sup> . Rum— @ 40/	7.. —.. —	
	7 <sup>wt</sup> . Deck Nails @ 3/.	2.. 2.. —	
	To 3 <sup>qr</sup> . 10 <sup>wt</sup> Spun yarn 94 <sup>wt</sup> . @ 2/	<u>9.. 8.. —</u>	
		28.. 14.. —	
	To 2½ Gal <sup>s</sup> . Rum @ 40/	5.. —.. —	
Dec <sup>r</sup>	To Cash for 1 bottle Madeira Wine for Benj <sup>a</sup> . Rockwell	—.. 9.. —	
	To Cash p <sup>d</sup> . M <sup>r</sup> Sigourney for 6 gal <sup>s</sup> . Rum 12—		
	To ½ Gal. Rum <u>1—</u>		
		13.. —.. —	
	To Cash p <sup>d</sup> . for Sundry Medicines bo't out of the Ship <i>Restoration</i>	30.. 18.. —	
	To sundries out of the Brig <i>Honor</i>	<u>217.. 18.. 4</u>	
			248.. 16.. 4
	To Sundries out of the Ship <i>Restoration</i>		19.. 10.. —
	To Cash p <sup>d</sup> . Chapman		36.. —.. —
The bill	To a bl. cont <sup>s</sup> <sup>lb</sup> Rezin suppose	10.. —	
not	1 Tierce pitch — — — —	6.. —	
brot in	2 Tierces Tar — — — —	<u>9..</u>	
			<u>25.. —.. —</u>
			£1168.. 8.. 8
	To Cash Paid Seth Harding Esq for his Mens Wages—		
	Oct 7.	116.. —	
	15	346.. 10	
	16	<u>60.. —</u>	
			<u>522.. 10.. —</u>
			£1690.. 18.. 8

D, Ct, 1st Series, vol. 9, 239a-b. Docketed: "Ship *Oliver Cromwells*/Acco<sup>t</sup>."

1. This sum was offset in the Credit column as follows: "July 1777: By Bark *Lydia* for overcharge of Candles dld in Dartmouth by Josiah Eliot.—72<sup>wt</sup>. @ 9<sup>d</sup>. [£] 2.. 14." This was the sole entry in the Credit column.

December 1

## ELISHA DOANE TO NEW HAMPSHIRE MARITIME COURT

State of New  
HampshireTo the hon<sup>ble</sup>. Joshua Brackett Esq<sup>r</sup> Judge of y<sup>e</sup>  
Maritime Court for said State.—

Be it remembered that on the first day of December AD 1777 Elisha Doane of Wellfleet in the County of Barnstable & State of Massachusetts Bay Esq<sup>r</sup> comes into Court & claims the Brigantine *Lusanna* & the several articles in the annexed schedule mentioned on board said Brigantine as his property against which a Libel is filed in said Court in behalf of Joshua Stackpole Commander of the private armed Brigantine called the *McClary* & all concernd therein & the truth of the facts containd in said libel is to be tried on the 8th day of december instant in said Court & the said Doane says the same Brigantine & the same articles of goods, wares, & merchandizes mentioned in said Schedule are not by law liable to forfeiture wherefore he prays the same may be by the decree of said Court restored to him & for his Costs<sup>1</sup>

J Lowell for the Claimant

Elisha Doane Esq<sup>r</sup> Packages markd & numbered as follows

SB 5 Hhds N 1 N. 17. 18. 19. &amp; 20

a Tierce N 1.

a Drum N 4.

9 Trunks N 3. 9. 20. 21. 22. 23. 24. 25 &amp; 33

10 Bales N 5. 6. 7. 14. 26. 27. 28. 34. 35. 36.

1 Box N 12.—3 Bundles N 13. 15. 16.

2 Cases N 8. 13. 4 Chests N 29. 30. 31. 32.

20 Boxes N 1 to 20—75 Coils Cordage from N 1 to 75

12 Bundles German Steel containing 116 Barrs

26 Casks of Nails unnumbered

Provisions laid in for said Doanes Brig<sup>t</sup> marks & numbers forgot—

10 blls mess Pork 10 ditto cargo 10 ditto mess beef

5 Bags brown ship bread q<sup>t</sup> 500<sup>lb</sup>2 Kegs Gunpowder q<sup>t</sup> 20<sup>lb</sup>. eachAlso 2 Swivels onboard the *Lusanna* brig<sup>t</sup>Copy examined by Jon<sup>a</sup>. M. Sewall ClerCopy examined by Nath<sup>l</sup>. Adams ClerkContaining  
divers goods  
wares &  
merchandizes

Copy, DNA, PCC, item 44, 267–68 (M248, roll 58). Docketed: “N 3/E Doanes Claim.”

1. On the same day Isaiah Doane and James Shepherd submitted claims to part of the cargo of *Lusanna*. Ibid., 269–72.

## MASSACHUSETTS BOARD OF WAR TO COLONEL JONATHAN GLOVER

Col<sup>o</sup>. Jon<sup>a</sup>. GloverDr<sup>r</sup>. SirWar Office Boston Dec<sup>r</sup> 1<sup>st</sup>. 1777

Capt<sup>n</sup>. Haynes<sup>1</sup> has been with the Board and can give no assurance of being able to Ship a Crew neither does there appear the least probability of it. We have therefore thought fit to Discharge him & are now to request you would exert yourself to

procure Master Mate & Seamen for the Ship *Union* at Falmouth that they may if possible go down with Capt<sup>n</sup>. Procter<sup>2</sup>—

The terms of Shipping we submit intirely to you supposing they will be nearly the same as for the ship *Gruel* We are with real regard [&c.]

by order the Board

John Browne Pres<sup>t</sup>.

P Tempore

LB, M-Ar, Mass. Archives Collection, vol. 151 (Massachusetts Board of War Letters), 141.

1. Capt. William Haynes.

2. Capt. Joseph Proctor.

*THE CONNECTICUT GAZETTE AND THE UNIVERSAL INTELLIGENCER*, FRIDAY,  
DECEMBER 5, 1777

Boston, December 1.

Tuesday last arrived into Newbury Port, after a very successful Cruise, in which he took 14 Vessels, the Privateer Brig *Civil Usage*, commanded by Capt. Andrew Giddings. . . .

Yesterday arrived safe in Port, after a short Cruize, the *Hawke* private armed Vessel of War.<sup>1</sup>

1. Massachusetts privateer brigantine *Hawke*, Thomas Parker, commander, mounting 12 guns with a crew of 80. She was commissioned on 25 and 27 Sept. 1777 and was owned by William Shattuck and others, of Boston. M-Ar, Revolutionary Rolls, vol. 6, 98, 101.

PROCEEDINGS OF THE RHODE ISLAND GENERAL ASSEMBLY

At the General Assembly of the Governor and Company of the State of Rhode-Island and Providence Plantations, begun and holden, by Adjournment, at East-Greenwich, within and for the State aforesaid, on Monday the First Day of December, in the Year of our Lord, One Thousand Seven Hundred and Seventy-seven.

. . . Whereas John Grimes, late Commander of the private Ship of War *American Tartar*, hath represented unto this Assembly, That he was captured during his Cruize, by one of the British Ships of War, and carried into Halifax: <sup>1</sup> That being there a Prisoner, he was suffered by Sir George Collier to return to Boston upon his Parole: That either the Master of the British Ship *Fox*, who is a Prisoner of War within the State of Massachusetts-Bay, should be released in his Stead, or that he would surrender himself a Prisoner of War again: That the said Master of the *Fox* is designed to be exchanged for the late Master of the Continental Ship *Hancock*,<sup>2</sup> who is a Prisoner of War at Halifax: That the Master of the British Ship of War *Syren* is here a Prisoner,<sup>3</sup> and it hath been proposed that he should be held, in order to exchange for Mr. Esek Hopkins, jun. who was an acting Lieutenant on board the *Providence* Sloop,<sup>4</sup> and is a Prisoner of War at Halifax: And that Mr. Otway,<sup>5</sup> Lieutenant of the British Frigate *Lark*, was captured by this State's Troops, and will be exchanged for said Hopkins: It is therefore Voted and Resolved, That it be, and hereby is, earnestly requested of the Honorable Major-General Spencer to suffer and permit the said Lieutenant Otway to be given up, in order to redeem said Mr. Hopkins from Captivity: And that, upon General Spencer's permitting the said Otway to be given in exchange as aforesaid,

the late Master of the British Ship *Syren*, who is here a Prisoner, shall be delivered up to be exchanged for the Master of the *Hancock*, or Capt. John Grimes. . . .

*Rhode Island Session Laws*, December, 1777 (Attleborough, Mass., [1777]), pp. 1, 34–35.

1. Massachusetts privateer ship *American Tartar* was captured by H.M.S. *Bienfaisant* on 28 Aug. NDAR 9: 613–14.

2. Sailing Master John Diamond.

3. Sailing Master William Edwards.

4. Continental Navy sloop *Providence*, Capt. John Peck Rathbun.

5. Lt. William A. Otway, R.N.

REAR ADMIRAL SIR PETER PARKER TO  
GOVERNOR NICHOLAS COOKE

Sir

Chatham Rhode Island the 1<sup>st</sup> Dec<sup>r</sup> 1777

M<sup>r</sup> Richard Backhouse came here last night on his Parole, to return in Twenty days unless exchanged for M<sup>r</sup> Ezek<sup>l</sup> Hopkins Jun<sup>r</sup> or M<sup>r</sup> Adam. W. Thaxter late Lieutenants onboard the *Providence* Sloop.<sup>1</sup> In my Letter of the 22<sup>d</sup> past, I proposed an exchange for M<sup>r</sup> Backhouse, which I think adequate to his rank;<sup>2</sup> I mentioned that I had wrote for the Lieutenants Hopkins and Thaxter, but am in doubt whether they will not be exchanged (before my requisition reaches Halifax) for the 1<sup>st</sup> & 2<sup>d</sup> Lieu<sup>ts</sup>. of the *Fox*.<sup>3</sup> I have sent the four men you desire in lieu of the four Prisoners from Massachusetts Bay—and am [&c.]

P: Parker

L, R-Ar, Letters to the Governor (1777–1778), vol. 11, 98. Addressed at foot: “Nich<sup>s</sup> Cooke Esq<sup>r</sup>.”

1. Continental Navy sloop *Providence*, Capt. John Peck Rathbun.

2. Parker proposed exchanging Backhouse, purser of H.M.S. *Syren*, for Benjamin Tucker, first lieutenant of the Massachusetts privateer schooner *Warren*. See Rear Admiral Sir Peter Parker to Governor Nicholas Cooke, 22 Nov., above.

3. Lt. John Perry, R.N., and Lt. William Budworth, R.N.

JOURNAL OF H.M.S. SPHYNX,  
CAPTAIN ANTHONY HUNT

December 1777

D<sup>o</sup>. [C. Henlopen] N 89° W. D. 120 Lgs.

Monday 1<sup>st</sup>:

AM/ at 7 saw another sail to the Southw<sup>d</sup>. made sail & gave Chace, at noon still in D<sup>o</sup>:

D<sup>o</sup>: [C. Henlopen] N 85 W. D. 130 Lgs.

D<sup>o</sup>: W<sup>r</sup>: [Fresh Gales, and Squally] PM./ at 1 Came up with the Chace<sup>1</sup> she proved to be the *Rover* Privateer of 10 Guns & 35 men,<sup>2</sup>

D, UKLPR, Adm. 51/922.

1. Massachusetts privateer sloop *Rover*, John Mitchell, master, from Boston, on a Cruise, Fitted for War. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 485. She was commissioned on 8 Oct. 1777, mounting 8 guns with a crew of 50 seamen, and was owned by John Derby, Andrew Cabot, and others, of Salem. M-Ar, Revolutionary Rolls, vol. 7, 21, 22.

2. *Sphynx*'s journal notes on 2 Dec.: “at noon made sail to speak the Sloop—Brought too, hoisted a Boat out, and sent on b<sup>d</sup>: the Sloop, and took her in Tow,” but on 3 Dec. Hunt ordered *Rover* scuttled. UKLPR, Adm. 51/922.



## JOURNAL OF CAPTAIN JAMES PARKER

[*Philadelphia*] Monday 1<sup>st</sup>. December 1777. Last night Cap<sup>t</sup> Alexander, who commanded the *Delaware* frigate, with four of his officers escaped from the State house. The Public Clock having sometime ago being removed from thence, the place of the dialplate was planked up, part of which they removed, & putting the lines by which the Clock weights hung over to the outside, by them went to the ground, & got off. Their friends inside drew up the lines, & placing the planks all appeared right. The Whole officers expected to move this way in small numbers, but this was discovered & the place secured. The passage through the Cheveaux de frize is still very narrow, & must continue till warm weather, when they can work below Water. Several Vessels have got up on them lately, a Navy Victualler<sup>1</sup> will be lost, but the provision saved; also a Brig<sup>a</sup> from Glasgow with bale goods. five rebel light horse came in this day. Gen<sup>l</sup> Potter they say is at Germanton, & that he keeps a picket guard at the Rising sun, four miles from this, & that Washingtons main body remains still at the White marsh Church—

D, City of Liverpool Library, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Steuart.

1. Navy victualler *Juliana*.

JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEW

Decem<sup>r</sup> 1777

In the River Delaware

Mond<sup>y</sup> 1<sup>st</sup>

Sent 19 Butts onb<sup>d</sup> the *Julian*<sup>1</sup> a Naval Store Ship that was Sunk by getting on a Chevaux de frize to help to raise her.

In the River Delaware

D<sup>o</sup>. W<sup>r</sup> [Mod<sup>l</sup>. & Cloudy]

D, UklPR, Adm. 51/548.

1. The navy victualler *Juliana*. Over the next twelve days boats from from *Pearl*, *Liverpool*, *Roebuck*, and *Zebra* worked to raise her. She was finally refloated on 13 Dec. and towed to Philadelphia. See Captain Andrew S. Hamond, R.N. to Captain John Linzee, R.N., 7 Dec., below, and, Vice Adm. Viscount Howe to Philip Stephens, No. 49, 5 Jan. 1778, Adm. 1/488, 116–21.

## COMMODORE JOHN HAZELWOOD TO THOMAS WHARTON, JR.

I rece<sup>d</sup>: Your Excelencies letter on the 17<sup>th</sup>.<sup>1</sup> wherein you inform me of the Contents of a letter Gener<sup>l</sup> Washington rec<sup>d</sup> from the Commanding Officer of red Bank,<sup>2</sup> Informing of the Evacuation of Fort Miffling and of the Constant & heavy firing of the Enemy particularly from a Floating Battery which lay very near the Fort which Made that Step Necessary & have no doubt, disagreeable Enough to your Excelency & to Every well Wisher to our Cause in General, But when your Excelency is made Acquainted with the proceeding & action of that day & Sir the Plan of Action by our Fleet & a View of the Whole you will I am Confident give Praise & Honour, to them & not degrade our Gentlemen whom have with the Greatest Spirit & Bravery defended the Pass of our River for Two Months Altho not half Manned & those few men under them Naked for want of Cloathes of Every Kind & Blankets, Thus we have

with Spiritt whenever the British Fleet advanced beat them back & Drove them in Every Action & they rec<sup>d</sup> Much Damage, & Cou'd the Army Maintain the Heights we could hold the Pass by Battery on Shore & the fleet for ever—Your Excelency may think that our force was greater than It really was, our Force on the River was 12 Gallies & two floating Batteries & a few Armed boates its true that we borrowed the men to Reinforce us going to action out of the Other Vessels & Captain Robinson in Particular has been Allways ready to give Every Assistance with his people & the rest of the Continential Officers, the rest of the fleet Cou'd not come down below the Chevax De Freeze & the Most of our Actions has been below them, I am Sorry there Shoud be any Blame on our Fleet they have played their part well our Enemys has said it, & am sorry those we are Fighting for cannot Speak well of us, & as to the Gentleman that Commanded on that day to the w<sup>st</sup>ward, not obeying Orders I did Accuse him for not doing more untill I was made acquainted with the Damage that part of the Fleet had Rec<sup>d</sup>. & Saw the Floating Battery whom I order'd over to Assist the Gallies in the Destroying the Enemy's Ship<sup>3</sup> & Sloop<sup>4</sup> Floating Battery & they Rec<sup>d</sup> so much Damage before she could get over to their Assistance & had her Cables & Warps cut to pieces as fast as they Run them Out & unluckily for us the Wind blew fresh Westerly that Day that we could not get the Fleet as Soon to Action as we Wished to do, for we was Obliged to Warp them to Action The Gallies & Floating Battery, I was Carrying all to Act on their Floating Battery & was playing on her When an Officer with a Note from the Commanding Officer<sup>5</sup> came from the Fort & woud be glad the Commodore woud Fire on the Ships below As they Gauld<sup>d</sup> the Fort Most, I Immediately Drew all the Fleet from her for Some time when I saw their Ship Floating Battery Warping up higher I then Sent the Gallies & Battery to Atack her for by the Note from the Fort I thought they would Manage her & that they would Wish us to drive down the Ships which we did, & had no Assistance but from a Two Gun Battery<sup>6</sup> which we would have Man<sup>d</sup>. ourselves but the Artillery officers woud not Suffer us to do it, the Action was Hott & Heavy that day Six Battery<sup>s</sup> playing on us from the Shore to Westward besides two Nine Inch Mortars & two Floating Battery<sup>s</sup> & Seven Ships & two of these Gallies that with their Shot from their Battery<sup>s</sup> & Ships the River was Cover'd with Shot on all Sides of us and Cross Fire in Such a manner I was Surprized the Fleet never gave way which they never did untill their Ships was drove down we had on that Day 38 men kill'd & Wounded & all the Gallies Except one much Shater'd with shot two of Which we have now on Shore Reaparing here but I make no doubt there is many whom are not Judges blame us for not destroying their Ship Battery, do they know that no part of our fleet can get in there if its not halfe or two thirds Flood, or Suppose they could, can any man think that twelve Open boates could go into Such a Pass under the Fire of Six Battery<sup>s</sup> & their two Floating Battery<sup>s</sup>, & then not more than four hundred Yards from them & destroy a Ship of Twenty Four, 24 pounders besides a Sloop with three Heavy Cannon in her a Work no part the British fleet would attempt doing or if they had never could Effect<sup>d</sup>. Such an Attempt for my Own part I have run Every Risque to do whatever our little Fleet was Capable of doing, & have defended the pass so long as the Army thought proper to Stay on the sides of the River what more we Could do I know not unless it was to Stay untill the Enemy's Army had got above us & those in the City<sup>7</sup> had posted themselves on windmill Island & at Coopers Ferry & all to fall Prisoners with the Fleet in their hands but I think we have done much better but if it's thought there has

been any Neglect let us have a hearing & you will find I think that the Fleet has Kept the Pass & not anything from the Shore. When Gen<sup>l</sup> S<sup>t</sup> Clear, Kelb & Knox came down<sup>8</sup> mysef & the Oldest Continential Officer<sup>9</sup> was Sent for in Councill & we then gave our Opinion that we could hold the Pass of the River as well as before with the Battery<sup>s</sup> we were erecting if they could be Supported with the troops & that we thought the Loss of Fort Miffling was nothing that we Could Efectually hold the Pass of the River as well Without it as with it, the Gener<sup>ls</sup> thought the Enemy would be on our backs before a Sufficcient Reainforcem<sup>t</sup> could come How then can any blame be laid on the Fleet, I have Inclosed your Excelency some few papers I now shall In-deavour to give your Excelency some Account of our Reatreat, on the 18<sup>th</sup> of November we had a Councill with the Generals & Officers of the Garison & on the same evening they gave me their Determination in writing a Copy<sup>10</sup> of which you have Inclosed with some other other Papers we heard nothing more of it untill Next Morning when one of our Officers came on board & Told me our people were leaving the Fort we on that day brought the Galleys up into Lads Cove where we held Councill which you will see the purport of<sup>11</sup> we lay two Nights for a Wind to Pass the fleet but having none it was agreed by the Whole Gentlemen that the Galleys Ought to Pass that Night Accordingly I got them under way at 3 OClock in the Morning & about half past four they past the Citty without having one Shott fired at them they had with them Nine Armed boates whom all got Safe up about 10 OClock the same day Captain Robinson & mysef went on Shore in order to See Gen<sup>l</sup> Vernom to know what Support we culd get from the Troops but we found they had Reached Hattenfield where we could Expect Nothing from them I took a Horse & went up to get Waggons to bring up our Stores & to dispatch the Galleys down to Assist in geting the remainder of the Fleet past the Citty but it being late when I got up & the Tide not answering untill Morning & before day I heard a firing at Town & Soon after saw one of our boates whom told me that what part of the Fleet they thought Could be got bye was passed & that the Rest was Sett on Fire agreeable to a Councill held in the Evening by all the Gentlemen of both Continential & State Captain Robinson told me he waited on the Gen<sup>l</sup> & he told him he could give him no Support untill he got up to Ancoakus & Saw that our Fleet must fall in their hands if they was not destroyed, we Should have Sent some of the Fleet down the River if we could have been Supply<sup>d</sup> with Bread to go with tho we have been fully Employed here Crossing & reacrossing Troops & their Baggage & Still Complaints that they can get nothing done by the Galleyemen—is Every Officer in the Army to Lodge Complaints To General Washington of the Fleet & the Officers in it not to be heard or is the Fleet under the Command of Every Officer in the Army if it is it's the first Fleet that ever was Commanded by sea Officers under the Command of any Army or the Officers in it if it is so I believe few will Continue in it, we would wish to Support our Rank & Honour which we never shall be able to do while every officer in the Army is to be a Judge of our Actions let our Conduct be Examin<sup>d</sup> into By men of Judgment if we have not done our Duty let us Suffer accordingly I Should be glad Your Excelency Would point out a place where the Fleet may Winter for I dont think the River will be open long hear, I have been unwell three days but am much better & Shall I hope be able to go on board the Fleet tomorrow I hope to hear from Your Excelency Soon, having not to add am [&c.]

John Hazelwood

## A List of the State fleet that Passed the Citty

13 Galleys

12 armed Boates

Province Sloop

Amunition Sloop

*Convention Brig*

One Acomodation Sloop

One Provision—D<sup>o</sup>1 D<sup>o</sup>—Schooner

2 Flatts with Stores 11 Eighteen Pound Cannon

all the Continental Vessels<sup>12</sup> was burned& the remainder p<sup>t</sup> of the State Fleet

Sundry Stores &amp; amunition Saved

Bristol Dec<sup>r</sup> 1<sup>st</sup> 1777

L. PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Notation at head of letter: "Commodore Hazelwood to Pres Wharton, 1777."

1. Letter not found.

2. Col. Christopher Greene.

3. H.M. armed ship *Vigilant*.

4. H.M. sloop *Fury*.

5. Maj. Simeon Thayer.

6. Little Mantua Creek battery.

7. Philadelphia.

8. After the evacuation of Fort Mifflin, Washington ordered Maj. Gen. Arthur St. Clair, Maj. Gen. Johann Kalb, and Brig. Gen. Henry Knox to Fort Mercer to assess the practicability of a continued defense of the Delaware River. See George Washington to Major General Arthur St. Clair et al., 17 Nov., above.

9. Continental Navy Capt. Isaiah Robinson.

10. See Major General Arthur St Clair et al. to Commodore John Hazelwood, 18 Nov., above.

11. See Council of War Held on Board the Sloop *Speedwell* off Red Bank, 19 Nov., above.

12. *Andrew Doria, Champion, Fly, Reprise, Surprise*.

## PURDIE'S VIRGINIA GAZETTE, FRIDAY, DECEMBER 5, 1777

WILLIAMSBURG, Dec. 1, 1777.

The owner of the privateer *Phoenix*, Capt *Cunningham* commander, are desired to meet the eleventh of this instant at seven o'clock in the evening, at the *Raleigh* tavern, to adjust the accounts and other important matters relative to the said vessel. Those who cannot attend will appoint some persons to act in their behalf.

## December 2

## JOURNAL OF H.M.S. SCARBOROUGH, CAPTAIN ANDREW BARKLEY

Dec<sup>r</sup>: 1777Tuesday 2<sup>d</sup>.

[*Cape*] Sambro: Light House WbS 3 or 4 Leagues at 6 AM made sail.—at 7 saw the Land a head.—at 8 Owls head WNW dis<sup>t</sup>: 5 Leagues. at 11 the Ship struck upon [a] Rock.—at noon came to in Beaver Harbour with the B<sup>t</sup>: B<sup>r</sup>: in 9 fms<sup>s</sup>: water Black Rock SSE, Simonsons Island NbW and the Cove WbN.—

At a single Anchor in Beaver Harbour

First & Middle parts fresh Gales & Squally, Latter Mod<sup>te</sup>: & Clear frosty W<sup>r</sup>: at 1 PM sent the Boat to Reconnoitre the Harbour. at ½ past she returned with a Man from the Shore, who told us there was a Rebel Privateer Sloop, laying at the back of Simonson's Island.—order'd the *Albany* to go in to the W<sup>t</sup>ward of the Island.—at [2] weigh'd & ran Close to the Rocks to the S<sup>o</sup>ward of the Island & came to in 9 f<sup>ms</sup>. soft ground & veer'd to ⅓ of a Cable.—at ¼ past the *Albany* got aground and [fir] 'd at the Privateer.—at ½ past the Privateer got under sail.—fir'd a number [of] Shot at her.—at 3 she got out to sea.—at 10 the *Albany* got off and anchored [her]e.—

D, UKLPR, Adm. 51/867.

NATHANIEL SHAW, JR., TO GOVERNOR JONATHAN TRUMBULL

Sir

New London Decem<sup>r</sup> 2. 1777—

When I was on my Return home from Dartmouth I fell in C<sup>o</sup>. with the barer M<sup>r</sup> Angell<sup>1</sup> and he Inform'd that he was to wait on you to know wether the *Defence* was to be Rigg'd as a Ship or a Brigg. & Since, I have Mentioned the Matter to many old Sea Captains of my Acquaintance, and find that they all Agree, in my Opinion, that is to make her a Brigg, giving very good Argum<sup>ts</sup> to Support their Opinion, as they say a Brigg will have much the Advantage in Sailing before the Wind & to windward, & a Ship has no Advantage in Sailing large, as the Brigg Can have as many yards of Canvis in her Sails as the Ship—for other Reasons the barer M<sup>r</sup> Angell Can Inform you, as he has been bro<sup>t</sup> up att Sea & whose Opinion in Regard to those Matters (as I have been long Acquainted with him) I would as Soon take as any Mans—he tells me the Work on the *Defence* will be att a Stand Unless their is Sum Orders given Soon, and that the Men who belong to her are Uneasy to get to Sea as their Wages without Rations &c will not Maintain them on Shore I am [&c.]

Nath<sup>l</sup> Shaw Jun<sup>r</sup>

L, Ct, Connecticut Archives, 1st Series, vol. 9, 332. Addressed: "To/His Excellency Govenor Trumbull Esq<sup>r</sup>/att Lebanon/Ⓜ M<sup>r</sup> Angell." Docketed: "Nath<sup>l</sup> Shaw Esq<sup>r</sup>/Letter dated Dec<sup>r</sup>/2<sup>nd</sup> 1777—/de Brig: *Defence* &/his opinion respecting/Turning her into a/Ship."

1. Lt. James Angell, Connecticut Navy.

# DIARY OF JAMES ALLEN

[Extract]

[Allentown, Pa.]

2<sup>d</sup> December, 1777.—My distance from Philad<sup>a</sup> the present seat of war, causes me to hear news very late, & passing thro' the hands of military men, we get but partial accounts of bad news. However I was so lucky the night before last to receive a very particular account of the transactions in the City from M<sup>rs</sup> Craig who left it last Thursday morning. Last Saturday 22<sup>d</sup> exactly a week after the evacuation of Fort Mifflin, the Garrison of Fort Mercer blew up the Fort with all the stores &c. The explo-



ing of next campaign to put Hudson's river into a state inaccessible to the enemy's Ships of war and thereby to render their enterprizes on that quater extremely difficult and dangerous to them. . . . The great Superiority of the enemy's Fleet renders it impossible to send those products<sup>1</sup> in any quantity to sea with a tollerable prospect of safety. Thus we are prevented from sending you the four thousand hogsheads of Tobacco which you have contracted for, & which Congress have directed to be sent; although several thousands have for some time been purchased up for payment of our debts in France. The good Intentions of our friends in that country are almost entirely frustrated by the exertion of the whole power of the enemies by Sea to prevent our from sending to, or receiving from Europe any thing whatever. A War in Europe whould greatly and immediately change the scene. The maritime force of France and Spain with the American cruizers would quickly lessen the power of Great Britain in the western Ocean, and make room for the reciprocal benefits of commerce between us and our friends. . . .

As the marine Committee have already sent some and will order some more of the Continental Ships of War to France under your directions, permit us to suggest an expedition which appears likely to benefit us and distress the enemy. We are informed that two or three well manned Frigates dispatched early in February so as to arrive at the Island of Mauritius in June (being provided with letters of credence and for such refreshments or aid of stores &c as may be necessary from the Minister to the french Governor of that Island) may go from thence to cruize on the Coast of Coromandel, twenty days sail from the Island of Mauritius, where they will be in the way to intercept the China ships, besides distressing the internal trade of India. The prizes may be sold at Mauritius and bills of exchange be remitted to you in Paris. We would observe that in passing to Mauritius our Vessels had better call at Goree than at the Cape, to avoid the vigilance and apprehension of the British Cruizers. Another beneficial attempt may be conducted along the Coast of Africa. The french and dutch settlements, and perhaps the portuguese will purchase the prizes and give bills on Europe. We think your plan of getting one of the new constructed Ships of war equal to one of 64 guns, built for the use of these states in Europe is a very good one, and may be employed to very beneficial purposes. The heavy iron Cannon which you propose to send will be welcome for fortifications and for Vessels; and here they cost abundantly more than you can furnish them for from Europe. besides the delay in getting them which frequently distresses us greatly, and surely your determination to supply us with materials wanted here for shipbuilding is very wise, since it is by marine force that the most destructive wound may be given to our enemies.

We are directed to point out proper ports into which the stores mentioned in the resolve of Congress of November 10<sup>th</sup> may be imported. We are obliged to own that the port of Charlestown, South Carolina and those to the Eastward of Rhode Island are the only safe ones. We wish the number of Manufactures in lead and Sulphur had been limited in that same resolve; but we place full confidence in your discretion. . . .

Signed { R. H. Lee  
J. Lovell

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

The Commissioners of the  
Navy Board at Boston  
Gentlemen

[York] Decem<sup>r</sup> 2<sup>d</sup> 1777

It is the earnest desire of this Committee that you press forward the two Frigates at Rhode Island<sup>1</sup> and get them to Sea if possible with all dispatch when they are to proceed to France agreeable to our former directions. We are exceedingly anxious to have this business accomplished and hope for your utmost exertions therein being Gentlemen [&c.]

P:S: Having been informed that the *Syren* frigate is cast a Shore on point Judith—that she is in our possession and that her Guns, Cables & Anchors, and some other parts of her Tackle and Apparal are like to be saved, we would have you purchase her Guns and Anchors and her Cables and all other Tackle and Apparal if you should think them fit for service, and remove them to some safe place in Massachusetts Bay to be applied to the use of the first frigate that may want them.

In order that you may not be in want of money to carry on the business of your Department we now enclose you two drafts on the Loan Offices of Massachusetts Bay and Rhode Island<sup>2</sup> for fifty thousand Dollars which you will please to draw as you may want it—

LB, DNA, PCC, Marine Committee Letter Book, 116 (M332, roll 6).

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

2. See "Votes and Resolutions of the [Continental] Navy Board of the Eastern Department," 29 Dec., below.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES NICHOLSON

Captain James Nicholson  
Sir

[York] December 2<sup>d</sup> 1777

We find it necessary to give you the following Instructions which you will please to Observe. We desire that you will proceed with the frigate *Virginia* down the bay as low as you can with prudence place said frigate not to be exposed to superior attack from the enemy and there wait for a fresh northwest wind and other favourable circumstances to proceed to sea upon the Voyage directed by your Instructions of the 23<sup>d</sup>. of October last. It is expected that you will provide a fast sailing Tender to preceede the frigate and give you notice of the Situation of the enemy their Numbers and force thereby to enable you to act in such manner as will be most likely to effect the business of your voyage properly. We expect the speedy execution of those Orders and wishing you success remain [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 116 (M332 roll 6).

CONTINENTAL MARINE COMMITTEE TO JONATHAN HUDSON

M<sup>r</sup> Jonathan Hudson  
Sir

[York] Decem<sup>r</sup> 2<sup>d</sup> 1777.

Yours of the 22<sup>d</sup>. ultimo has come to hand and I am ordered by the Honble the Marine Committee to inform you that the *Baltimore* is to be fitted out as a mer-



chantman. It is also their desire that should Captain Ward be such a character as you can freely recommend to the master of this Brigantine that you employ him for that purpose. you will please to write to the Committee on that subject and I am [&c.]

John Brown secy

LB, DNA, PCC, Marine Committee Letter Book, 117 (M332, roll 6).

# CONTINENTAL MARINE COMMITTEE TO JOHN LANGDON

Marine Committee

York in Penn<sup>a</sup>. Decem<sup>r</sup>. 2<sup>d</sup>. 1777

Sir,

We are favoured with yours of the 3<sup>d</sup>. ultimo and are now to inform you that the Navy Board at Boston are fully authorized and empowered to give directions and to make the necessary advances of money for the use of the Marine Service within the four Eastern States<sup>1</sup> therefore, we refer you to them in all cases which relates to the part of that business which is under your care being Sir [&c.]

for the Marine Commee

Henry Laurens,  
President

L, Private Collection, Capt. J. G. M. Stone (Annapolis, Md. 1959). Addressed: "John Langdon Esq<sup>r</sup>." Docketed: "Marine Comm<sup>ee</sup>/Letter Decem<sup>r</sup>. 2<sup>d</sup>/1777/Answ<sup>r</sup>.".

1. See Continental Marine Committee to the Continental Navy Board of the Eastern Department, 26 Oct., above.

# VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN ANDREW S. HAMOND, R.N.

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<sup>a</sup>. in North America.

Whereas it is intended that the *Roebuck*, together with the several Ships and Vessels named in the Margin,<sup>1</sup> should remain in this River; In such Stations during the ensuing Winter, for the Protection of the Town of Philadelphia and to keep an open Communication therewith, as Circumstances may require and the Commander in Chief of the Land Forces<sup>2</sup> approve or recommend: You are therefore to take the Captains of those Ships under your Command, for being so employed; and otherwise generally to co-operate in the Measures suggested by the Commander in Chief, or other Chief Officer in his Absence, as You are best able for the Benefit of His Majesty's Service in those respects, until farther Order.

A particular Attention will be requisite to the due Arrangement and orderly Conduct of the Transports appointed to remain at the Wharfs of the Town, whilst the State of the Weather at this Season renders that precaution necessary. You are to be assisted therein by the principal and other Agents of the Transports, as well as Wardens of the port who will have the General's Directions to that Effect.

When, as the Winter-Season advances, it becomes unadvisable longer to keep the several Ships of War on the detached Services in the mean Time requisite above the Town and contiguous to the Obstructions in the Channel of the River which the Enemy

has effected; You will be to assign the proper Situations for placing those Ships also at the Wharfs of the Town, for the like Security. And when the River is cleared of the Ice in the ensuing Spring, so that the Ships of War may resume their former Stations they are to be disposed of (with the Concurrence of the General, or Chief Commander of the Land-Forces for the Time being) in such Manner as may be then judged most effectual for maintaining the same open Communication; And farther to assist in the Means which may be proposed by skilful Persons, for enlarging the present Channel, and rendering the Navigation safer from Billingport towards the Town: whereon you are at Liberty (no more eligible Expedient occurring) to contract with and employ such qualified persons as are willing to engage in that Undertaking.

The *Experiment* is, however, to be excepted under the Circumstances last mentioned: As some provision will be necessary for facilitating the Arrival of Transports or Ships of War directed to this River at such Times as the Navigation is practicable. And as the *Experiment* appears best adapted for this Occasion, the Commander, Sir James Wallace, will be to take his Station off of, or within the Shoals of the Brown and Brandywine, when his Stay is no longer required at Billingport; for affording such protection as aforesaid, and directing the Commanders of the Ships of War sent to join me here, to the Rendezvous left for his Guidance in that respect. He will be to receive into the *Experiment* the Pilots put onboard the *Solebay*, now occupying the same Station.

The *Liverpool* having received Damage by grounding on the sunk Frames off Billingport in attempting the Removal of them; She is to be hove down for repairing that Injury, in the Course of the ensuing Winter-Months with all the Expedition the State of the Weather will admit.<sup>3</sup> And such Assistance, of Shipwrights or other Artificers is to be contracted for, and Stores purchased, as are found necessary: The Supplies which can be furnished from the Ships of the Squadron being insufficient for that Occasion. The same Latitude is given with respect to the Repair of the Flat-Boats, which is to be made an Object of your particular Care, and for procuring any Cordage or other Stores requisite for the ordinary Service of the Ships under your Direction.

Having retained the Prize named the *Delaware* to be employed with a proper Complement of Men as an Armed Ship in His Majesty's Service; And nominated Lieutenant Watt to the Command thereof; You are to take that Officer under your Orders, to be employed in the said Ship as part of the Squadron stationed in this River for the purposes of your present Appointment.

Given onboard His Majesty's Ship the *Eagle* off Chester the 2<sup>d</sup>. Day of December 1777.

(Signed) Howe.

Copy, UKLPR, Adm. 1/488, 100–102. Addressed flush left below signature line: "To/Capt<sup>c</sup> A. S. Hamond,/Commander of His Majesty's/Ship the *Roebuck*./By Command of the Vice Admiral/J Davies." Docketed: "[illeg.]/Instructions to Captain/Hamond of the *Roebuck*./Dated Decm<sup>b</sup> 2<sup>d</sup>. 1777./1." Notation: "In Lord Howes N<sup>o</sup>. 47."

1. The ships named in the margin were H.M.S. *Experiment*, H.M.S. *Liverpool*, H.M.S. *Pearl*, H.M.S. *Camilla*, H.M. armed ship *Vigilant*, H.M. sloop *Zebra*, H.M. galley *Cornwallis*, H.M. armed ship *Delaware*, H.M. armed schooner *Viper*, and H.M. store ship *Adventure*.

2. Sir William Howe.

3. For the circumstances of *Liverpool*'s grounding on the chevaux-de-frise whereby she damaged her keel, see Journal of H.M.S. *Liverpool*, 1 Nov., above. For Hamond's orders directing *Liverpool*'s repair, see Captain Andrew S. Hamond, R.N., to Captain Henry Bellew, R.N., 7 Dec., below.

## THE GAZETTE OF THE STATE OF SOUTH-CAROLINA, TUESDAY, DECEMBER 2, 1777

Charles-Town, Dec. 2.

Last saturday morning the wind being at W. several outward bound vessels put to sea from this port, of which a brig, a sloop, and afterwards a scooner, stood to the northward, the rest to the southward. After the pilots had left them, a ship was discovered standing in from the S.E. and soon gave chase to those vessels that went to the northward; but the brig and sloop being seen in the evening, standing in shore towards Bull's-Island, and the scooner towards the bar, tis imagined that, as soon as it was dark, they stood off and got clear of the enemy, as they could not be seen on Sunday morning. . . .

The sloop *Betsey*, of Antigua, John Weatherdon late master, from Grenada, intended for New-York, having on board upwards of 70 hogsheads of rum, some sugar, and fruit, arrived in safe port last Saturday, the mate and crew, who were all Americans, having thought [proper] to alter her destination, *to regain their liberty*, which they never had an opportunity of doing while they were prisoners at Grenada, where not the least support was ever allowed them, nor were they suffered to depart from thence, unless to navigate the vessels of their enemies. The crew consisted of 4 men and 2 boys, mostly of Newberry port: Having no other prospect of getting back to their country, and dreading to be confined to perish in a noisome prison-ship, if they should reach New-York, they preferred, on the 16th ult. to confine the captain to his cabin, and take possession of the vessel, even while in company and under convoy of two armed brigs from Grenada, also bound for New-York, and happily succeeded in their attempt. On Friday last, they were chased by a large sloop to the southeastward, and on Saturday by a ship, both which, by their actions, they judged to be cruizers.—They inform of the scooner *Driver*, Capt. Nog, for Surinam, having been taken off Bran Point, on the 24th of July last, by the *Revenge* privateer brig, Capt. Daniel Campbell, and carried into Grenada; also of a scooner from Boston, one White, master, with lumber and fish, for Surinam, being carried into Grenada, about the end of August. . . .

The sloop *Owners Delight*, of this port, Capt. Conyers, bound for St. Eustatius, is taken by the enemy, and carried into Tortula. . . .

The brig *Ann*, one of the prizes taken on the 15th of September last, in the Bay of Honduras, by the *Washington* privateer, of this port, Capt. Anthony, arrived in safe port last Sunday; after having been chased last Friday morning by one ship, and in the afternoon by another which continued the chase till 12 o'clock at night, when the brig running into less than three fathom water, near the Coffin Land, the ship stood off again.—After the *Ann* had been 56 days captured, the prize master was obliged to put into Havana, for necessaries, which the Spaniards readily supplied him. . . .

The master of a sloop who got in over the bar, through the fog, yesterday, says, he has been chased every day, between Bull's island and this bar, by a British man of war, for six days successively, till last Saturday—and that during that time, at different periods, he has seen at least a dozen of vessels on the coast, some of which he fears have been taken.

The fog having cleared away this morning, has put it out of all doubt, that there are British cruizers now off this bar; for, at 8 o'clock, it discovered, one coming from the N.E. almost before the wind, towards the bar, and a scooner running in for the shore of Dewees's island, while another ship stood in from the S.E. towards Stono inlet. At 10 o'clock, the scooner came to an anchor off the end of Long-Island; and

the ship off Stono put about, and stood to the eastward, as near the wind, as she could lie. At 12, the ship from the N.E. had passed the south bar a considerable distance, fired a gun, and hoisted a white flag at mizen-top-mast head. The schooner then weighed, and made sail along shore, and has since come in. After the ships had spoke together, and drifted almost off Stono; at 5 o'clock, they both put about again, and stood off to sea, as close to the wind as possible; and at 6, the smaller was standing to the S.E. and the largest inclining more northerly, probably with a view to intercept a Bermuda sloop, which appears coming up from the N.E.—One of the ships is not unlike the *Perseus*; the other seems to be a small frigate, and is probably the same that lately burnt the ship *Weatherill*.—As we never had so many good armed vessels, or a greater number of brave seamen, in this port at one time, we flatter ourselves, that these Lords of the ocean will not much longer reign paramount here.

The *Volunteer* privateer schooner, of this port, commanded by Capt. Eliphalet Smith, has been sunk by the *Brune* frigate, Capt. Ferguson.<sup>1</sup>—A New-York printer has been pleased to give an account of the taking and sinking of the said privateer, in a paper dated the 9th of October, upon which we shall only remark, that there does not appear much humanity in firing a whole broadside, of a frigate's cannon, upon a small schooner, that appears to have been within musket-shot.—The New-York printer says "*The Volunteer privateer fell in with the Brune, about 25 leagues E.S.E. of Sullivan's island: When hailed, her captain answered, the Lord Howe, from St. Augustine, bound for New-York; on which he was ordered to lower his sails, and send his boat on board the Brune: On his not complying with this order, the Brune fired a 6 pounder at her. Her sails still continuing up, and as she was dropping fast astern, with an intention of getting off the Brune fired a broadside and some musketry into her. The captain was killed by a musket shot, and the 2d lieut. wounded by another. On their bringing to, and calling for quarter, the Brune's boats were sent on board her for the prisoners; she was found to be much torn by the shot, and making great quantities of water—the prisoners were hardly got on board when she went to the bottom.*"—Among other vessels taken by the *Brune*, on the same cruize, were, the ship *Pleirne*, Samuel Green master, from this port, for France, and the ship *Choptank*, Benjamin Carpenter master, from Martinique, for this port, with coals, salt, and rum.<sup>2</sup>

#### POSTSCRIPT, Tuesday Night.

We are just now informed, That the two men of war cruising off the bar, are the *Lizard* frigate of 28 guns, Capt. Mackenzie and the *Perseus* of 20. They have been out six weeks from New-York and have burnt and sunk 11 vessels during their present cruize, being too weakly manned to spare hands to carry them into port.—We have this information from Mr. Pendergrass, who with Mrs. Grove and Mrs. Barton, all of this town, were passengers in the schooner just come into the road; which is from Boston, Pinkman master, and last Sunday fell in with the *Lizard*, about 60 leagues from the land, whose lieutenant came on board, but finding she had passports for St. Augustine, she was suffered to proceed for that destination, with a caution to take care not to be found near George Town or this port.

Every day last week a brig and a sloop have stood off and on in sight of Stono, come very near the reef, and sometimes chased fishing boats. They stand in all day, and off at night.

1. See NDAR 9: 940.

2. See NDAR 9: 927, 943.

ANNOUNCEMENT OF A DIVIDEND FOR THE CREW OF THE BRIG OF WAR *DEFENCE*

Notice is hereby given,

To the officers, seamen and others, who belonged to the Brig of war called the *Defence*, Capt. William Pickering<sup>1</sup> commander, at the taking of the following vessels, viz. the ship *Cæsar*, sloop *Friendship*, sloop *Nancy*, and schooner *Nancy*, that there is a dividend to be made to the faithful captors, arising from the prize money of the deserters from the said brig *Defence*. The proper claimants to the said dividend are desired to call at my house on the Bay, and receive their respective shares.

John Poaug,

Joint agent with Mr. Wm. Downer.

*Gazette of the State of South-Carolina*, 2 Dec. 1777.

1. Thomas Pickering.

## December 3

LIEUTENANT JOHN KERR TO NATHANIEL SHAW, JR.

M<sup>r</sup> Shaw, Sir,

On Board the *Schuyler* of Norwalk 3<sup>d</sup> Decem<sup>r</sup> 1777

I weigh'd Anchor last Saturday Morning at 5 °Clock and Arrived in the Rhoad of Fairfield early in the same Evening and Immediatly sent an Express off to Gen<sup>l</sup> Parsons, or the Commander in Chief for this Quarter to acquaint him or Them of my arrival Here by your Orders, and a Requestion of Gen<sup>l</sup> Putnam, to which I Likewise acquainted them of my being Order'd to wait their Commands or Orders, and this Morning at 7. °Clock Weigh'd and beat up to this Port of Norwalk in Comp<sup>y</sup> the *Spy*, Capt. Smith,<sup>1</sup> I requested of the Commander of the Troops in this Quarter to send of the Letters to Congress the first Opp<sup>y</sup> that offer'd, in Order to have the Comission and Warrants sent Immediatly, which I dont doubt but that you have wrote to acquaint them Likewise befor this time and desired he might furnish me with a Commision untill mine would arrive, because I lost mine as I inform'd you, and cant be forethoughted of Accidents, I have not any thing Now to inform you, only all the Soldiers left me and now only a few of are on Board, I am [&c.]

John Kerr

L, CtHi, American Revolution, Box 6, Naval Affairs. Docketed: "John Kerrs/Letter/Dec<sup>r</sup> 3 1777."

1. Capt. Zebediah Smith, Connecticut Navy.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Wednesday, December 3, 1777

The Committee to whom it was referred to consider of a proposition for surprizing and destroying the enemyies shipping at St<sup>t</sup> John's or elsewhere, on Lake Champlain, during the winter season have duly considered thereof, and being of opinion that such an enterprize is of the utmost importance and promises the greatest Prospect of Success; provided it can be conducted with prudence, Resolution and Secrecy, Report the following Plan for carrying it into effect.

I. That the Hon<sup>ble</sup>. Ja<sup>s</sup> Duane Esq. be authorized and directed in a personal Conference to communicate the Enterprize to Brigadier General Starke who is appointed to the Command; and to consider with him of the best and most practicable means for its accomplishment.

II. That Brigadi<sup>er</sup> General Starke be authorized with the utmost Secrecy to select or Raise a competent number of Volunteers for this Service; and to receive from the commanding officer of the Northern Department a sufficient Quantity of Military Stores, Carriages and provisions; or if more convenient to hire Carriages and to purchase provisions; and that the Sum of Five thousand dollars for these & other contingent expences shall be advanced out of the Military Chest in the said Department to him or his order for the Expenditure whereof he is to be accountable.

III. That if the Enterprize should prove successful the sum of Twenty thousand dollars shall be paid to the said General Starke and his officers and men, to be divided among them in proportion as the pay of Continental Officers and Privates bears to each other as a Reward for their Services and in full satisfaction of all Wages and Claims: or in such proportions more advantageous to the privates as the general and his officers shall ascertain. But if stipulated wages should be preferred to the Chance of such Reward, the general shall be at Liberty to retain the officers and men at double continental pay and Rations during the Expedition, in consideration of the inclemency of the season and the importance of the service.

IV. That General Starke be engaged to keep secret the said Enterprize, and not to communicate it untill the nature of the operations shall render it necessary.

V. That a Warrant in the Words following, subscribed by the President, shall be transmitted to General Starke; viz:

“In Congress York Town the 3<sup>d</sup>. day of Dec<sup>r</sup> 1777.

“Whereas Brig<sup>ad</sup> General Starke is appointed to command a secret expedition during the winter season: you are therefore directed & required upon his order to supply him with such sums of money not exceeding Five thousand dollars: and such carriages Military Stores and Provisions as he may require, taking his vouchers for the same and for which he is to be accountable.

“By order of Congress.

“To the Commanding officer, Pay Master General, Quarter Master General and Commissaries of Stores Provisions in the Northern Department.”

VI. That if from any unforeseen accident General Starke should be unable or unwilling to engage in the said Enterprize: The Commanding officer in the Northern Department be in such case directed and authorized to appoint some other brave and diligent officer to the said Command and that the officer so Commanding shall have the same powers and with the other officers and Men the same Rewards or Pay, as are before proposed.

VII. That all officers in the Service of the United States be required, and all civil officers and others requested, to give every aid and assistance in their power for forwarding and securing the success of the said Enterprize.

*JCC* 9: 999–1001. A manuscript copy is in DNA, PCC, item 47 (M247, roll 61). It contains the following note: “Secret passed in Congress/Dec<sup>r</sup> 3. 1777./Not to be entered on the journal for some time.”

JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEW

Decem<sup>r</sup> 1777                      In the River Delaware  
 Wednes<sup>y</sup> 3<sup>d</sup>.                    at 6 AM got 6 of the *Merlins* Guns out of the wreck.  
    In the River Delaware  
    Light Airs and fair wea<sup>r</sup>

D, UklPR, Adm. 51/548.

## STATE OF MARYLAND TO PETER CARVIN

Annamasick, Dec. 3, 1777

A consultation held by the Captains of the three Galleys, *Conqueror*, *Baltimore*, and *Independance*, on Board the *Baltimore*, to asertain the value of a small Boat belonging to M<sup>r</sup> Carvin, who was a pilot prest on board the *Independance*, on the 28th. of November, working the said Galleys into a Harbour the same Night blowing hard, the *Conqueror* by accident run too near the *Independance*, (there not being room for to stand further on that tack) by which said Carvin's boat was carried away,

Agreed that the State pay M<sup>r</sup> Carvin

State of Maryland D<sup>r</sup> to Mr. Carvin—10£. for a Boat, the particulars as above

Signed ꝓ Order, James Boyle Clk

DS, MdAA, Series D, Revolutionary Papers, 19970-10-10-01. Docketed: "Rec<sup>d</sup> 8 dec<sup>r</sup> 1777 of Geo Carvin Esq<sup>r</sup> Ten pounds for the boat/within mentioned & all demands Peter Carvin./£10—Fish & Lusby."

## WILLIAM BINGHAM TO CONTINENTAL FOREIGN AFFAIRS COMMITTEE

[Extract]

Gent<sup>n</sup>

S<sup>t</sup> Pierre Mtque Decem<sup>r</sup> 3<sup>d</sup> 1777

Herewith I have the honor to convey to you Copy of my last Respects; <sup>1</sup>—The Embargo which had been laid upon all Shipping bound to Europe, has Since been taken off, in Consequence of Orders received from the Ministry—& a temporary Accommodation has taken place betwixt the Courts of London & Versailles—

The Designs of France in forwarding such a Number of Troops to the West Indies under the Convoy of Six Ships of the Line & Several Frigates, appeared of a very alarming Nature to G-Britain;—At her lowest Ebb of Despondency She could not refrain from expostulating on the Subject—but the important Acquisition of Ticonderoga, joined to the Advantages which they expected would result from the Operations of the Northern Army, had raised the drooping Spirits of the Ministry, & had given them reason to believe, that the Campaign would be attended with a happy issue;—This, with Some other political Views referred to before, induced them to demand in a high Tone, the Motives which impelled France to Send Such a great naval & Land Force to the West Indies—a very Specious Reason could be given for the latter, as it was alledged, that the Time of Service for the Regiments on this Station was expired & others were Sent out to relieve them;—accordingly the Troops were embarked, & as the pacific State of their Affairs did not demand So formidable

a Convoy, the Ships of the Line were withdrawn, & a Single Frigate appointed to each Division—

three Divisions have already arrived here, consisting of 7000 Troops—this Island is to be garrisoned with 6500, which Number being compleated, the remainder will take their Departure for S<sup>t</sup> Domingo;—These Troops are not intended to be idle—2000 of them is Sufficient for the Defence of Martinico, & indeed is double the Number that were ever Stationed here before—France must have Some grand Object in View or She never would maintain, at an enormous Expence, Such a heavy Establishment in the Colonies—it is certainly an unequivocal Mark of her hostile Intentions—

The Arrival of the Spanish Galleon is an Object of great Importance & which engages the Attention of France & Spain—Most of the Register Ships richly loaded with Merchandize have already arrived at Cadiz,—by a Vessel from the Havannah we have Accounts that the Specie is all deposed on board 22 Ships of the Line, besides Frigates, which will Sail together in the Month of December, & that it amounts to more than Fifteen Millions Sterling—

But the Necessity of preserving Terms with G<sup>t</sup> Britain, has been attended with Some obsequious Concessions on the Side of France, which greatly lowers the Dignity of Such a respectable & powerfull Nation—

France had demanded a Strict Neutrality for all her Vessels, navigating (even in the American Seas) without the Limits—this was granted her;—but She found G<sup>t</sup> Britain but ill-disposed to humble herself in other Matters—who demanded in her Turn,—that no American Prizes Should enter into any of the French Ports to be disposed of, or Should continue longer than 24 Hours;—that no Privateers Should be fitted out there, & that no Ammunition or military Stores Should be Shipped on board any American Vessel—The Dread of G<sup>t</sup> Britain Seems to have become a political Habit, which has infected the Councils of France, which they cannot Shake off, but which continues, after the Causes that occasioned it, have ceased to exist—The fear of an immediate Rupture which might attend the Non-Compliance with these Requisitions, induced France to grant them, & Orders have been issued in Consequence to all the Commandants in all their Ports—I have had no Trial as yet of their Operation here, but I am almost confident that I Shall find a Number of Ways to elude & evade them, & prevent their taking Effect;—especially as the Prohibition rather proceeds from a political Expedient, than any real Intention of injuring us—besides, however the Strict Observance of these Orders may be exacted in France, under the immediate Notice of English Emissaries, yet it cannot be expected to operate in the Same Manner amongst the Islands—as the Reins of Government are always relaxed at a Distance from the Seat of Empire. . . . I have the honor to be [&c.]

L, DNA, RG 59, Records of the Department of State, Territorial Papers, vol. 1. Oct 13, 1777–Dec. 1811. Complimentary close extracted from a copy marked "Triplicate." Two paragraphs of this document were not printed. Bingham enclosed West Indian newspapers that covered Burgoyne's campaign in New York and mentioned military intelligence from Europe.

1. See above, William Bingham to Continental Foreign Affairs Committee, 13 Oct. 1777.



## GOVERNOR EDWARD HAY TO CAPTAIN THOMAS PRINGLE, R.N.

Sir

Barbados 3 December 1777.

In answer to Your Letter received yesterday I give You Joy upon Your having taken the pyrate Schooner *Johnstone*,<sup>1</sup> whose Capture is certainly a relief to the Trade of His Majesty's Subjects in these Islands.

Upon the Subject of Prisoners in general, as in every thing else, I beg leave to inform You, that it is my Duty to observe all Acts of Parliament, and to obey the Orders of His Majesty's Secretary of State, as Commands from His Majesty—The Act prohibiting all Trade and Intercourse with certain American Colonies in Rebellion directs the Captors how they should dispose of their Prisoners; It mentions neither Magistrate nor Governor: and When You brought the *Mosquito* Privateer here in June,<sup>2</sup> there was a numerous Convoy bound from hence to St Kitts to proceed to England; Ships sufficient to have taken all the Men; There would not have been three men to each Ship; The Masters of the Vessels would have been glad of them. You have since had the direction of Two Convoys, in July and October, and would not take one prisoner. And it certainly must have occurred to You that Prisoners would be of less Expence to Government, when maintained at home, than when maintained here, where They are a Burthen. I have the honour to inclose an Extract of a Letter from Lord George Germain, who seems to be of this opinion.<sup>3</sup> In a Letter from His Lordship since,<sup>4</sup> He points out the mode of sending them home, but This Letter arrived too late for the October Convoy, where there also were very few Ships from hence. Now there will probably be no Convoy from hence before May or June, & the Pyrate Act,<sup>5</sup> by which I have been governed, expires the 1<sup>st</sup> of next month, that is, the first day of January 1778. I certainly after that time can receive no more Prisoners, unless I hear that That Act is continued in the present Sessions; how I can answer continuing to confine those I have is likewise a great doubt with me.

As to the Thirty Prisoners on board the *Johnston* Pyrate, If notwithstanding what I have now writ upon the Subject of Prisoners, and notwithstanding the Secretary of State's Letter, You should still determine to put them on shore, I must not let them straggle about; They must be confined, & the provost Marshal has orders to receive them, & to know of You the time You chuse to land them. I have the honour to be [&c.]

Copy, UKLPR, C.O. 28/57, 11–12. Addressed below close: "Thomas Pringle Esq<sup>r</sup>/Commander of His Majesty's Ship/ *Ariadne*." Docketed: "Copy of a Letter from/Governor Hay to/Thomas Pringle Esq<sup>r</sup>/Commander of His/Majesty's Ship *Ariadne*/dated Barbados 3 Dec<sup>r</sup>/1777." Docketed in another hand: "In Gov<sup>r</sup> Hay's (N<sup>o</sup> 21) of/4<sup>th</sup> Feby 1778." See Edward Hay to Lord George Germain, 4 Feb. 1778, *ibid.*, fols. 9–11.

1. See above, Journal of H.M.S. *Ariadne*, 29 Nov. 1777.

2. See NDAR 9: 46.

3. Lord George Germain to Edward Hay, 9 Aug. 1777, UKLPR, C.O. 28/56, 113–14. Germain informed Hay that Vice Admiral James Young was under orders to assume responsibility for any prisoners taken by ships belonging to his squadron.

4. See below, Lord George Germain to Governor Edward Hay, 11 Oct. 1777.

5. "Act to empower his Majesty to secure and detain persons charged with or suspected of the crime of High Treason committed in any of his Majesty's colonies or plantations in America, or on the high seas, or the crime of Piracy," also known as the "Act for Suspending the Habeas Corpus Act," passed the House of Commons on 17 Feb., and the House of Lords on 24 Feb., 1777, and was the authority under which Americans taken in rebellion were imprisoned without trial. See NDAR 8: 569.

December 4

MASTER'S LOG OF H.M.S. *MILFORD*, CAPTAIN SIR WILLIAM C. BURNABYRemarks &c on Thursday Dec<sup>r</sup> 4. 1777.[D<sup>o</sup>: Shole of St Georges Bank N 76 W Dis<sup>ce</sup>: 40 Leg<sup>s</sup>.]<sup>1</sup>

[AM] [at] 12 D<sup>o</sup> W<sup>r</sup>: [Fresh Breezes & Cloudy] [at] 4 Light Breezes & thick Hazy W<sup>r</sup> with rain [at] 7 Saw a Sail Bearing NBE. Made sail & Gave Chase [at] 8 fresh Breezes & Squally with rain Saw a Sail in the SW Quarter. [at] ½ past 9 Bro<sup>t</sup> too the Chase She proved to be the Brig *Industry*. — M<sup>c</sup>Clellan. Master. from Falmouth Casco Bay Laden with Spars & Lumber Bound to Martinico<sup>2</sup> Hoisted the Cutter Out Sent a Mid<sup>n</sup>. & Men to take Charge of Her. Squally with rain in 2<sup>d</sup> reefs the top sails at 10 Sent the Brig for Halifax Hoisted the Boat in Wore Ship & Gave chase After the Vessell wee had Seen in the SW. ½ p<sup>t</sup> 11 Saw the Sail Standing to the SE. Fresh Gales & Squalls in Chase

Altitude Obs<sup>d</sup>. 25 . . 07 Latt<sup>e</sup>. Obs<sup>d</sup>. 42° . . 9 N<sup>o</sup>. Cape Sable 9° N<sup>o</sup>. 25 Leagues Distance

[PM] [at] 1 Fresh Gales and Hard Squalls at times Still in Chase [at] 2 Coming up with the Chase fast. Observed the Chase to be a Schooner Close reefd the top sails & han<sup>d</sup> fore top sail [at] 3 Han<sup>d</sup>. Main top sail Struck T. G. Masts. fired a 4 p<sup>de</sup> at the Chase the Chase Bro<sup>t</sup> too Hauld the fore sail up & Lay too under Mizon & Mizon Stay sail & Main Stay sail [at] ½ p<sup>t</sup> 3 the Schooner in bearing down under Our Lee Run on Board the Lee Quarter whitch Carried away the Driver Boom & Ensign Staff the Chase proved to Be a Schooner from Piscataqua bound to St Lucia Laden with lumber<sup>3</sup> at 4 Hard Gales & Squalls Set the Main sail

D, UKLPR, Adm. 52/1865.

1. Bearings are taken from the Master's Journal of H.M.S. *Milford*. Ibid.

2. Brig *Industry*, — McClellan, master, from Falmouth to St. Lucia, with lumber, taken in latitude 41° .65', sent to Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 485. *Industry*, Arthur McClellan, master, brought into Halifax by Midn. Joseph Harvey, was libelled on 11 Dec. in the Vice Admiralty Court of Nova Scotia and was condemned as a lawful prize on 30 Dec. CaNSHP, vol. 496, Vice Admiralty Court Register, vol. 6, 97.

3. Schooner *Betsey*, — Ross, master, from Cape Porpoise to the West Indies, with lumber, taken in Boston Bay, sent to Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 485. *Betsey*, — Ross, master, brought into Halifax by Midn. William Collis, was libelled on 11 Dec. in the Vice Admiralty Court of Nova Scotia and was condemned as a lawful prize on 30 Dec. CaNSHP, vol. 496, Vice Admiralty Court Register, vol. 6, 96.

DEPOSITION OF LOT LEWIS CONCERNING BRIGANTINE *LUSANNA*

Lot Lewis of lawful age testifies & says that he has acted as mate of the brig<sup>t</sup> *Lusanna* Matthew Wood Master upwards of eighteen months last past that during that time he understood by the Register that the said brig<sup>t</sup> *Lusanna* was owned by M<sup>r</sup> Shearjashub Bourne tho' he understood the property was in fact M<sup>r</sup> Elisha Doane's of Wellfleet & covered by M<sup>r</sup> Bourne in order to secure the property in that manner This deponent says that they sailed from St Helens on or about the 13 day of September last in Company with a fleet bound to New York under convoy of the British frigate *Venus* that on the passage they parted company in the Night & the next

morning seeing nothing of the fleet they lay to for four hours supposing them to be astern & then no fleet appearing they made the best of their way for Halifax when they were chased by a Vessel which afterwards proved to be the brig<sup>t</sup> *MClary* who after between one or two hours chase most of the time within musquet shot came up with & obliged them to strike That before this voyage the brig *Lusanna* before-mentioned was employed to carry Pitch tar timber & bricks which he understood were ordnance Stores from London to Gibralter & he supposes on account of the Government of Great Britain as the flag they wore had in it the figure of three blue balls & three gun-carriages that they sailed on the voyage last mentioned on the first day of October 1776 The colours above described were received of a Gentleman who I suppose to be a Government Contractor who used to ask why the Brig did not wear ordnance colours as she had ordnance stores on board & on being answered they had no ordnance colours onboard the said Contractor supplyd them & afterward made Capt Wood pay for them

Quest by O Whipple Esq<sup>r</sup> Do you know that the cargo which the brig<sup>t</sup> *Lusanna* carried to Gibralter consisted of Kings stores Ans<sup>r</sup> I do not know only as I tho't so.

Quest by M<sup>r</sup> Whipple Do you know that the brig<sup>t</sup> *Lusanna* was the property of Major Doane when she saild from America to London? Ans<sup>r</sup> I dont recollect that I did.

Quest by the Agents From whom did you understand this Ans<sup>r</sup> From Capt Wood.

Quest by O Whipple Esq<sup>r</sup> Did you ever hear M<sup>r</sup> Bourne say that he acted in behalf of his father Doane Ans<sup>r</sup> No

Quest by M<sup>r</sup> Whipple How did you understand that the brig *Lusanna* was owned by M<sup>r</sup> Bourne Ans<sup>r</sup> I understood it from Capt Wood who said s<sup>d</sup> Bourne acted in behalf of his father Doane & by the Register

Quest by M<sup>r</sup> Whipple Do you know whose property the Cargo on board the brig<sup>t</sup> *Lusanna* was when she was taken Ans<sup>r</sup> No.—

Quest by the Agents Do you know who any part of the cargo belonged to Ans<sup>r</sup> I have heard M<sup>r</sup> Bourne say that part of the Cargo belonged to him.

Quest by the Agents Did you not understand that all the goods marked SB were M<sup>r</sup> Bournes Ans<sup>r</sup> Yes—M<sup>r</sup> Bourne told me that some particular goods of his were coming on board when they came they were marked SB & therefore I concluded all of that mark were his property

Quest by the Agents. What particular articles do you recollect M<sup>r</sup> Bourne told you were his. Ans<sup>r</sup> Twenty six casks of Nails SB N 1 to 26. two Casks of Earthen ware N 1 & 2 Twelve bundles of Steel, Seventy five Coils of Cordage Twenty casks of white bread some bales of goods some cheese, twenty barrels of Pork, ten barrels of beef ten of the barrels of Pork were marked on the bung A, 10 more markd <C> & the beef was branded M.

Quest by M<sup>r</sup> Whipple were there any Kings stores on board the *Lusanna* when she was taken. Ans<sup>r</sup> Not that I know of.—

Quest by M<sup>r</sup> Whipple Did not you understand by conversation with Capt Wood in England that M<sup>r</sup> Bourne had covered the property on board the brig *Lusanna* for Col. Doane? Ans<sup>r</sup> Yes by having the Register in his own name

Quest by the Agents Had you any guns on board the *Lusanna* Ans<sup>r</sup> Yes, two swivels & six small arms & two small casks Powder also three Cartouch boxes bro't on board by Capt Casey & two by myself.

Quest by M<sup>r</sup> Whipple. Had you any shot on board for the Swivels or Small arms Ans<sup>r</sup> Not that I know of—

Quest by M<sup>r</sup> Whipple Whose property were the Small arms when they bro't on board. Ans<sup>r</sup> One to M<sup>r</sup> Bourne one to Capt Wood, two to Capt Casey, one to M<sup>r</sup> Powers a Passenger

Quest by M<sup>r</sup> Whipple What were the Swivels intended f[or] Ans<sup>r</sup> To answer signals & for no other purpose.

Quest by the Agents Did the M<sup>r</sup> Clary fire at you during the chase Ans<sup>r</sup> Yes.—

Quest by the Agents. How many times did she fire Ans<sup>r</sup> Eight or ten times.

Lott Lewis

Rockingham Ss

Portsmouth 4 December 1777

Then Lot Lewis personally appeared before me & being duly cautioned made oath to the truth of the foregoing deposition with the answers by him subscribed taken at the request of the Agents for the Owners Master & Mariners of the Brig<sup>t</sup> *MClary* to be used at a Maritime Court to be held at Portsmouth the 16th day of December current by adjournment for trial of the justice of the capture of the Brig<sup>t</sup> *Lusanna* & Cargo by their Privateer *MClary*. The Claimant or Claimants of the s<sup>d</sup> Brig<sup>t</sup> *Lusanna* not residing or being in this State Oliver Whipple Esq<sup>r</sup> their Attorney was duly notified & present. the deponent being bound to Sea was the cause of this Caption

Samuel Jenness Just Peace

Copy examined by Jon<sup>a</sup>. M Sewall Cler

Copy examined by Nath<sup>l</sup>. Adams Cler

Copy, DNA, PCC, item 44, 283–86 (M247, roll 58). Docketed: “N 11/Lot Lewis dep<sup>a</sup>.”

#### LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz.—In Behalf of Joseph Cunningham, Commander of the armed Schooner *Phœnix*, and all concerned therein, against the Snow *Our Lady of Mount Carmel and St. Anthony*, of about 140 Tons burthen, John Garica Duarte, late Master: <sup>1</sup> In Behalf of Thomas Truxton, Commander of the armed Ship *Mars*, and all concerned therein, against the Sloop *Jenny*, of about 60 Tons burthen, Peter Scott, late Master: In Behalf of William Steward, Commander of the armed Schooner *Lizard*, and all concerned therein, against the Sloop *Sally*, of about 50 Tons burthen, John Arrowbury, late Master: In Behalf of William Cole, Commander of the armed Brigantine *Oliver Cromwell*, and all concerned therein, against the Brigantine *Lark*, of about 80 Tons burthen, William Kentisbear, late Master: In Behalf of Joseph Pitman, Commander of the armed Schooner *Blackbird*,<sup>2</sup> and all concerned therein,

against the Sloop *Adventure*, of about 60 Tons burthen, Zachariah Foot, late Master: In Behalf of Paul Reed, Commander of the armed Brigantine *Reprisal*, and all concerned therein, against the Brigantine *Nancy*, of about 130 Tons burthen, John Foresigh, late Master: In Behalf of Andrew Giddings, Commander of the armed Brigantine *Civil Usage*, and all concerned therein, against the Brigantine *Phillip*, of about 180 Tons burthen, Alexander Crocket, late Master;<sup>3</sup> against the Brigantine *Betsey*, of about 90 Tons burthen, Benjamin Bridgord, late Master;<sup>4</sup> and against the Brigantine *Juno*, of about 90 Tons burthen:<sup>5</sup> In Behalf of William Carleton, Commander of the armed Sloop *Black-Snake*,<sup>6</sup> and all concerned therein, against the Schooner *Sally*, of about 45 Tons burthen, John Allen, late Master.—All which Vessels, their Cargoes and Appurtenances, so libelled, are said to have been taken and brought into the Middle-District aforesaid; and for the Trial of the Justice of these Captures, the Maritime-Court for the said District, will be held at Salem, on Tuesday, the 23d Day of December, 1777, when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

*Independent Chronicle* (Boston), 4 Dec. 1777.

1. *Nostra Senhora de Carmo e Santo Antonio*, João Garcia Duarte, master.

2. Massachusetts privateer schooner *Black Bird*, Joseph Pitman, commander, mounting 8 swivel guns with a crew of 20 seamen, was commissioned on 24 Oct. 1777 and was owned by Edward Norris of Salem. M-Ar, Revolutionary Rolls, vol. 5, 86, 89.

3. See *Maryland Journal*, 30 Dec. 1777, at 27 Nov. 1777, above.

4. Ibid.

5. Ibid.

6. Massachusetts privateer sloop *Black Snake*, William Carlton, commander, mounting 12 guns with a crew of 60 seamen, was commissioned on 8 July 1777 and was owned by Simon Forrester and Joshua Ward, of Salem. DNA, PCC, item 196, vol. 2, 39.

LIEUTENANT COLONEL RAY SANDS TO  
GOVERNOR NICHOLAS COOKE

Sir

Tower Hill <sup>1</sup> Decemb<sup>r</sup>. 4<sup>th</sup>. 1777

Informe You At Sunset Appeared in Sight twentye Sail of Vessels<sup>2</sup> Standing in for Newporte (which All Came to the Es<sup>t</sup> of Block Island, And from the beste Discoverey I Cood Make Of them) to be Shipes, And Some of those to be Verey Large, the wind at present being Small think it Not Likeley the Rear of the fleet will Git in this night) but in Consequence of this Discoverey have thought proper to Forward An Express to Give his Hon<sup>r</sup> the Gov<sup>r</sup> the Earliest inteligence, And Shoold Aney further Discoverey be Maid in the Morning Shant neglect one moment of Giving Inteligence I Am [&c.]

Ray Sands<sup>3</sup>

L, R-Ar, Letters to the Governor, vol. 11, 100. Addressed: "To y<sup>e</sup>/Honb<sup>l</sup>/Nicholes Cook Esq<sup>r</sup>/Now/at Easte Grinwich/p<sup>r</sup> Express—." Docketed: "Col Sand's Lre/To Go<sup>r</sup> Cooke Dec."

1. North Kingstown, R.I.

2. H.M.S. *Raisnable*, 64 guns, and 26 transports sent to Newport to embark Burgoyne's army. Maj. Gen. Robert Pigot to Lt. Gen. John Burgoyne, 5 Dec. 1777, *ibid.*, 96.

3. Lt. Col., Rhode Island Militia.

## WILLIAM BRADFORD TO THOMAS WHARTON, JR.

Sir,

My last<sup>1</sup> to your Excellency was on my arrival at Burlington, giving an account of the Galleys getting up and the Burning the continental Fleet,<sup>2</sup> the Ship *Montgomery* and two Floating Batteries. Since which nothing material has happened.

The sailors belonging to the Continental Fleet went up to Borden Town, and are mostly deserted.

I have now sent up W. C. Bradford to your Excellency for some money to pay the Fleet, as the men will undoubtedly desert if they do not get their pay. I have at present 3000 Dollars. In my last acquainted you had 6000 but have been obliged to lay some out for Cattle, Potatoes, & paying off some of the Fleet, that was not paid before, of which W. B., can give some acc<sup>t</sup>. The Fleet has had but one Hogthead of rum since they came up, and none for some time before, so that your Excellency may think what I hear as I pass by them. I am alone as to a Board. Mr. Crispin is here but am exceeding sorry to say that I am in a manner obliged to be Commissary, unless in serving it out, for if things are provided for him he does very well but will take no pains to get one thing.

By many Persons from Philada., we have accounts that the enemy are fitting out several Vessels to come up the River to attack us at this place, but if they do I hope they will be disappointed in their views. For any thing particular, I must refer to the Bearer. I am [&c.]

Bristol, Nov<sup>r</sup> [Dec.] 4, 1777.

W M. Bradford.

*Pennsylvania Archives*, 1st ser., 5: 740–41. Addressed: "To His Excellency Thos. Wharton, Esq., President of the State of Pennsylvania Lancaster." Bradford meant to date this letter Dec. 4. Wharton noted the incorrect date of this letter in his reply to Bradford of 9 Dec., in which he wrote: "I rec<sup>d</sup> your letter of 4th Nov<sup>r</sup> which I suppose should be Dec<sup>r</sup>." See *Pennsylvania Supreme Executive Council to William Bradford*, 9 Dec., below.

1. See William Bradford to Thomas Wharton, Jr., 22 Nov., above.

2. *Andrew Doria, Champion, Fly, Repulse, Surprise.*

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Thursday, December 4, 1777

*Resolved*, That it be earnestly recommended to the legislatures of the states of New Hampshire, Massachusetts bay, Connecticut, and New York, to take effectual measures for the preservation of all pine timber growing within their respective territories, which may be suitable and useful for masts or other purposes of navigation, and for preventing any waste and destruction of that valuable kind of timber.

JCC9: 1004.

## GOVERNOR VALENTINE MORRIS TO LORD GEORGE GERMAIN

[Extract]

My Lord

St Vincent December the 4<sup>th</sup>: 1777

Yesterday Evening the *Thyne* packet, brought me the Honour of your Lordships duplicate of the third of September, and the originals of the two others of the 3<sup>rd</sup>. of

October, before the receipt of which I had procured from Martinico, an Account of the late arrivals there from France; none but frigates accompanied the Troops, but I must entreat your Lordship not to put any further reliance on the promises of that Court, than a due observance of can be compelled. some large ships are expected at Martinica, to drop in singly, and seperately; and exclusive of the 2<sup>nd</sup>. battallions of such Troops, as they before had the 1<sup>st</sup>. battallions of in these Islands, I am confidently assured came but one battallion of what they call Dragons du Roi: of which no part have ever before been in America, and which are esteemed prime troops, and are trained to serve equally as Horse and Foot; in which latter capacity they are come out here: and consist of about six hundred men: altho very credibly informed that this is one of the Corps, I do not yet give that as an indisputable fact which I however beleive, will not be long be fore I know with the utmost exactness.

I again have the honour of repeating to your Lordship that the number of regular troops and well trained Militia now in the French Islands of Martinica, Guadeloupe, & Marigalante is most formidable to these Islands and are not less than between nine and ten thousand men.

I am most happy in congratulating your Lordship on the various successes of his Majestys Arms in America, where had the least reverse of fortune appeared, your Lordship may be assured an attack on the British Islands in these Seas would have been made by the French: there were even several in this Island who think themselves or rather their correspondents, in the secrets of the cabinet, that had no doubt but that by the month of February this Island was to have been in their possession: your Lordship will readily believe my life, as well as that of many other of his Majestys faithfull subjects, would have fallen e'er such an event should have taken place.

The American Privateers have taken a fresh start in these seas, six of them, of these two Large ones, having put to sea from Martinica about ten days ago; and fourteen more were preparing to go out to be in readiness to intercept the soon expected West India Fleet. . . . I . . . have the Honour to be [&c.]

Valentine Morris

L, UKLPR, C.O. 260/5, 47-48. Addressed below close: "Right Honble/Lord George Germain." Endorsed: "Gov<sup>t</sup> Morris's Letter of/5<sup>th</sup>. Dec<sup>r</sup> 1777 referred in Orig<sup>i</sup>/to Plantation Office." Docketed: "St. Vincent 4<sup>th</sup>. Dec<sup>r</sup> 1777./Governor Morris/R 28<sup>th</sup>. Feby 1778." Two paragraphs of this letter concerning political controversy in St. Vincent are not printed.

## December 5

*INDEPENDENT CHRONICLE* (BOSTON), THURSDAY, DECEMBER 11, 1777

Portsmouth, December 5, 1777.

On the 1st instant, arrived in this port, (after a most fatiguing passage of sixty-six days, from Marsailles) the *Flamand*, a 26 gun ship; commanded by Monsieur de Landais, Captain of the French King's ships; laden with 48 brass cannon, 19 mortars, 2500 bomb shells, 5000 musquets, 20,000 pounds of gun-powder, and other warlike stores. For this precious cargo we are indebted to the cares of Messieurs Roderigo, Hortalez and company, who from the beginning of the war to this time, have shown the greatest zeal for our good cause, and in many instances, by their friendship, have

done us essential service; Monsieur de Franncy, member of the society, who is arrived himself with this cargo, will take notice of the most pressing wants of our country in order to continue to furnish us with the most necessary supplies.

With this ship is arrived, the Baron de Stenben [*Steuben*], General Quarter Master Lieutenant, and Aid de Camp to his Prussian Majesty; he brought over with him two officers, and is believed to come here with the design of serving America, and to bring letters from our Commissioners in France, Messieurs Franklin and Deane, and it is thought will serve in our army.

#### JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[Extract]

At a meeting of the Governor and Council of Safety holden in Lebanon the 5th day of December, 1777.

Voted, That Mr. David Trumbull be and he is hereby directed to exchange beef and pork at Boston for salt sufficient to put up what provisions he is ordered to put up for this State for the purpose of victualling our navy there: provided he can exchange the same on reasonable terms.

Resolved, That his Excellency the Governor be and he is desired to draw an order in favour of Maj<sup>r</sup> Nathaniel Ruggles of Roxbury, on Samuel Eliott jun<sup>r</sup>, Esq<sup>r</sup>, agent for this State at Boston, for three hundred bushels of salt belonging to this State, for the purpose of putting up provisions for the armed vessels belonging to this State now fitting out at Boston: provided the same cannot be procured by way of barter as aforesaid.

Order d<sup>d</sup> Mr. Trumbull 5<sup>th</sup> Decem<sup>r</sup>, 1777.

... Resolved, That the ships of war, *Oliver Cromwell* and *Defence*, belonging to this State and now lying in the harbour of Boston, be immediately fitted out on a cruise against the enemies of this and the other United States of America, and that the captains of said ships of war be and they are hereby directed to enlist their crews with all convenient speed, in order to proceed on their respective cruises. And that the officers, marines and seamen on board said ships, while in said service, be under the rules, orders and regulations prescribed by Congress for the continental navy, relative to the government and well ordering the said ships and the officers, marines and seamen on board the same. And the said officers, seamen and marines, besides the provisions and their stipulated pay and wages, after all other necessary expences are discharged, shall be entitled to a division of one half of all their captures, whether ships of war, armed or other vessells, their cargoes and appurtenances, legally condemned as lawfull prizes, to be made agreeable to the rules and directions now given by Congress, and the other half to be and belong to this State.

Hoadly, ed., *Public Records of the State of Connecticut* 1: 463, 464.

#### JOURNAL OF THE CONTINENTAL CONGRESS

[York] Friday, December 5, 1777

A letter, from Captain John Barry, Bordentown, 26 November, enclosing the proceedings of a court martial, held on board the ship *Lyon* November 25, was read:<sup>1</sup>



*Ordered*, That the same be referred to the Marine Committee. . . .

The Committee on the Treasury brought in a report; Whereupon, . . .

*Ordered*, That a warrant issue on Nathaniel Appleton, Esq<sup>r</sup> commissioner of the loan office for the State of Massachusetts bay, in favour of the Marine Committee, for 50,000 dollars, to be transmitted to the navy board at Boston; the said Marine Committee to be accountable:

*Ordered*, That a warrant issue on Joseph Clarke, Esq<sup>r</sup> commissioner of the loan office for the State of Rhode Island, in favour of the Marine Committee, for 50,000 dollars, to be transmitted to the navy board at Boston; the said committee to be accountable.

JCC9: 1004-6.

1. See Captain John Barry to the Continental Navy Board of the Middle Department, 26 Nov., above.

#### JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEW

Decem<sup>r</sup> 1777

Frid<sup>y</sup> 5<sup>th</sup>

In the River Delaware

at 9 AM weighd & run up the river in order to get through the upper Chevaux de frize but we Struck on a Sunken Vessell between the Pier heads D<sup>o</sup> let our Small Bower go to keep us from Swinging on a Chevaux de frize a Stern.

In the River Delaware

Mod<sup>t</sup> & fair. at 1 PM the Ship floated hove the Anchor up & made Sail up the River at 4 d<sup>o</sup> Anchor'd with the Small B<sup>r</sup> off the lower end of Philadelphia.

D, UKLPR, Adm. 51/548.

#### JOURNAL OF THE NORTH CAROLINA SENATE

5 Dec 77

The Bill <sup>1</sup> to make sale of the Armed Vessels of this State and to apply the monies arising therefrom to the defence of the Sea Coast,<sup>2</sup> read the first time and passed. Sent to the Commons by Mr. Salter and Mr. Sanders.

Clark, ed., *State Records of North Carolina* 12: 173.

1. Proposed in the House of Commons on 20 Nov. 1777. Ibid., 12: 283.
2. Specifically the river and harbor of Cape Fear. Ibid., 12: 170.

#### CHARLES HAMILTON TO GOVERNOR JOHN DALLING

[Extract]

Copy

Sir

. . . Here joined is a Letter from the General of Hispaniola,<sup>1</sup> whence I sailed the 26<sup>th</sup>. ult<sup>o</sup>. and where 6, or 7000 Men were hourly expected from France; these Troops

added to upwards of 3000 already stationed at Fort Dauphin and Cape François will form an Army of at least 10000 effective Men—large Magazines were at the same time gathering, Four large Frigates are now at Anchor in that Harbour, none under 32 Guns, and two more at Port-au-Prince; I used my utmost Endeavours to discover whether the French had any hostile intentions but without success, they pretend only to aim at Self-Security; however, from the circumstance of their admitting now the American trading Vessels in that Harbour, it may easily be guessed at that they mean to monopolise their trade by giving them protection, and be ready for War at all events.

No American armed Vessels are however suffered to come into their Ports, or, are Arms permitted to be openly exported.—During the time of the Embargo, which was taken off but five Days before I sailed, no American Vessel was admitted to remain at the Cape; I should not my self have obtained the Liberty to have gone on Shore, altho' I had put [*illeg.*] in great distress, had not my Vessel carried a Flag of truce, and been in Ballast only; but immediately after the Embargo was raised, Vessels arrived from New-England, Virginia and Maryland, publicly landed their Cargoes, and took on Board whatever commodities they pleased to purchase—This is, Sir, the only Intelligence of Moment I can furnish your Excellency with—happy, if it proves of Service to the State, and serves to testify my Zeal, and the profound Respect with which, I am [&c.]

(signed) Cha<sup>s</sup>. Hamilton <sup>2</sup>

Montego Bay

5<sup>th</sup>. Dec<sup>r</sup> 1777

Copy, UKLPR, C.O. 137/73, 45–46. Docketed: "Copy of a Letter from/Cha<sup>s</sup>. Hamilton Esq<sup>r</sup>/to the L<sup>d</sup>. Governor/dated 5<sup>th</sup>. Dec<sup>r</sup> 1777." Docketed in another hand: "In Gov<sup>r</sup>. Dalling's (N<sup>o</sup> 11.)/of 11<sup>th</sup>. December 1777/(5)." See John Dalling to Lord George Germain, 11 Dec. 1777, *ibid.*, fols. 43–44. The first paragraph of this document, in which Hamilton congratulated Dalling on being appointed governor, is not printed.

1. Robert, Comte d'Argout de Neritiers.

2. Hamilton, the collector of customs at Montego Bay, had left Jamaica because of an illness. Dalling to Germain, 11 Dec. 1777, *loc. cit.*

#### GOVERNOR WILLIAM MATHEW BURT TO COMTE D'ARBAUD

Sir,

Le. S<sup>r</sup>. Vatable did me the Honor of delivering your Excellency's Letter of the 17<sup>th</sup>.<sup>1</sup> respecting the Complaint of one of the King my Master's Frigates: I have already wrote your Excellency, that your Description was so vague I cou'd not say what Vessel had done what your Excellency complain'd of; but since that have found that 'twas his Majesty's Sloop, *Favorite*.<sup>2</sup> The Fact was this; she had chac'd a Schooner, in which she had reason to imagine was Pascali, whose Robberies had justly made him the Object of Resentment: it fell Calm: the Boats were sent after the Schooner; when Pascali found they wou'd Board him, before the Boats reach'd his Vessel, he got away from the other Side of her, and push'd for the Shore: the Schooner was then two or three Gun Shot from it: The English Boat follow'd him, with a young Midshipman in her; as she approach'd the Shore the Ship made a Signal, by a Whiff in her Ensign, for the

Boat to come on Board; she did not see it; when the Captain with his Glass suspected the Boat was near the Shore he fired a Gun to call her off; she did not hear the first; but eagerly follow'd and landed; the Captain fir'd a second Gun, which the Boat's Crew then saw, and immediately quitted the Shore: The Admiral, and his Majesty's Ships are equally cautious of giving Offence or offering any Indignity to his most Christian Majesty's Forts, or Settlements: but the Impetuosity of young Men, who feel the Insults their Sovereign meets with, and the Robberies committed by Pirates on his loyal Subjects, by his rebellious ones, and knowing the great Protection which has hitherto been extended to the North Americans in Guadaloupe and Martinique may be precipitated by Zeal beyond a proper bound; this I beleive was the Fact in the present Case; they have been censur'd for their Misconduct; of which the Captain and Ship were innocent: In Respect to what your Excellency says, of Ships chasing within reach of your Forts 'tis impossible at Sea to judge exactly of the Distances a Gun will throw a Shot; if ever it happens that they approach too near, it is never meant to insult the Court of Versailles, but to annoy and seize a rebellious Subject.

In Regard to what your Excellency is pleased to call Personalities; it was to The Governor, and not to Count D'Arbaud in his private Character, that I wrote; and when, Sir, I found that no Redress was given to my Master's Subjects tho' repeatedly demanded, and that I receiv'd only from the Governor, Assurances that he had given Orders, which I repeatedly found were not executed, it was the Governors ineffectual Authority, I thought it my Duty to censure and arraign, and not the Heart of The Count D'Arbaud.

As to M<sup>r</sup> Gordon's Complaint as he stated it to me, before he went to Guadaloupe, and since his Return from thence, which have been transmitted to England your Excellency must excuse me if I say his Complaint did not meet with the Success I had every Reason to have expected, and that the Commandants of Quarters had greatly misbehav'd; what became of the Soldiers when put on Board his Vessel, or why they did not protect her for my Master's Subjects I am, I own, at a Loss to account for.<sup>3</sup>

The Duty I owe the best of Masters, my Sovereign, will ever prompt me to the utmost Exertion of my Abilities and Power for his Service, & That of his faithful loyal Subjects; and if in the Discharge of that Duty, Zeal shou'd lead me to Ideas or Expressions of Warmth, they cannot be more disagreeable to a Governor to receive, than they are to myself to be compell'd to write. I have the Honor to be [&c.]

William Mathew Burt.

Antigua.

December 5<sup>th</sup>. 1777.

L, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 526, 155–56. Addressed at foot of first page: "His Excellency/The Count D'Arbaud, &c, &c, &c.,."

1. Above.

2. For the exchange of letters between Governor Burt and Comte d'Arbaud on this incident, see above, d'Arbaud to Burt, 6 Nov. 1777, 7 Nov. 1777; Burt to d'Arbaud, 8 Nov. 1777, 9 Nov. 1777.

3. Regarding the seizure of the brigantine *Rainbow*, Capt. Gordon, see above, Gilbert du Lion to d'Arbaud, 26 Oct. 1777; Burt to d'Arbaud, 31 Oct. 1777; d'Arbaud to du Lion, 2 Nov. 1777; "Comte d'Arbaud's Orders Delivered to Mr. Gordon," 3 Nov. 1777; and the letters cited in note 2, above.

December 6

CAPTAIN SIR GEORGE COLLIER, R.N., TO LORD GEORGE GERMAIN

My Lord

Rainbow at Halifax 6<sup>th</sup> Dec<sup>r</sup> 1777

It is with very sincere Satisfaction I am able to acquaint your Lordship, that the valuable & important Fisherys of Canso, & L'Isle Madame have been so well protected by His Maj<sup>s</sup> Ships which I stationd for that purpose, that not a single Vessel has been taken by the Rebel Privateers during the whole Season, (tho numbers of those Pirates appeard from Time to Time;) the Fishery for this Year is at an end, & the Ships all saild for their respective Destinations.

My burning the Enemies Magazines at Machias which they were collecting last Summer for the purpose of invading this Province,<sup>1</sup> seems to have had the good Effect for which that Enterprize was undertaken; & their having remaind very Quiet ever since, gives us strong Reasons to imagine they have laid aside that Intention: how far the unfortunate Defeat of Gen<sup>l</sup> Burgoyne & his Army may stimulate them to undertake fresh Outrages, must be decided by Time; I beg Permission however to assure your Lordship that in the Department committed to my Direction the most vigilant & unremitted Attention shall be continud for promoting his Majestys Service, & the Defence of this part of his Dominions.

The communication with both England & New York from hence, is so uncertain, that we are sometimes several months before any news is receivd from either; I mention this, as my Wishes flatter me with a probability that from your Lordships Goodness in answering my first Letter (near a twelvmonth ago) I may experience other Proofs of your Condescension to 3 or 4 others I have had the Honor of writing You since that Time; & which from the favorable news they contain, may possibly make me Happy with the Assurances of your Lordships approbation & Protection.

With the most profound Respect & the sincerest Attachment, I have the Honor to remain [&c.]

Geo Collier

L, UkLPR, C.O. 217/54, 1-2. Addressed below close: "R<sup>t</sup> Hon<sup>ble</sup> Lord George Germaine."

1. See NDAR 9: 683, 749-51, 757-58, 758-59, 760, 789, 845, 859-60.

"A LIST OF MEN WHICH ENTER'D FOR THE CONTINENTAL SHIP *BOSTON*  
SINCE THE BEGINNING OF OCTO<sup>r</sup>: 1777—"

Time of Entry	Names	Quality	Money advanc'd
1777			
Octo <sup>r</sup> : 9	Josiah Wait	Serj <sup>t</sup> : Marines	£22 .. 10—
do 15	Alex <sup>r</sup> : Robeson	Mate	
do 16	John Crossley	Boy	4 .. 0—
do 23	Quashey Hazard	Ordinary	13 .. 8 .. —
do 25	George Smith	Able	
do 25	David Willson	do	3 .. 18—

do	25	Robert Dorne	do	3.. 0—
do	25	John M <sup>c</sup> Leod	do	2.. 8—
do	25	Thomas Gilliam	do	3.. 2—
do	25	John M <sup>c</sup> Lane 1 <sup>st</sup>	do	4.. 2—
do	28	Thomas Ward	Mate	9.. 3—
Nov <sup>r</sup> :	14	George Lamb	Volunteer	
do	17	Joseph Little	Midshipman	5.. 8—
do	17	Jamaica	Ordinary	9.. 10—
do	18	Lewis Leblanch	Able	20.. 14.. 10
do	22	John M <sup>c</sup> Lane 2 <sup>d</sup>	Ordinary	1.. 4—
do	25	John Fox	Boatswains Mate	19.. 18—
do	25	William White	Carp <sup>rs</sup> : Mate	19.. 13—
do	27	Melefont Macnamarra	Able	13.. 0—
do	27	Joseph Cooly	Boy	2.. 14—
do	27	James Carr	Able	8.. 18—
do	27	James Goodwright	do	12.. 8—
Decem <sup>r</sup> :	1	Thomas Duncan	Able	11.. 1—
do	1	Ephraim Dimmock	do	4.. 10—
do	1	John Davis	Midshipman	10.. 4—
do	1	Rufus Davis	Ordinary	6.. 0—
do	1	John Green 3 <sup>d</sup>	Able	6.. 0—
				<hr/>
				£216.. 13.. 10
Decem <sup>r</sup> :	1	John Grant	Able	6.. 0—
do	1	Joseph Brown	do	6.. 0—
do	1	George Bell	do	
do	1	Chiette Bassurcourt	} frenchmen	4.. 18.. 10
do	1	Peirre Buot		
do	1	Harscourt		
do	2	James Chantery		
do	2	Henry Vanderbeeck	Armourer	12.. 17—
do	4	John Chaplin	Able	6.. 12—
do	5	Francis Gibson	Stewards Mate	7.. 4—
do	5	John Wever	Able	2.. 14—
do	5	Thomas Swendale	do	3.. 0—
do	6	David Augustus	do	14.. 10—
do	6	James Carrell	do	15.. 14—
do	6	John Kannady	do	11.. 2—
do	6	Michael Lyons	do	3.. 0—
do	6	Thomas Stevens	do	
do	6	Patrick Dunmoor	do	
do	6	John Somerwell	do	8.. 4—
do	6	John Moore	do	8.. 14—
do	6	George Snowden	Mate	3.. 12—
do	6	Martin Potts	able	1.. 10—
49 Men				<hr/>
				£346.. 9.. 8

D, MBMS. Docketed: "List of Men Enter'd for/the Ship *Boston* from 1<sup>st</sup> oct<sup>r</sup>/to 6<sup>th</sup> Decr. with the Sums/advanced them/1777."

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[Extract]

At a Meeting of the Governor and Council of Safety held at Lebanon in the State of Connecticut on the 6th day of December, A.D. 1777.

Voted, That Timothy Parker of Norwich be and he is hereby appointed Captain of the ship *Oliver Cromwell* belonging to this State; and his Excellency the Governor is desired to commission him accordingly.

Voted, That John Chapman of New London be and he is hereby appointed First Lieutenant of the ship *Oliver Cromwell* belonging to this State, under the command of Capt. Timothy Parker; and his Excellency the Governor is desired to commission said Chapman accordingly.

Voted, That John Smith of Hartford be and he is hereby appointed Second Lieutenant of the ship *Oliver Cromwell* belonging to this State; and his Excellency the Governor is desired to commission him accordingly. . . .<sup>1</sup>

Hoadly, ed., *Public Records of the State of Connecticut* 1: 464–65.

1. These three officers had served as first, second, and third lieutenants on board the *Oliver Cromwell* when she was commanded by Capt. Seth Harding.

CAPTAIN TIMOTHY PARKER’S COMMISSION AS CAPTAIN IN THE CONNECTICUT NAVY

State of            }  
Connecticut }       By his Excellency the Governor  
                          }       To Timothy Parker Esquire Greeting

Reposing Special Trust and confidence in your Courage & good Conduct as well as in your Zeal, and firm attachment to the Interests of the United States of America & of this in particular, I have by and with the advice and consent of my Council of Safety appointed, and do hereby authorize and empower you to take the Charge and Command of the Armed Ship *Oliver Cromwell* belonging to this State as Captain, and you are hereby Ordered and directed to make Captures of all such Vessells on the high Seas or in the Harbour as are or shall be set forth by the Enemies of America for the Invasion of our property or the Destruction of our Trade Fishery or Liberty as well as of such Vessells as Shall by the Resolutions of the Continental Congress or by the Laws of this State be Liable to be taken and made Prizes by the Inhabitants of these States Observing such Orders as Shall from time to time be Given to you from the General Assembly, the Governor and Council of Safety or your Superior Officers and your Inferior Officers, and all others under your Command are hereby Commanded to yield due Obedience to you as their Captain and Commander according to the Rules and Discipline of the Naval Service of this State, This to Continue during the Pleasure of the General Assembly or the Gov<sup>r</sup> and Council of Safety appointed to Assist him in their Recess—<sup>1</sup>

Given under my Hand and Seal at Arms in Lebanon on the sixth Day of December Annoque Domini 1777.

Jon<sup>th</sup>: Trumbull

DS, UklPR, H.C.A. 32/416/9.

1. According to the Journal of the Connecticut Council of Safety, this commission was delivered to Parker on 8 Dec. together with a form for enlisting seamen for the *Oliver Cromwell*. Hoadly, ed., *Public Records of the State of Connecticut* 1: 465. A transcript of the enlistment form or shipping articles is dated 8 Dec. DLC, Nathaniel Shaw Papers, Peter Force Transcripts.

RIVINGTON'S NEW-YORK LOYAL GAZETTE, SATURDAY, DECEMBER 6, 1777

New-York, December 6.

We learn by Mr. Seton of Long-Island, who arrived here in the Cartel from Boston last Monday, that the cargo which he brought with him from Cadiz in the brig *Two Friends*, by licence from his Excellency, consisted of salt, port wine, claret, Florence wine, rota, tent, heres or sherry wine of five different qualities, mountain, Cordials (in 3000 bottles) balsam peru, jesuits bark, gum elemi, licorice root, balsam capivi, jalap, gum amoniac, &c. That the sherry sold from 45 to 50 l. lawful per quarter cask, the salt at 5 dollars per bushel; and the jesuits bark at 4 l. lawful or 3 l. sterling per pound, and the whole produced upwards of 50,000 l. lawful or 70,000 l. New-York currency.

The above mentioned brig and cargo were taken on the 10th of August last by the *Gloucester* privateer, John Coulston commander,<sup>1</sup> mounting 18 carriage guns and 10 swivels with 130 men, in lat. 39 50 long. 59, and was sent as a prize to Cape Anne, where the cargo was sold.

1. Massachusetts privateer brigantine *Gloucester*.

#### VICE ADMIRAL VISCOUNT HOWE TO PHILIP STEPHENS

Number 47.

Sir,

*Eagle* Off Chester

December the 6<sup>th</sup> 1777.

The *Dutton* and *Grosvenor* being not in Condition to be retained longer as Transports in the Service, and therefore ordered to England; I take the Opportunity to transmit, for being communicated to their Lordships, the enclosed Duplicates of my Letters of the 23<sup>d</sup>. of November and 2<sup>d</sup>. of this Instant, lately sent by the *Eagle* Packet.<sup>1</sup>

I have to add, respecting the State of the Squadron assembled in this River for the late conjunct Services, that the *Somerset* and *Nonsuch* are ordered to Rhode-Island; And the *Isis* to New York: The last for taking in the Main-Mast there provided in consequence of Directions given some Time since; And to repair the other Damages caused by the Enemy's Fire on different Occasions, so far as the State of the port, with respect to the floating Ice which collects at this Season, may allow.

The *Bristol* will probably precede the *Eagle* on the Passage to Rhode-Island; As my Stay here will be requisite as late as the Circumstances of the Navigation in this River will permit.

By the enclosed Copy of the Instructions<sup>2</sup> given to Captain Hamond, who is moved up to Philadelphia in the *Roebuck*, their Lordships will be advised of the purpose and Appointment of the Frigates to be left under his Direction during my proposed Absence

The *S<sup>t</sup> Albans*, which lately arrived from New-York, has been stationed in Chesepeak-Bay Under the Regulations herewith also transmitted for facilitating the Arrangements specified in Captain Parker's Letter of the 2<sup>d</sup>. Ultimo,<sup>3</sup> thereunto annexed.

Commodore Hotham having communicated in his last Advices of the 18<sup>th</sup>. of November<sup>4</sup> from New York, some particulars respecting the supposed Intentions of the Rebels for annoying that post, a Copy of the same is likewise sent herewith; That their Lordships may be informed concerning the Precautions the Commodore has taken in his Department thereupon.

I understand that a proportion amounting to about Three Thousand Tons of Transports, which by the General's<sup>5</sup> Desire has been prepared to proceed under Convoy of the *Apollo*, are intended for conveying a Corps of Troops to New-York, when the farther Operations of the Campaign have terminated in this Province.

The Judgment and proceedings of the Courts Martial on Occasion of the Loss of the *Augusta* and *Merlin* are sent under a separate Cover by this Conveyance.<sup>6</sup> Captain Reynolds returning to England in the *Dutton*, accepts the Care of these Dispatches. And it is incumbent on me to add my Opinion, that he conducted the different Services with which he has been charged since his Arrival in this Country, with peculiar Spirit and propriety. I am [&c.]

Howe

L, UkLPR, Adm. 1/488, 98–99. Addressed at foot of first page: "Philip Stephens Esq<sup>r</sup>/Secretary of the Admiralty." Docketed: "Lord Visc<sup>t</sup> Howe/N<sup>o</sup>. 47." Endorsed: "R 18 Jan<sup>y</sup> 1778 by Capt Reynolds at 1–A–M/(4 Inclosures/besides Duplicates)."

1. Above.
2. See Vice Admiral Viscount Howe to Captain Andrew S. Hamond, R.N., 2 Dec., above.
3. Above.
4. Above.
5. Sir William Howe.
6. See Court-Martial of Captain Francis Reynolds, R.N., 26 Nov., and Court-Martial of Commander Samuel Reeve, R.N., 26 Nov., above.

#### JOURNAL OF H.M.S. *SEAFORD*, CAPTAIN JOHN COLPOYS

December 1777

At Sea

Saturday 6<sup>th</sup>

At ½ past 6 AM. Saw a Sail in y<sup>e</sup> SW. Gave Chace At Diff<sup>t</sup> times fir'd 148 Shott at y<sup>e</sup> Chace At 9 D<sup>o</sup>. Split y<sup>e</sup> Jibb & Main Top G<sup>t</sup> Sail At ½ past 11 bro<sup>t</sup> too y<sup>e</sup> Chace prov'd a Schooner from Virginia to S<sup>t</sup> Eustatia Sent an Officer & 8 Men on board her took her hands out<sup>1</sup>

" [At Sea]

[At noon] Ditto breez<sup>s</sup> & Cloudy W<sup>t</sup> Sail Makers Emp<sup>d</sup>. Repair<sup>d</sup> the Jibb & Main Top G<sup>t</sup> Sail Prize in Company

D, UkLPR, Adm. 51/880.

1. Schooner *Brothers*, William Cunyngham, from Baltimore with tobacco; the prize was sent to Antigua. Young's Prize List, 21 Dec. 1777, UkLPR, Adm. 1/310.

#### MARQUIS DE BOUILLÉ TO GOVERNOR THOMAS SHIRLEY

Monsieur

A la Martinique le 6. X<sup>bre</sup>. 1777.

J'apprends avec la plus grande surprise que l'un de vos gardes côtes vient d'enlever le brigantin *l'union* appartenant au Sr. Seigenton négociant de cette Isle, expédié avec toutes les formalités nécessaires et dont l'acte de propriété est parfaitement établi. Jene m'entendrai pas sur l'irrégularité, l'injustice, la Violence même d'un pareil procédé qu'on ne peut regarder que comme une piraterie, ou comme un moyen pris pour faire rompre la paix & l'harmonie qui regnent entre nos deux nations, et faire naître la Guerre. Je mebornerai seulement à demander à Votre Excellence la restitution de ce bâtiment, & Justice de ceux qui l'ont enlevé, ou de m'instruire si nos deux nations sont en Guerre afin que je puisse agir en conséquence. J'ai l'honneur de la



prevenir qu'un refus de sa par ne pourroit être regardé que comme un acte d'hostilité dont je la prie devouloir bien peser les suites & les inconvénients.

M. le Baron de fagan, mon aide de camp, qui remettra ma lettre à votre Excellence, se chargera de sa reponse qui déterminera ma conduite. J'ai l'honneur d'être [&c.]

le m<sup>is</sup>. de Bouille

[Translation]

Sir

Martinique, 6 December 1777

I learn with utmost surprise that one of your coast guard ships has just seized the brigantine *Union* belonging to Sieur Seigenton, a merchant from this Island, dispatched with all necessary documentation and a deed of ownership in perfect order. I shall not accept the irregularities, the injustice, nor even the violence of such a procedure that can be regarded only as an act of piracy or as a means used to disrupt the peace and harmony existing between our two nations, and to create a war. I shall confine myself to asking your Excellency only for the return of the ship and for punishment of those who seized it, or to advise me whether our two nations are at war, so that I may act accordingly. I have the honor of advising his Excellency that a refusal by him could be regarded only an act of hostile intent. I urge him to weigh carefully its consequences and disadvantages.

Baron de Fagan, my aide-de-camp, who will hand my letter to your Excellency, will be responsible for its response, which will determine my course of action. I have the honor to be

the m<sup>is</sup>. de Bouille

L., UKLPR, C.O. 71/7, 36–38. Addressed at foot of first page: "M. de Shirley Gouverneur de la dominique &<sup>a</sup>. &<sup>a</sup>. &<sup>a</sup>." Docketed: "In Gov<sup>r</sup> Shirley's of/9<sup>th</sup>: Jan<sup>y</sup> 1778./ (1.)." See Thomas Shirley to Lord George Germain, 9 Jan. 1778, *ibid.*, fols. 34–36.

WILLIAM BINGHAM TO SECRET COMMITTEE OF  
THE CONTINENTAL CONGRESS

(Duplicate.)

Gentlemen,

Saint Pierre, Martinique, Decmr 6, 1777

Herewith you will please to find Copies of my last Respects. I have the Honor to Inclose you Bill of Lading for sundry Medicines shipped on board the Schooner *Industry* Captain Morrison. I have consigned them to the Continental Agent at Edenton in North Carolina,<sup>1</sup> who I have desired to give you immediate Notice of their Arrival.

I have shipped the Remainder of the *Mary Catharines* Cargoe on board the Brigantine *Irish Gimblet* Captain Lamb bound to New London to the Address of Nathaniel Shaw Jun<sup>r</sup> Esq<sup>r</sup>: Continental Agent for the State of Connecticut<sup>2</sup> & have also shipped on board the Brig<sup>a</sup>. *Chance* Captain McIlnoe<sup>3</sup> bound to North Carolina or any other Port in the thirteen United States, fifteen Bales of Cloth & Tents & fifteen Cases of Arms, being part of the Ship *Seine's* Cargoe,<sup>4</sup> Bill of Lading for each of which you will also please to find inclosed. I have addressed this last mentioned Parcel to the Continental Agent or Committee of the District where the Vessel may arrive, & have requested him or them to give you immediate Notice of their Arrival.

There seems no Prospect of a War taking place betwixt France & England before the Spring. I refer you to my Letter to the Honorable Committee of Secret Correspondance for a fuller Information on this Subject—I have the Honor to be [&c.]

W<sup>m</sup> Bingham

L, DLC, Continental Congress Miscellany, Box 1780–1790. Addressed at foot of first page: “Hon<sup>ble</sup> Secret Committee of Congress.” Docketed: “William Bingham Esq<sup>r</sup>/S<sup>r</sup> Pierr Decem<sup>b</sup> 6<sup>th</sup>. 1777.”

1. Robert Smith. *JCC* 4: 301.

2. See above, William Bingham to Nathaniel Shaw, Jr., 20 Nov. 1777, and Bingham to John Langdon, 27 Nov. 1777.

3. Privateer brigantine *Chance*, John McIlnoe, with ten carriage guns and a crew of thirty-five, owned by Blair McClenachan of Philadelphia. Bond of brigantine *Chance*, 28 Mar. 1777, PHarH, RG 27, Records of Pennsylvania’s Revolutionary Governments, 1775–1790, Pennsylvania Letters of Marque (Privateers), Pennsylvania’s Commanders Bonded to the Continental Congress, Inclusive: 1776–1777.

4. See *NDAR* 8 and 9, for documents concerning the capture of the ship *La Seine*.

## December 7 (Sunday)

### MASTER’S JOURNAL OF H.M. BRIG *CABOT*, LIEUTENANT EDMUND DOD

Decem<sup>r</sup> 1777                      Cape Sambro N 30 .. 38 E<sup>t</sup>    Dis<sup>c</sup>. 83 lg<sup>s</sup>    Cape Sable N<sup>o</sup>  
 Sunday 7<sup>th</sup>                      21 .. 28 E<sup>t</sup>    Dis<sup>c</sup>. 60 lg<sup>s</sup>  
    at 7 AM Set for [*e*] T mast Steering Sails    at 8 Saw a Sail to y<sup>e</sup> N<sup>o</sup>ward  
    Gave Chace    at ½ past 10 fired 4 Shot at y<sup>e</sup> Chace    at ½ past 11  
    Bro<sup>t</sup> too    sent our boat on Board    found her to be y<sup>e</sup> *Diana*  
    Schooner from Cadiz Bound to Boston<sup>1</sup>    Shifted the prisoners—  
    Cape Sambro N 37° .. 09’ E<sup>t</sup>    Dis. 60 Lg<sup>s</sup>    Cape Sable  
    N<sup>o</sup> 13° .. 25’ E<sup>t</sup>    Dis<sup>c</sup>. 27 Lg<sup>s</sup>  
    Fresh Breezes    at 2 PM Made Sail    the Schooner in Company

D, UklPR, Adm. 52/1636.

1. Schooner *Diana*, Thomas Packer, master, owned by Thomas Adams, from Cadiz to Boston, with wine and salt, taken in latitude 43° .. 30’, sent to Halifax. Howe’s Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, 485. The *Quebec Gazette* reported under a Halifax dateline of 16 Dec. that *Cabot* had brought in two topsail schooners as prizes. *Quebec Gazette*, 5 Mar. 1778.

### MAJOR GENERAL WILLIAM HEATH TO GEORGE WASHINGTON

[Extract]

Dear General

Boston, December 7<sup>th</sup>. 1777

Permit me to congratulate your Excellency on the safe arrival of the Ship *Flamond* at Portsmouth in 75 days passage from Marseilles having on board for the service of the United States, besides a General Officer, 48 pieces of brass Cannon 4 p<sup>d</sup>rs. with Carriages compleat. 19 nine Inch Mortars, 2500 Bombs 9 Inch,

2000—4 p<sup>d</sup>. Ball, a number of intrenching Tools, 3000 Fuzees, 1110 of another Quality for Dragoons, about 18000<sup>lb</sup>. Gun Powder 61051<sup>wt</sup>. Brimstone; the necessary Steps shall be taken to secure them. . . . I have the Honor to be [&c.]

W Heath

L, DLC, George Washington Papers, Series 4. Addressed at foot: “His Excellency Gen<sup>l</sup> Washington.”

MASTER'S LOG OF H.M.S. *MAIDSTONE*,  
CAPTAIN ALAN GARDNER

Remarks &c. Sunday 7<sup>th</sup>. December 1777

Sandy hook N 20° . 48' W 169 ½ Leg<sup>s</sup>. C. Hatteras N 69° . 17' W  
112½ Leg<sup>s</sup>. C. Henlopen N 32° . 46' W 148½ Leg<sup>s</sup>.

[AM] [at] 2 hoisted the topsails [at] 6 17 Sail in Comp<sup>y</sup> out Reefs set the Miz<sup>n</sup>. topsails made sail gave chase to a strange sail [at] 11 fir'd shot and bro<sup>t</sup> to the Chace bro<sup>t</sup> to out Boat and examin'd her a Schooner from Dartm<sup>o</sup>. to Carolina<sup>1</sup> took the Mast<sup>r</sup> & people out. se[n]t a Mids<sup>n</sup>. and 4 Men to take charge of her

Sandy hook N 20° . 20' W 146 Leg<sup>s</sup>. C Hatteras N 67° W 93 Leg<sup>s</sup>.  
C Henlopen N 34° W 125 Leg<sup>s</sup>.

[PM] [at] 1 Moderate and cloudy lying to for the Convoy [at] 2 hoisted the topsails and made sail [at] 6 d<sup>o</sup> Wea<sup>r</sup> 18 sail in Comp<sup>y</sup> unbent the Miz<sup>n</sup>. tops<sup>l</sup> bent another. and handed him In 2<sup>d</sup> Reefs fore and Main tops<sup>l</sup> [at] 11 Lower'd the topsl<sup>s</sup> Variation 1° 26' W p<sup>r</sup> Amplitude

D, UkLPR, Adm. 52/1857.

1. Schooner *Jeremiah*, Elias Lay, master, from Bedford in Dartmouth, Mass., to South Carolina. UkLPR, H.C.A. 32/366/16. She joined *Maidstone's* convoy to New York and was libelled on 24 Dec. in the Vice Admiralty Court of New York. Ibid., 49/93, 166. *Jeremiah* was declared a recapture on 21 Jan. 1778 and ordered sold. Ibid., 205.

CAPTAIN ANDREW S. HAMOND, R.N., TO  
CAPTAIN JOHN LINZEE, R.N.

By Captain Andrew Snape Hamond &c.

Whereas the Lord Viscount Howe Commander in Chief of His Majesty's Ships and Vessels in North America, has appointed the *Pearl* to be one of the Ships intended to remain in this River for the Protection of the Town of Philadelphia; and to keep an open Communication therewith. You are therefore hereby required and directed as soon as the Transports intended for Philadelphia shall have left Billingsport to take the first opportunity of passing the upper Chevaux de frize to the Anchorage off Mud Island, where you are to give all possible assistance to Lieutenant Barker employed in raising the Ship *Juliana*, a Navy Victualer; and if it should appear that there is but little prospect of succeeding, so as to bring the Ship to Town, immediate attention is to be given to get as much of the Cargoe out as possible, before the Ice forms in the River; and for this purpose the Ship may be destroyed if the Cargoe cannot otherways be taken out.

Given onboard the *Roebuck* at Philadelphia<sup>1</sup> the 7<sup>th</sup>. Decm<sup>r</sup> 1777—

A. S. Hamond

LB, ViU, Hamond Papers, Orders Issued, 1776–1777. Addressed flush left below signature line: "Capt: Linzee/—*Pearl*.—"

1. The *Roebuck* was lying off Gloucester Point, Pa., on this date. She did not anchor off Philadelphia until noon of the following day.

CAPTAIN ANDREW S. HAMOND, R.N., TO CAPTAIN CHARLES PHIPPS, R.N.,  
CAPTAIN JOHN HENRY, R.N., COMMANDER JAMES WATT, R.N., AND  
LIEUTENANT JOHN BROWN, R.N.

By Capt. Andrew Snape Hamond &c—

Whereas His Majestys Ship the *Camilla* under your Command is one of the Ships appropriated for the Protection of the Town of Philadelphia, and guard of the Transports from the insults of the Enemy during the ensuing Winter; You are therefore hereby required to place the *Camilla* in the situation best adapted for that purpose untill the state of the weather makes it necessary to take shelter at the Wharfs from the effects to be apprehended from the Ice, at which time a proper situation will be assigned for that purpose.

Given &c. [*on board the Roebuck, off Gloucester Point, Pa.*] 7<sup>th</sup>. Decem<sup>r</sup>. 1777—  
A S Hamond

LB, ViU, Hamond Papers, Orders Issued, 1776–1777. Addressed flush left below signature line: “The Honble Cha<sup>s</sup> Phipps/—*Camilla*./Capt. Henry/—*Vigilant*./Watt./—*Delaware*./Lieut<sup>t</sup> Brown/—*Cornwallis* Galley.”

CAPTAIN ANDREW S. HAMOND, R.N., TO CAPTAIN CHARLES PHIPPS, R.N.,  
CAPTAIN JOHN HENRY, R.N., COMMANDER JAMES WATT, R.N., AND  
LIEUTENANT JOHN BROWN, R.N.

*Roebuck* off Gloucester [*N.J.*]  
7<sup>th</sup> Decem<sup>r</sup>. 1777—

Sir

During the Absence of the Army from the Town it is to be apprehended that the Enemy may avail themselves of that opportunity and attempt to make a diversion by sending Fire Machines down the River under Cover of their Row Gallies to annoy the Ships at the Wharfs. It is therefore my desire that a particular attention is paid to the Night Guard; which is to be under the direction of an Officer from each Ship alternately; and the *Cornwallis* Galley is to be advanced in the Evening as a Rendezvous for the Boats during the Ebb-tide. You will therefore please to make this known to the Captains of the Ships advanced with you, and take the trouble of seeing that the Order is punctually complied with. I am &c.

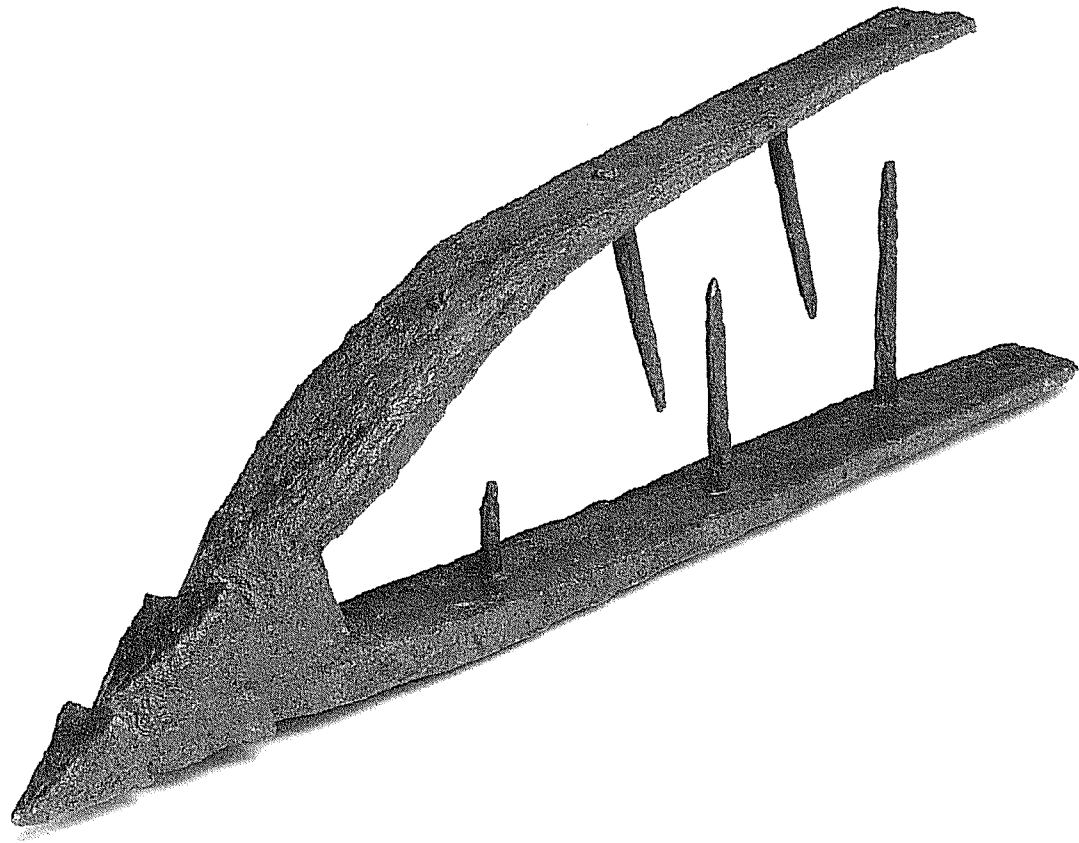
A. S. Hamond

LB, ViU, Hamond Papers, Letter Book, March 1776–December 1777. Addressed flushed left below signature line: “To/The Honble Cha<sup>s</sup> Phipps—*Camilla*./Captain Jn<sup>o</sup> Henry—*Vigilant*./Lieut<sup>t</sup> James Watt—*Delaware*./Jn<sup>o</sup> Brown—*Cornwallis* Galley.”

CAPTAIN ANDREW S. HAMOND, R.N., TO  
CAPTAIN HENRY BELLEW, R.N.

By Captain Andrew Snape Hamond &c.

Whereas the *Liverpool* has received damage by grounding on the sunk Frames off Billingport in attempting the Removal of them,<sup>1</sup> and the Admiral has thought



*Iron Tip of Chevaux-de-Frise*

proper to direct her to be hove down for repairing that Injury. You are therefore hereby required to proceed on that business with all the Expedition the state of the Weather will admit; and such assistance of Shipwrights, or other Artificers will be given by M<sup>r</sup> Thompson, Ship builder at Philadelphia, as you may judge to be absolutely necessary for the occasion.

Given onboard the *Roebuck* at Philadelphia 7<sup>th</sup>. Decm<sup>r</sup> 1777.

A S Hamond.

LB, ViU, Hamond Papers, Orders Issued, 1776–1777. Addressed flush left below signature line: “Capt. H. Bellew/—*Liverpool*.”

1. Journal of H.M.S. *Liverpool*, 1 Nov., above.

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

December 1777

Sunday 7<sup>th</sup>.

Standing up the River<sup>1</sup>

At ½ p<sup>t</sup> 6 AM weighd & came to Sail. At 8 Anchor'd off Chopawamsack Island in 5 Fa<sup>m</sup>. water In Company as before.<sup>2</sup> Sent the Tender and Boats with a party of Marines from both Ships and took possession of the Island in search of Cattle. At ½ p<sup>t</sup> 11 The Marines returned to their respective Ships there not being any Cattle on the Island. Made the Tenders Signal to join.

At Sgle Anchor off Chopawamsack Island in the Riv<sup>r</sup> Potowmack

First part Mod<sup>r</sup> breezes and foggy middle & latter Fresh breezes at 3 PM Moord Ship with the Stream Anchor and Hawzer. Employed Filling water from alongside At 9 Completed our Water

D, UKLPR, Adm. 51/694.

1. Potomac River.
2. *Phoenix* was in company with *Emerald* and two tenders.

JOURNAL OF H.M.S. *ST. ALBANS*,  
CAPTAIN RICHARD ONSLOW

Decemb<sup>r</sup> 77

Sunday 7<sup>th</sup>.

Moored in Hampton Road Virginia<sup>1</sup>

Employed about the Rigging Mustered the Ships Company

Moored in Hampton Road Virginia

Mod<sup>t</sup> & hazy w<sup>r</sup> Sent our Boats after a Rebel Boat & fired two Guns at her at 4 PM our Boats returned with the Rebel Boat the Rebels having run their Boats on Shore and run away Received from the *Richmond* 2535 lbs of Fresh Beef & 266 lbs of Mutton for the Ships Company

D, UKLPR, Adm. 51/828.

1. Onslow was ordered to assume command from Capt. Hyde Parker, Jr., of the Royal Navy vessels operating in Chesapeake Bay. See Vice Admiral Viscount Howe to Captain Richard Onslow, 22 Nov. 1777, above. H.M.S. *St. Albans* arrived in Hampton Roads on 5 Dec. 1777.

JOURNAL OF H.M.S. *PERSEUS*, CAPTAIN GEORGE KEITH ELPHINSTONE

Decr. 1777  
Sunday 7<sup>th</sup>.

D<sup>o</sup>. [Char<sup>ac</sup>-Town Light house] WNW 10 or 11 Leagues.  
at 7 AM Saw a Ship and Brig to the Southward about 6 or 7 miles distant, at 9 Saw the Brig fire, and Soon after heard the Report of Several Guns, at 11 almost a calm, got the Sweeps out and Rowed the Ship and the Boats ahead Towing, at Noon gaining fast on the chace, with Rowing and Towing, the *Lizard* in Company.

D<sup>o</sup>: WbS<sup>o</sup>: 5 or 6 Leagues. Ditto weather,  
at 2 PM arrived up with chace, which proved the *Hinchinbroke* Armed Brig with a Ship<sup>1</sup> which she had just Captured, the Prize came from Boston bound to Charles Town, with a few Onions Apples and Cabbages, which were proportionably distributed between the *Perseus Lizard* and *Hinchinbroke*.

D, UklPR, Adm. 51/688.

1. Ship *Friendship*, Mark Towell, master, of Charleston, sailed from Boston with sauce. The prize was credited to H.M.S. *Lizard*. Howe's Prize List, 23 Apr. 1778, UklPR, Adm. 1/488, 239. On 8 Dec., H.M. Brig *Hinchinbrook* sailed with the prize to St. Augustine. That same day H.M.S. *Carysfort* arrived off Charleston. Master's Log of H.M.S. *Lizard*, 9 Dec. 1777, UklPR, Adm. 52/1839.

JOURNAL OF H.M.S. *SOUTHAMPTON*, CAPTAIN WILLIAM GARNIER

Dec<sup>r</sup> 1777  
Sunday 7<sup>th</sup>

False Mount SW, 7 or 8 Leag<sup>s</sup>

at 1 (AM) Strong Gales & heavy Squalls in 2<sup>d</sup> Reefs Main & Mizzen TS<sup>ls</sup>, & close Reefd Fore TS<sup>l</sup>: at 4 (AM) handed Mizzen TS<sup>l</sup>  
D<sup>o</sup>: W<sup>r</sup>: at 11 D<sup>o</sup>: more Mod<sup>t</sup>: & Cloudy.

[At noon] Porto Plat SbE½ [E] 5 or 6 Leagues.

D<sup>o</sup>: W<sup>r</sup>: & hazy at ½ Past 1 (PM) saw a Sail in the SW, out all Reefs made Sail and gave Chace, at 4 D<sup>o</sup>: D<sup>o</sup>: W<sup>r</sup>: still in Chace, at ½ Past 5 D<sup>o</sup>: brought too the Chace after Firing 20 Shot and upwards, hoisted out the Cutter & sent an Officer on Board the *Hazard* Schooner from Virginia for the Cape,<sup>1</sup> Point Isabella SE 5 or 6 Lgs, D<sup>o</sup>: in 2<sup>d</sup> Reef TS<sup>ls</sup> and made Sail to the N<sup>o</sup>ward,

D, UklPR, Adm. 51/914.

1. John Smith, master, laden with tobacco and flour. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UklPR, Adm. 1/240. 506.

## CAPTAIN WILLIAM GARNIER, R.N., TO VICE ADMIRAL CLARK GAYTON

Sir,

I think it Necessary to inform You that being cruizing off Point Isabella, the North side of Hispaniola on Thursday the 27<sup>th</sup>: November, I discover'd two Sail in Shore of me, Viz<sup>t</sup>: a Brigantine and a Topsail Schooner, at half past One P.M we gave chase at 6 P.M lost sight of them in a heavy squall of Rain, it remained almost Calm the whole Night, in the Morning at day light we saw the Brigantine in shore of us, it being then very light Airs of Wind from the SW I hoisted out the Barge & Cutter,

Man'd and armed them and sent them after the Brigantine the [*they*] came up with her about 7 OClock when the Brig fired a Broadside and several more Shot at the Boats, on which I made the Signal to call them back, soon after daylight we likewise discovered a large Ship standing to the Eastward which we found to be a French Frigate, we continued the Chace after the Brig, she standing in for the Shore at 10 AM we fired a shot at her, though not within Gun shot about 10 Minutes after which the French Frigate fired a shot, at a great distance a stern of us, on which I sent the Second Lieu<sup>t</sup> on board her, to Know if that shot was fired at us, or if he meant it as an insult to the British Flag, likewise to Know if he was ordered to protect the Americans in the open Seas, the Captain returned for Answer that he did not mean to insult the British Flag nor did he fire the Shot at us but that his Orders were to protect all Nations in sight of his Colours and that he was cruizing there for that purpose In this particular Instance the Brigantine rowed away from us it being little or no Wind and so near the Shore that I did not think it prudent to follow her any further, she got within a Reef where the Ship cou'd not come near enough to reach her with our Shot and I found her too Strong for our Boats—

You may recollect when I received my last Orders I asked You if I shou'd meet any Vessels under the protection of a French Frigate whether I shoud stop them, and search them or Not, when You positively told me No, but had You not given me those Orders I should have thought it indispensably my duty to have taken the Americans when ever I meet them in the open Sea, notwithstanding any protection I am [&c.]

W<sup>m</sup> Garnier

P S I am likewise to inform You that the Brig had rebel Colours flying from 8 OClock in the Morning. on the 5<sup>th</sup>: Ins<sup>t</sup>: I spoke the *Inconstant* a French Frigate of 32 Guns with 3 Sail of Transports under her Convoy and Yesterday I saw a Frigate going down with four Sail more of large Ships

*Southampton*

7<sup>th</sup>: dec<sup>r</sup>: 1777.

Copy, UklPR, Adm. 1/240, 484–85. Docketed: "N<sup>o</sup>. 5)/7<sup>th</sup>: Dec<sup>r</sup>: 1777/Copy of a Letter to/Admiral Gayton from/Capt<sup>n</sup>: Garnier of/the *Southampton*." Docketed in another hand: "In Adm Gaytons Letter/of the 27 Dec<sup>r</sup>: 1777."

## December 8

### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Monday Dec<sup>r</sup>: 8<sup>th</sup>: 1777.

In the House of Representatives. Whereas the Honb<sup>le</sup>: Board of War, by their Commission bearing date the Seventeenth Day of July, have power to receive the State's Share of all Prizes taken by Armed Vessells and sent into any Port whatever, but are not authorized to dispose of any Vessel that may be Condemned for the breach of the Naval Laws of this State or the Resolves of Congress, or to receive the Proceeds of such Condemned Vessels.

It is therefore Resolved, that the said Board of War be, and they hereby are Impowered, by themselves or such Person as they shall appoint, to sell all such Vessels as are or shall be Condemned for the Causes aforesaid, and to receive and pay the



Neat Proceeds thereof into the Treasury of this State, taking two Receipts therefor, One of which to be lodged in the Secretary's Office.

In Council Read and Concurred.

Consented to by Fifteen of the Council.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 191.

LIBEL FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That a Libel is filed before me in Behalf of Richard Weeden, Commander of the armed Sloop *Lady Washington*,<sup>1</sup> and all concerned therein, against the Brigantine *Judith*, of about 120 Tons Burthen, Jan. Coppelhoff, late Master, her Cargo and Appurtenances, said to be taken and brought into said District. And for the Trial of the Justice of said Capture, a Maritime Court for the said District will be held at Salem, on Thursday the 25th. Day of December, A.D. 1777, when and where the Owners, and all concerned, may appear and shew Cause (if any they have) why the same, or any of them should not be condemned.

N. Cushing, Judge of said Court.

*Boston-Gazette*, 8 Dec. 1777.

1. Massachusetts privateer sloop *Lady Washington*, Richard Weeden, commander, mounting 12 guns with a crew of 40 seamen, was commissioned on 12 Aug. 1777 and was owned by Samuel Brown and Samuel Vernon, of Providence, R.I. M-Ar, Revolutionary Rolls, vol. 7, 296.

WILLIAM STORY TO JOSHUA HUNTINGTON

Sir

Boston Decem'r 8th 1777.

In Compliance with your request to the Hon'ble Navy Board Eastern Department of the 28th Ulto. I have delivered Mr. Willoughby two hundred and forty four bushells and half of Salt and have Supplied him with fifteen hogsheads to carry the same to you.

As none of the Navy board is present can't say what further they may think necessary to desire of you but when they come to Town shall inform them what I have done. I am [&c.]

Will'm Story Clerk to said Board.

Connecticut Historical Society *Collections* 20: 78-79.

JOHN DESHON TO JOSHUA HUNTINGTON

Dear Sir

New London December 8th 1777.

In answer to yours of this Day, by Mr. Bill, I am of Opinion that Cannon Cast from the Mold we have Sent to Salisbury for 12 pound Canon is by far the best of anny I have seen on the Continent, and Doubt not but they may be Cast by the time we are Ready for them, the Ship at Salsbury<sup>1</sup> must be Provided for first. Your Ship

will not want hers till May or June Next. I wish the Six pounders might be Cast in the same proportion to the 12 pounders. we can but take other Cannon at last Shift. I find it Very Defercult to Change the Certifcates into Cash Can only beg you'l Change as Many as Posable I Return to Boston in few Days when Shall be able to furnish you with further Suplys. Expect to See you at Norwich on my way. I am [&c.]

John Deshon.

Connecticut Historical Society *Collections* 20: 79.

1. Continental Navy frigate *Alliance*.

*THE NEW-YORK GAZETTE: AND WEEKLY MERCURY*, MONDAY, DECEMBER 8, 1777

New-York, December 8.

The Ship *Maesgwyn*, Captain William Room, bound from Bristol to this Port, carrying ten 4 and four 6 Pounders, and 39 Men, on the 28th Sept. last, in Lat. 39, N. Long. 59, W. fell in with the Privateer Brig *Lyon*, Ishmael Hardy, Master, who carried 16 four and six Pounders, above 20 Swivels, and 125 Men.<sup>1</sup> The *Maesgwyn* engaged the *Lyon* five Hours, within Musket Shot, when both Vessels being greatly shattered, and the former having most of her running Rigging, and all her standing Rigging, except the Mizen Shrouds, shot away, they agreed to stay by one another to refit, which took them up the remainder of the Afternoon, and all the Night. At Day-break they engaged again within Pistol Shot for two Hours, in which Time the *Maesgwyn* fired above 80 Broad-sides, but having 10 of her Men killed and wounded, above four Feet Water in her Hold, occasioned by the Shot Holes, (being hull'd in above 40 Places) and her Rigging again cut away, she was obliged to submit to the Privateer, and was carried into Salem, New-England.<sup>2</sup> Her cargo consisted of 170 Puncheons of Rum, 140 Casks of bottled Liquor, 1000 Bushels of Salt, some Cheese, Tripe, &c. Above 50 Casks of Rum were entirely started, and much of the bottled Liquor, by the Shot which passed through her. The Privateer was so much damaged that it broke up her Cruize, her lower Masts being so wounded, that the first Fresh of Wind after the Engagement carried them both away.

1. Massachusetts privateer brigantine *Lyon*.

2. *Maesgwyn* was libelled on 30 Oct. in the Massachusetts Maritime Court of the Middle District. See above.

JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEW

Dec<sup>r</sup> 1777

Mond<sup>y</sup> 8<sup>th</sup>.

Lash'd alongside of Penroses Wharf at Philadelphia  
AM getting the Guns out & unbending Sails & getting ready to  
heave down, as we are apprehensive the Ship, has got her false  
keel Damaged on the Cheaux de frize y<sup>e</sup> 2 Nov<sup>r</sup>.<sup>1</sup> read y<sup>e</sup> Arti-  
cles of war &<sup>ca</sup>. to the Ships Company.

Lash'd alongside of Penroses Wharf at Philadelphia  
D<sup>o</sup>. w<sup>c</sup> [Light Airs]

D, UklPR, Adm. 51/548.

1. *Liverpool*'s log records that this grounding occurred on 1 Nov. Journal of H.M.S. *Liverpool*, 1 Nov., above.

## WALTER HOPKINS TO WILLIAM AYLETT

Extract of a Letter from Walter Hopkins Assistant Commissary of Purchases to William Aylett Esq<sup>r</sup> DCG of Purchases for the Southern Department

Sir Edenton 8<sup>th</sup> Dec<sup>r</sup> 1777

Mess<sup>rs</sup> Hughes & Smith of this Place informed me, a Continental Brigg called the *Patty* arrived here about five Weeks ago with ab<sup>t</sup> 2500 Bu<sup>s</sup> Salt which they have sold in Consequence of the People's threatning to take it

Copy, PCC, item 78, vol. 2, 327-28 (M247, roll 91). Docketed: "Walter Hopkins. Ass./Comm: Purch: respect<sup>ls</sup>/Hughes sell<sup>ls</sup> Cont<sup>l</sup> Salt."

JOURNAL OF H.M.S. *GLASGOW*, CAPTAIN THOMAS PASLEY

Dec<sup>r</sup> 1777 St Jermain NW ½ N 3 Leagues  
 Monday 8 At 5 (AM) saw 3 Sail to the NE. Gave Chase At 10 falling little  
Wind Arm'd the Pinnacle & sent the Lieut<sup>l</sup> in Chase  
[At noon] Calm for the most part, latter light Airs. Sent the Long  
Boat to assist the Pinnacle in Towing the Chase. At 7 Boats Re-  
turn'd with the Chase. a Brig with part of a Cargo of Provisions,  
deserted by the People. Took possession of and Man'd her<sup>l</sup>

D, UkLPR, Adm. 51/399.

1. Brig *Sally*. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UkLPR, Adm. 1/240, 506.

## December 9

MASTER'S JOURNAL OF H.M. BRIG *CABOT*, LIEUTENANT EDMUND DOD

Decem<sup>r</sup> 1777 Cape Sambro [N] 58..18 E<sup>l</sup> Dist<sup>l</sup> 28 Lg<sup>s</sup>  
 Tuesday 9th at 7 AM Made the Signal fired 2 Guns to Come Under Our  
Stern<sup>l</sup> Out Reefs—  
Cape Sambro N 40 . . 36 E<sup>l</sup> Dist<sup>c</sup> 26 lg<sup>s</sup>  
Cape Sable S<sup>o</sup> 84 . . 3 [O] W<sup>l</sup> Dist<sup>c</sup> 12 lg<sup>s</sup>  
Light Breezes & Clear W<sup>c</sup> at 3 PM Saw a Sail to the E<sup>w</sup>ard gave  
chace out Reefs Topsails & Set T G sails at 5 Spoke y<sup>c</sup> Chace  
a Ship from Quebeck bound to New York Bore away and Chaced  
a Sail to S<sup>o</sup>ard [at] ½ past 5 Brot too y<sup>c</sup> Chace Rebel Schooner  
from Cadiz Bound to Boston<sup>2</sup> found She had lost her Rudder  
Shifted the prisoners & took her in tow at 8 Made Sail

D, UkLPR, Adm. 52/1636.

1. Schooner *Diana*, taken on 7 Dec.
2. Schooner *Hawke*, William Fuller, master, from Cadiz to Boston, with wine and salt, taken off Halifax, sent to Halifax. Howe's Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, 485. The *Quebec Gazette* reported under a Halifax dateline of 16 Dec. that *Cabot* had brought in two topsail schooners as prizes. *Quebec Gazette*, 5 Mar. 1778.

NATHANIEL SHAW, JR., TO GOVERNOR JONATHAN TRUMBULL

Sir

New London Decem<sup>r</sup>. 9<sup>th</sup>. 1777—

I Received yours Respecting the Sending of L<sup>t</sup> Ottway of y<sup>e</sup>. *Lark*<sup>1</sup> & two Sailors &c—

—Cap<sup>t</sup>. Palmer<sup>2</sup> is Dead and as that Exchange Cannot now be made I should think y<sup>e</sup>. L<sup>t</sup> & the others had better be sent by Land to N York as their is a Number of Americans their that was taken in Arm'd Vessells and we should Improve all we take (as they are so few) for that Purpose—the Expence by Water is much more then by Land Unless we have a Number of Persons to Send if their is any more in the State, & you'l Inform me where they are I will Collect them and Send by Water—I am [&c.]

Nath<sup>l</sup>. Shaw Jun<sup>r</sup>

L, Ct, Connecticut Archives, 1st Series, vol. 9, 333.

1. Lt. William A. Otway, R.N.

2. Capt. Robert Palmer, commander of the Connecticut privateer sloop *Nancy*.

#### COLONEL SAMUEL B. WEBB'S ORDERS

On Board the *Schuyler*,

Tuesday Evening, 9 December, 1777.

The several Vessels under Convoy and in Company with the *Schuyler* are carefully to keep company—never to be out of hail ahead. The *Schuyler* will take care to shorten sail as occasion may require.

The signal for landing by night will be a false fire—by day, setting the Ensign; immediately the troops to be ready as fast as possible to step into the boats.

Capt. Wooster<sup>1</sup> of the Grenadiers, with the three right hand divisions to disembark and cover the landing of the detachment. He will take care to advance double sentinels in front.

Capt. Hart<sup>2</sup> on landing will form on the right; the others in course. Capt. Moseley<sup>3</sup> at the left of the Line.

So soon as the signal is given a profound silence to take place, none but the commanding officers of Divisions to be suffered to speak a loud word.

After landing, the Adjutants will see that they are properly formed in subdivisions; the Artillery will form in front between the Grenadiers and the Column; no man then to leave his ranks on any pretence.

The Colonel has the greatest confidence in the Troops he has now to command, and doubts not that they will do Honor to their Officer as well as themselves, for which it is absolutely necessary there should be a strict compliance with orders. Those that do it will receive the treatment due to good soldiers; but on the least variation, necessity will oblige the commanding officer to make public example of the offenders.

Samuel Blachley Webb, *Correspondence and Journals of Samuel Blachley Webb*, edited by Worthington C. Ford, 3 vols. (New York: Wickersham Press, 1893–94; reprint ed. New York: Arno Press, 1969) 1: 395–96.

1. Capt. Thomas Wooster, Continental Army.

2. Capt. John Hart, Continental Army.

3. Capt. Ebenezer Moseley, Continental Army.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO  
WILLIAM BRADFORD

In Council

Sir

Lancaster December 9<sup>th</sup> 1777

I rec<sup>d</sup>. your letter of the 4th Nov<sup>r</sup> which I suppose should be Dec<sup>r</sup>.<sup>1</sup>—and laid it before Council—I am truly sorry, that we were under the necessity to burn any part of our Fleet this and the evacuation of Red bank has given the Enemy great advantages over us. however it is folly to repine and I hope in the end It will be found to be of no real advantage to them.—

I had little doubt of furnishing the Fleet with whiskey from hence some time since for which purpose I employed M<sup>r</sup>. Adam Kimmel to procure four Hdgs. and impress two waggons to carry them and 180 pairs of Shoes and stockings for the seamen but he has met with uncommon delay in procuring waggons I hope however they will soon be with you

At present we have little or no money in the Treasury but expect it will be replenished in a few days, have therefore kept the paymaster M<sup>r</sup>. Bradf<sup>th</sup>. until some can be signed—Some censures have been past part on our fleet which I have now to believe they do not deserve A letter which I rec<sup>d</sup>. from the Commodore<sup>2</sup> and if I have time shall answer by this opportunity explains some matters very fully and convinces me that if the pass has been lost thro any mismanagement it does not lay with the officers and men of ou[r] fleet—I am [&c.]

T. Wharton jun<sup>r</sup>.

P S the Commodore is desirous to know where the Fleet is to be layed up during the winter season—of this he and the state navy board are the best Judges I think the wharfs below Trenton will be convenient

Df, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Docketed: "1777 Dec<sup>r</sup> 9<sup>th</sup> To Colo<sup>r</sup>/W<sup>m</sup> Bradford." Notation at top of page: "Pres<sup>r</sup> Wharton to Col. W<sup>m</sup> Bradford 1777."

1. Above, at 4 Dec.

2. Commodore John Hazelwood to Thomas Wharton, Jr., 1 Dec., above.

CAPTAIN ANDREW S. HAMOND, R.N., TO  
COMMANDER JAMES WATT, R.N.

By &c &c

Whereas you have represented to me that the Crew of His Majestys Armed Ship, under your Command, suffer very much by the Weather at this inclement Season for want of suitable cloathing and there not being a sufficient Assortment of Navy Slops in the Squadron to answer their necessary demands. You are hereby authorised and required to cause the Purser of His Majestys Armed Ship under your Command to Purchase such Slops as may be requisite for the Use of the Ships Company; taking care the same is done at as easy a Rate as possible, and that they are good and fit, for the purpose. The Purser will be also to procure proper Vouchers for the Slops he may so purchase, and the Prices paid by him for the different Articles are to be charged against the Men receiving any thereof upon the Ships Books in a distinct Column under the head of purchased Slops.

Given &c [*on board the Roebuck at Philadelphia*] the 9<sup>th</sup>. Decem<sup>r</sup>. 1777—

A S Hamond

LB, ViU, Hamond Papers, Orders Issued, 1776–1777. Addressed flush left below signature line: “To/Lieu<sup>t</sup> James Watt/Commanding HM Armed Ship/*Delaware*.”

CAPTAIN ANDREW S. HAMOND, R.N. TO CAPTAIN SIR JAMES WALLACE, R.N.

By &c &c.

The present appointment of the *Experiment* being to prevent the Rebels from obstructing the passage of the Chevaux de Frize, or Sunk-frames, at Billingsport; it is necessary that you continue on that Service as long as from the state of the Weather you may judge to be practicable, or until the Ships allowed to Sail from this Port 'till the 24<sup>th</sup> Instant shall have passed by; You are then hereby required to proceed down towards the Capes of the Delaware, to prevent the Rebels from getting Supplies into any of the lower parts of the River; and to prevent Ships and Vessels from attempting to come up to the Town whilst you judge that Navigation to be impracticable.

When the Season of the Year shall be still more advanced, and it appears to You necessary for the safety of the Ship to quit the Delaware entirely, You are then to Cruize off of Egg Harbour, and along the Coast to the Southward at such distances from the Shore as circumstances and the Weather will allow of; or as you may judge most proper for the purpose of intercepting any of the Enemys Armed Vessels, or the Trade (which from Information) the Rebels intend and expect to carry on during the Winter Months, in the different Inlets, between Chesepeak Bay, and the Delaware.

And whereas Intelligence has been received that a Dutch Ship is now laoding at St<sup>e</sup> Eustatius, which is intended for little Egg-Harbour, and is expected to arrive there about the 10<sup>th</sup>. January, the Cruizing off that Port, when the Weather allows you no longer to remain with Safety in the Delaware, is, therefore, to be the first Object of your attention.

As soon as the Season of the Year will admit of your laying with safety within the Capes of the Delaware, which will be towards the latter end of February, the River being by that time allways clear of the Ice, it is material that you use your best endeavors to attain the Anchorage between the Brown and Brandy Wine Sands, giving me the earliest account of possible of your arrival, and wait there until you are releaved by one of the Frigates from hence, or until You shall receive further Orders.

In case you should meet with any Ships at Sea, that have Dispatches for the Admiral, or have Orders to join the Fleet in America; You are to acquaint them His Lordships Rendezvous is Rhode Island, until about the middle of March; after that time in the River Delaware.

The Several Chevaux de Frize Pilots ordered to the *Experiment* are to be put on-board any of His Majestys Ships that you may meet with bound hither in the Spring of the Year, but no Merchant Ship unless sufficiently Armed is to be permitted to come up the River until you shall have ascertained that the Passages of the Chevaux de Frize, has not been further obstructed by the Enemy during the absence of the Men of War.

The Admiral judging it necessary to cause an alteration to be made in the Monthly Change of Signals established for the purpose of the Ships under his Lordship's Command to know each at meeting, You will please to take notice that those

Signals intended for the months of March and September are now to be used instead of those for January and July as is expressed below, and that the Alteration is to take place the 1<sup>st</sup> of January next.<sup>1</sup>

Given &c. [*on board the Roebuck at Philadelphia, 9 December 1777*]

A S Hamond

LB, ViU, Hamond Papers, Orders Issued, 1776–1777. This undated order was probably issued on 9 Dec. 1777, the same date as the orders that immediately precede and follow it in the letter book. Addressed flush left below the signature line: “Sir James Wallace/—*Experiment*.”

1. For Lord Howe’s orders respecting this change in the signals to be used by the fleet, see Vice Adm. Viscount Howe to Capt. William Cornwallis, 25 Dec., NHi, William Cornwallis Papers, Order Books.

CAPTAIN ANDREW S. HAMOND, R.N., TO GUNNERS OF H.M. SHIPS AT PHILADELPHIA

By &c &c

The *Rebecca* Ordnance Transport, Joseph Furnace, Master; having struck on the Chevaux de Frize sunk by the Enemy to obstruct the Navigation of the River, and being thereby filled with Water; it becomes necessary that what Stores can be taken out of her should be removed. You are therefore hereby authorised and required to take a strict and careful Survey of such Stores as may be saved out of the *Rebecca* Ordnance Transport, and deliver the same into the Charge of M<sup>r</sup> Christopher Farlam, Gunner of His Majesty’s Ship *Roebuck*; for which Stores He is to give to the Master of the said Transport—proper Receipts; reporting to me from under your Hands the particulars thereof, and an impartial Account of your proceedings therein

Given &c [*on board the Roebuck at Philadelphia*] 9<sup>th</sup> Dec<sup>r</sup> 1777

A S Hamond.

LB, ViU, Hamond Papers, Orders Issued, 1776–1777. Addressed flushed left below signature line: “To/The respective Gunners/of HM Ships at Philad<sup>a</sup>/or any three of them.”

CAPTAIN ANDREW S. HAMOND, R.N., TO CAPTAIN JOHN BOURMASTER, R.N.

*Roebuck* off Gloucester.<sup>1</sup>

Sir,

9<sup>th</sup> December 1777—

During the Absence of the Army from the Town it is to be apprehended that the Enemy may endeavour to make a diversion and attempt by incendiaries to set fire to the Transports at the Wharfs.

You will therefore please to inform the Agents acting under your orders, that it is my earnest desire that they pay a most particular attention to the Regulations established within their districts, to see that the Pumps and Buckets of each Ship are in good Order, that the Guard is properly kept by the Masters in Rotation, and that it is understood by them to be not a matter of form only, but a business of the utmost Consequence. I am [&c.]

A:S: Hamond

LB, ViU, Hamond Papers, Letter Book, March 1776–December 1777. Addressed at bottom of page: “To/Captain Bourmaster/*Fanny*.—”

1. The *Roebuck* left her anchorage off Gloucester Point, N.J., on 8 Dec. 1777. She was lying abreast of the lower part of Philadelphia on 9 Dec.

CREW OF THE MARYLAND SHIP *DEFENCE* TO GOVERNOR THOMAS JOHNSON

To His Excellency the Governor of the State of Maryland,  
Please Your Excellency,

We the Ships Crew, of Your Honours Ship the *Defence*, We humbly petition your honour, the many difficulties We Labour Under at present, and hopes your honour, will looke Into the Same

Namley the times Is so hard, and our wages So Small that it will not find us in any Sort of Cloathing at present; We are almost, Bearefooted, and some Quite so, which Is pushing Your honour's Subjects, without Consideration from your Honour, And Council, will Render us Useless for doing the Ships duty

Secondly the Article Spiritious liquor we: formerly did daly Receive Is kept from us for these Sixteen days and upward's which is better to us this Could Weather then our Vituals

Thirdly our pay is from Fifty Shillings to three pounds per Month Current money of the Said provence, which Scarse finds us in the articles of Shoes and Stockings, so we leave it to Your honour to Judge what we are to doe, as for our parts we know not, Without applying to your honour In this manner; for if we do not Gett our proper allowance we Will be Obliged to Quit the Service, We have no more to adde at present, but an Answer from youre honour will much Oblidge your honours Subscribers—

Mens Names

December 9<sup>th</sup>.

1777<sup>1</sup>

We the Subribers has been paid Short of our Agreement as fowls [*follows*] viz

Joseph Dunbar	Short	6 Dollars	Cooper	£3. 7.6
John Grant	d <sup>o</sup>	2½ d <sup>o</sup>	Carpenters Mate	3.11.3
James Gaggin	d <sup>o</sup>	4 d <sup>o</sup>	Cooke	£3. 7.6 ꝯ mo
William Howard	d <sup>o</sup>	2½ d <sup>o</sup>	Carpenters Mate	3.11.3
Alexa <sup>r</sup> Stanton	d <sup>o</sup>	6 d <sup>o</sup>	Master of arms	£3.15. ꝯ mo
William Adair	d <sup>o</sup>	6 d <sup>o</sup>	Armourer	<u>3. 7.6 months</u>

Hopes your Excellency and Council will take the above Into Consideration, We the above Subscribers has Served the State almost 2 Years and Some part of the time Could Buy Articles for Wearing at a Much more Reasonable Rate, then at present.

Cooper—3.7.6 ꝯ M<sup>o</sup>

Carpenters Mate 3.11.3

Cooke—3.7.6

Master at Arms 3.15.—

Armourer—3.7.6

The above pay ꝯ Month is allow'd by Congress.

J Johnson

L, MdAA, Maryland State Papers (Red Books), 4584-27.

1. Thirty-five signatures surround a circle, probably formed by an inverted cup. "Mens Names . . . 1777" is inside the circle. The signatures are as follows: "Will<sup>m</sup>: Miller, John Braithw[ai]te, Tho<sup>s</sup>: Palmer, Horsford Johnson, John Haimer, Benj<sup>n</sup>: White, Walter Nichouls, Jn<sup>o</sup>: Little, Christ<sup>r</sup>: Leigh, Jeremia Gordon, John Jordan, Benjamin Woods, Alexander Stanton, Will<sup>m</sup>: Adairs, John Mathews, John Summer, Florence McCarthy, Jaeme Clark, Job Cooe, Thomas Harber[t], John Barrett, Francis Williams, Enoch Medley, Charles Hagen, J<sup>as</sup>: Hanhouses, Thomas Durdning, Clem<sup>t</sup>: Gardner, Fra<sup>c</sup>: Skinner, W<sup>m</sup>: Piercy, John McAdams, Joseph Dunbar, W<sup>m</sup>: Howard, John Grant, George Champlin, James Gaggon."



## THOMAS STONE TO THOMAS SIM LEE

Portobacco. Monday. Mornng  
Dec<sup>r</sup> 9<sup>th</sup>. 1777—

Sir.

The *Phoenix* of 44 Guns & *Emerald* of 34 with two Tenders are now lying in Potomac between Sandy point and Quantico Creek—Capt Hyde Parker the Commander has issued a Manifest signifying his Desire to exchange Gold & Silver for Provisions, and in case the Inhabitants refuse a sale, his Resolution to take by force every thing wanted by his King's Ships—They have done no deed in their Course up the River except by receiving some fugitive Negroes. But as they have been disappointed in their Expectations of trading, it is expected they will endeavour to pillage the Inhabitants and destroy the exposed Tobacco warehouses on their rout Our people are well disposed to give Battle to the Ravagers wherever they may land, but We have no Arms to equip Men for the Stations which ought to be guarded, And this County is so out of Water, that the Ships can sail to any point much sooner than the Men, who have Arms; can reach it by marching—From the last Accounts there are about one hundred Marines on board the two Ships, And its expected there are three other Vessells of War coming up the River, Under these Circumstances I have been requested to apply to your Exclly. for 60 Stand of Arms to be sent to Portobacco as soon as possible, which You may be assured shall be returned whenever the Occasion for them ceases. I am [&c.]

T. Stone

L, MdAA, Maryland State Papers (Red Books), 4561-81.

*THE MARYLAND JOURNAL AND THE BALTIMORE ADVERTISER*, TUESDAY, JANUARY 27, 1778

Charles-Town, (S. Carolina) Dec. 9.

Last Sunday morning several guns were fired off this harbour, but the air was so foggy that nothing could be discerned from hence till 9 o'clock, when a boat appeared rowing in over the bar. By 10 o'clock the weather had cleared up a little, so that two men of war could be seen coming down from the northward, the *Hinchinbrook* anchored at the bar, and another ship coming up from the southward. At 11 o'clock the boat, before observed, got up to town, with eleven men in her, who informed, that they belonged to the ship *Friendship*, William Towell,<sup>1</sup> master, from Boston for this port; but that having been chased by the two men of war, and finding it impossible to escape the brigantine, they had quitted their vessel early in the morning, which was taken possession of by one of the *Hinchinbrook's* boats, while another pursued them. At 12 o'clock, the *Hinchinbrook* weighed from the bar, and stood to the northward, and in the evening the four sail were seen standing the same course.

Yesterday morning, the three ships and brigantine were seen by the pilots, all at anchor a little to the southward of Sullivan's Island. At 2 o'clock they were observed from town, the largest (supposed the *Lizard*) near Sullivan's Island, the other (supposed the *Perseus*) and the *Hinchinbrook*, under sail, more to the southward, and standing in; the prize std more southerly and farther out; and another ship coming from the southwestward before the wind. At 4 o'clock the fog was so thick, that only the northernmost ship could be discovered till at anchor, and that the ship and brig which had been standing in, had put about, and were then standing off to the N.E.

This day has proved as foggy as most of the past: But, at 8 o'clock this morning, the ship (supposed the *Lizard*) appeared to remain at anchor, with the ship that came from the southward yesterday afternoon, which is also a man of war, to the northward of her; where they remained at 4 o'clock. The ship and brigantine which stood off last evening, have not been seen to day; nor the prize ship, which probably has been sent off for New York, or burnt. Four o'clock, a smart westerly wind rising and clearing the horizon, the two men of war at anchor got under way, and, at five, continued standing off to the eastward.

1. Mark Towell. See above, Journal of H.M.S. *Perseus*, 7 Dec. 1777.

#### JOURNAL OF H.M.S. *GLASGOW*, CAPTAIN THOMAS PASLEY

Dec<sup>r</sup> 1777

Tuesday 9

At 6 AM saw 2 Sail to the NE. Gave Chase

[At noon] Cape Rockso NEBE. 2. Leagues

Light Airs inclinable to Calm At (2PM) Armd the Pinnace & Cutter & sent them in Chase At 5 Boats Returnd with a Schooner and Sloop from Martinique to Salem, took possession of them & bro<sup>t</sup> the Prisoners on board.<sup>1</sup>

D, UklPR, Adm. 51/399.

1. Sloop *Defiance*, Bartlet, master, out of Boston; and schooner *Success*; both vessels carried molasses. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UklPR, Adm. 1/240, 506.

#### VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS

*Antelope* Port Royal harbor Jamaica

Sir,

9<sup>th</sup> Dec<sup>r</sup> 1777.

I beg leave to acquaint their Lordships that nothing particular has occur'd since my last Letter of 17<sup>th</sup> November<sup>1</sup> (a duplicate of which is inclosed) except my having received intelligence by Capt<sup>n</sup> Locker of the *Lowestoffe* and Capt<sup>n</sup> Montais of the *Stork*,<sup>2</sup> that a great Number of Troops and some Ships of the Line are daily expected to arrive at Hispaniola, which I think is my duty to communicate to their Lordships as early as possible,<sup>3</sup> as I advised their Lordships in my last that I proposed purchasing a Vessel and giving M<sup>r</sup> Jordan the Command of her, to reward him for his Gallant behaviour in the *Racehorse* when he took the privateer of so much superior Force, I therefore beg leave to acquaint their Lordships That I have purchased a small privateer Brig<sup>4</sup> taken by the *Lowestoffe* and called her the *Lowestoffes prize*, compleated her Complement to the Establishment of a Cutter, and Commissioned M<sup>r</sup> Jordan for her, by whom this will be handed to their Lordships with the intelligence inclosed; and I further beg leave to recommend M<sup>r</sup> Jordan and his Officers to their Lordships favor, in particular the Surgeon's Mate now with him in the *Lowestoffes prize* and who was in that station on board the *Racehorse* at the time the Action happen'd, when his brave behaviour prevented M<sup>r</sup> Jordan from being Kill'd: The Brig M<sup>r</sup> Jordan commands was built at Liverpoole, is about 70 Tons, 3 Years Old, carries 8 carriage & 12 Swivel Guns and is reckoned a very fast sailor her price £1,000 Sterling including her Ordnance & Ordnance Stores & the Naval Stores as she now stands compleatly rigged

& fit to proceed to Sea, and I have directed the proper Officers to pay for her, which I hope will meet their Lordships approbation<sup>5</sup>

I also beg leave to acquaint their Lordships that I designed to have sent the *Lord Amherst* Ordnance Transport to Convoy such of the Trade as might be ready to sail the 31<sup>st</sup> Ins<sup>t</sup> but in consequence of my having received a Petition from the principal Merchants & Planters of this Island (a Copy of which is enclosed, setting forth that there will be very few Ships ready at that time, and requesting that I wou'd postpone the sailing of the Convoy untill the 20<sup>th</sup> January from Bluefields) I have put off their sailing as they request & have strengthened the Convoy by ordering the *Lynx* Capt<sup>n</sup> Parry to sail with the *Lord Amherst* I am [&c.]

Clark Gayton

P:S: Since enclosing the List of prizes taken by the Squadron under my Command, the Number is encreased to 203

L, UKLPR, Adm. 1/240, 471–72. Addressed at foot of first page: "Philip Stephens Esq<sup>r</sup>." Docketed: "9<sup>th</sup> Dec<sup>r</sup> 1777./Adm<sup>t</sup> Gayton's Letter/to the Admiralty/(N<sup>o</sup> 2)/R 13 Feby<sup>r</sup>." Noted on first page: "Ans<sup>d</sup> 10 March."

1. Above.

2. "Intelligence gained by Capt<sup>n</sup> Locker of His Majesty's Ship *Lowestoffe* from the people belonging to the *Resolution* Brig a Congress privateer taken by him," [21 Nov. 1777], above.

3. Philip Stephens enclosed this section and the last paragraph in brackets and made the following notations on a separate page: "13 Feby Send Ext. {thus much} to M<sup>r</sup> R Long for the informt. of the W.I. Merchants [*illeg.*] 29 Feby Send Extract {thus much} & Copy of paper N<sup>o</sup> 3 to Lord Weymouth for HM infor<sup>n</sup>." According to the schedule, enclosure no. 3 was the intelligence received from Locker and Montais. UKLPR, Adm. 1/240, 458.

4. The brig *Resolution*. See above, Journal of H.M.S. *Lowestoffe*, 20 Nov. 1777.

5. On a separate page Philip Stephens wrote: "N B<sup>d</sup> to pay for the *Lowestoffes* Prize (if not alr<sup>d</sup> ord<sup>d</sup>) & to register her."

## December 10

### MAJOR GENERAL EYRE MASSEY TO LORD GEORGE GERMAIN

My Lord,

Halifax 10<sup>th</sup> December 1777.

My last letter to your Lordship, was the 20<sup>th</sup> September, since which no safe conveyance has gone from hence.

After Major Small's return here with his Detachment,<sup>1</sup> Lieut. Governor Arbuthnot & I, form'd a plan for taking Post at the entrance of Saint John's River. I order'd from this place a framed Blockhouse ready to erect, and sent four Six Pounders, with a proportion of Stores; and at the desire of the Inhabitants, I have given the Command to my Major of Brigade; as he has a thorough knowledge of his profession, as well as of the people and the Country.

This plan has frustrated that of the Rebels, who had prepared every thing at Machias, for to be beforehand with me; and are now assembled under the Command of one Allen at Machias,<sup>2</sup> where they have mounted Cannon and thrown up Lines; but yesterday I had a letter from Brigade Major Studholme,<sup>3</sup> who is only a Captain in Lieut<sup>t</sup> Colonel Goreham's Provincial Corps,<sup>4</sup> informing me that he has work'd day and night to get his Post in proper Order: and that with his abattis and pickets, he has no fear of quitting his Post, by any force that can come that way: he informs me of one Crabtree a Pirate<sup>5</sup> landing some Men out of an eight Gun schooner, to de-

stroy that whole settlement, but instantly fled on hearing that Captain Studholme had taken post there.

I now beg leave to assure your Lordship, that all last summer, the coast of this Province, was infested with small Pirate vessels, which took several Merchantmen in sight of our Light house; nay had the insolence to come into the North West Arm; and by good information, one *Leech* has made ten thousand Pounds, by taking English Merchantmen last summer—Were I not to report this to your Lordship, I should be as great a Rebel as *Leech*.

I have often mention'd to the Lieutenant Governor while the retaken Ships were sold here, the Rebellion would never be put an end to; for they are instantly bought up, & sent out on the same wicked plan to distress our trade.

The *Gage* an arm'd vessel,<sup>6</sup> Sir William Howe<sup>7</sup> left here under my Command, lately run on shore one of those little Pirate sloops; she was put up to be sold; when I heard of the Rebel set that wanted to buy her I order'd her to be bought for His Majesty's use; as I shall man her well, to watch the motions of the Rebels; and as Sir George Collier, who now commands the Navy Department has said, whatever Prizes either the *Gage* or that sloop take; the first King's Ship shall take them from them; which has damp'd the Officers, who have the Command of them.

I most humbly pray your Lordship will enclose me, three or four letters of Marque and I will answer for it, I will keep the Bay of Fundy safe, which is the protection of this Province.

Lieut<sup>t</sup> Governor Arbuthnot and myself have ever agreed in that point, as well as in almost every other, and I much regret he lost the Command of His Majesty's Ships here; as he is a most excellent Officer, and had he the management; those trifling Pirates, dare not have appear'd on this Coast; without meeting the fate they merit.

General Burgoyne's misfortune has given new spirits to all the ill affected people of this Province; and as no Officer in the King's Service knew the Country, General Burgoyne had to march through better than myself.

The late Lord Howe's<sup>8</sup> movements with an American Army (who I had the honour to serve with last war) should have been adopted: which was: no Baggage, nor no heavy Artillery: had that method been pursued, a flying Army would have got safe to Albany.

I must say without any Orders, I sent Two Detachments, towards the Eastern Coast, to cause Alarms, as much to employ and keep at home their Banditti, for to favour the Northern Army as any other motive; though I could not have expected to succeed by such small Detachments, when such numbers, might have appear'd against them; but on such circumstances, the Officers Commanding had my Orders, how to act; so that I did not risk the King's Troops.

I have one more remark, that I think is my duty, to lay before your Lordship; and have no other motive I declare, but the honour I bear my King, and the old Country.

All the goods brought here in prizes, have been sold at an exorbitant price for to supply the Rebels; & that trade has gone on here, though I have as often spoke of it; and some people told me they did not think it my business.

But your Lordship may enquire of M<sup>r</sup> Newton,<sup>9</sup> the Collector of this Port: now in England; and he left a Deputy, M<sup>r</sup> Binney<sup>10</sup> here, who seems full as well inclin'd

to serve that side. The method taken, is, for to give clearances to the Ships from this to Liverpool; (a most Rebellious place in this Province) or to any of the Ports in the Bay of Fundy; and thus have the Enemies, of Great Britain been constantly supplied.

Governor Legge<sup>11</sup> will inform your Lordship, that he knew the two above mention'd Men too well, to let such villainy go on.

I am certain no method will prevent it; but small armed vessels, under the Order of Lieut<sup>e</sup> Governor Arbuthnot, and if Lieutenant Russell, who is a favourite of M<sup>r</sup> Arbuthnot's, had the Command of a small well arm'd vessel; his knowledge of the Coast, as well as of the people, who assist the Rebellion: I will engage to say, he will do more service for his Country, than any ten Frigates on this Coast. I am [&c.]

Eyre Massey Maj Gen<sup>l</sup>

L, UkLPR, C.O. 217/54, 13-14.

1. Maj. John Small, commanding the Royal Highland Emigrants, a Provincial unit raised in Nova Scotia in 1775.

2. Col. John Allan, Massachusetts Militia.

3. Maj. Gilfred Studholme (Stedholme).

4. The Royal Fencible Americans, a Provincial unit raised in Nova Scotia in 1775 and commanded by Lt. Col. Joseph Goreham.

5. Capt. Agreen Crabtree, commander of the Massachusetts privateer schooner *Harlequin*.

6. Nova Scotia Province armed sloop.

7. In actuality Vice Adm. Viscount Howe.

8. In actuality Gen. Sir William Howe.

9. Henry Newton.

10. Jonathan Binney.

11. Gov. Francis Legge, who was on a leave of absence in England.

#### MASSACHUSETTS BOARD OF WAR TO MORRIS, PLIARNE, PENET & CO.

Duplicate p<sup>r</sup> Cap<sup>t</sup> James<sup>1</sup>

Triplicate Cap<sup>t</sup><sup>n</sup>. Chapman<sup>2</sup>

Mess<sup>rs</sup>. Morris Pliarne Penet & Co<sup>o</sup>:

Gentlemen

War Office Boston Dec<sup>r</sup> 10<sup>th</sup>. 1777

The inclosed is a Copy of our last by Brig<sup>a</sup>: *Penet* Cap<sup>t</sup><sup>n</sup>. Harris<sup>3</sup> to which beg reference and now confirm. This will be delivered you by Cap<sup>t</sup><sup>n</sup>. Procter<sup>4</sup> in the Ship *Gruel* & hands you Invoice and Bills Lading of a Cargo of Masts Spars & other Lumber, which wish safe to your hands.—

As this Cargo is well sorted for your Market we have the most pleasing Expectations that you will obtain a good price & render this an advantageous Speculation—

We request you would load the Ship with Salt & four Thousand 3 point Blankets of a good quality 100 peices white, 100 p<sup>s</sup>. Red, 20 p<sup>s</sup>. blue Bunting & send her back with all possible dispatch before the advanced season of the Year will permit the English Ships to Cruise upon our Coasts—

As we have allowed Cap<sup>t</sup><sup>n</sup>. Procter Sixty seven pounds ten shillings Sterling & his Ships Comp<sup>y</sup> two months pay, you will please to advance him the money for his and other disbursements, sending us his receipt for the same—

The ship *Union* will sail in a few days which Ship we also intend shall load back with Salt and the same quantity of Blankets

We are now loading the Brig<sup>a</sup>. *Nantes* with Flaxseed & propose she should sail in all in December & hope you will be procuring a proper Cargo of Cloathing &c for her—

It is also our intention to send two or three Ships to the Southward as soon as the Enemy leave Chesepeak Bay—

For the News in general we refer you to the public Papers which we do ourselves the pleasure to send you.—and are [&c.]

By order of the Board

Samuel Phips Savage President

LB, M-Ar, Mass. Archives Collection, vol. 151 (Massachusetts Board of War Letters), 142–43.

1. Capt. Richard James of the ship *Union*.
2. Capt. Joseph Chapman of the brigantine *Nantes*.
3. Capt. John Harris.
4. Capt. Joseph Proctor.

GOVERNOR NICHOLAS COOKE TO  
THE MASSACHUSETTS COUNCIL

State of Rhode Island &c.

Gent.

Providence Dec<sup>r</sup> 10th 1777

In answer to yours of the 28<sup>h</sup>. Nov<sup>r</sup> last must inform you, that We have settled an exchange of the Prisoners captured in the *Syren*, with Sir Peter Parker, upon the following Conditions—That all the Prisoners with him belonging to this State should be released, and after that is effected, to exchange the Remainder, for Prisoners belonging to any of the United States, who were taken in Armed Vessels—in consequence of which We have sent to Sir Peter Parker 70 of the People belonging to the *Syren*, in return we had 29 Men sent belonging to the *Warren* Privateer Silas Howel Commander including the Officers<sup>1</sup>—Eight Persons belonging to the *Buckram* Privateer<sup>2</sup>—Five Persons belonging to the *Tartar* Privateer<sup>3</sup> (which were taken in a Prize<sup>4</sup>)—One belonging to the *Belona*,<sup>5</sup> & one to the *Freedom* Privateer<sup>6</sup> all belonging to your State—And eleven Persons taken in Trading Vessels—so that we have not released at present any of the People belonging to this State, who have been taken in Armed Vessels, they being at Halifax and New York.—Sir Peter Parker hath informed us that he hath wrote to those places for the Prisoners belonging to this State, of whom we sent him a List; and that they should be released.—

As our Ports are so intirely blocked up, that we have no opportunity to bring in any Prisoners it must be left intirely to the event of chances, our ever getting any to release those belonging to this State.—Therefore we must before we can give you any encouragement to have any of the *Syren*'s People have those belonging to this State released, and after that is done We are very willing that the remainder should be disposed of for Releasing any of our Brethren who are in Captivity.—I am [&c.]

Nich<sup>s</sup> Cooke

L, M-Ar, Mass. Archives Collection, vol. 198 (Council Letters), 344–45. Addressed at foot: "Council Massachusetts-Bay."

1. Massachusetts privateer schooner *Warren*, Silas Howell, commander.
2. Massachusetts privateer schooner *Buckram*, John Cross, commander.
3. Massachusetts privateer ship *American Tartar*, John Grimes, commander.
4. Ship *Royal Bounty*, retaken by H.M.S. *Diamond*. See NDAR 9: 562, 950.
5. Massachusetts privateer brigantine *Bellona*, Thomas Stevens, commander.
6. Massachusetts Navy brig *Freedom*, Capt. John Clouston.

JOURNAL OF H.M.S. *AMAZON*, CAPTAIN MAXIMILIAN JACOBS

Decemb<sup>r</sup> 1777                      At Single Anchor off Hope Island  
 Wednesday 10<sup>th</sup>              AM Saw a Brigg aGround on the Narregans<sup>t</sup> Shore  
    PM mod<sup>t</sup> and fair W<sup>r</sup> on perceiving the Brigg Getting off  
    Weigh<sup>d</sup> and ran over Came too with Small B<sup>r</sup> in 4½ fm. fired a  
    Number of Guns at her & the Rebels on Shore who had got 3  
    Pieces of Cannon & fired at the Ship at 4 Sent the Barge and  
    Set her on fire<sup>1</sup> in which W<sup>m</sup>. Carty Seaman was wounded in the  
    Shoulder Weighd and Anchord in Our own Station

D, UKLPR, Adm. 51/4112.

1. Unidentified brig, from Providence, taken below East Greenwich, burned and destroyed on the Narragansett shore. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 485.

JOURNAL OF H.M. SLOOP *FALCON*, COMMANDER HARRY HARMOOD

December 1777                      Crane neck NE ½ E dist<sup>ce</sup>: 3 Miles.  
 Wednesday 10<sup>th</sup>              at ½ past 4 AM weigh'd and came to sail to the E<sup>w</sup>ard, at ½ past  
    5 saw a Sloop to the N<sup>o</sup>ward, gave Chace, at ½ past 6 she bore up  
    for Old Mans harbour, and at 8 run on Shore near the entrance  
    of it, came too with the B<sup>t</sup> B<sup>r</sup> in 5 fath<sup>m</sup> and got a Spring upon  
    the Cable, hove it taught and fired 4. Six Pounders, upon which  
    she struck and proved to be the *Schuyler*, a Continental armed  
    Vessel of 6. four Pounders and 12 Musketoons & 73 Men,<sup>1</sup> the  
    Master & 4 others made their Escape.  
    Oldfield point WbN ½ N and the entrance of Old Man's  
    harbour SbE 1¼ distance.  
    Ditto W<sup>r</sup> [Fresh breezes with very hard frost] PM shifted the  
    Prisoners,<sup>2</sup> struck topGall<sup>t</sup> masts & Yards

D, UKLPR, Adm. 51/336.

1. Continental Navy sloop *Schuyler*, Lt. John Kerr, owned by the Continental Congress, from Norwalk to Setauket, taken on 10 Dec. off Setauket, sent to Rhode Island as prize of the *Falcon*. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 485.

2. *Falcon*'s journal records that *Schuyler* with all her crew was brought into New York on 23 Dec. 1777. UKLPR, Adm. 51/336. *Schuyler* was libelled on 24 Dec. in the Vice Admiralty Court of New York and condemned as a lawful prize on 16 Jan. 1778. UKLPR, H.C.A. 49/93, 166, 200–201.

JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

December, 77                      Moored Off Billings Fort  
 Wednesday 10<sup>th</sup>              our Barge & part of the Ships Company onshore Destroying  
    Billings fort, Bringing off the Troops & Stores, Received 2 Long  
    boat loads of Wood—  
    Moored Off Billings Fort  
    Moderate Breezes & frosty W<sup>r</sup> PM Sent the Guns & Troops  
    which was at Billings Fort onb<sup>d</sup>: the *Eagle*,—

D, UKLPR, Adm. 51/331.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Wednesday, December 10, 1777

*Resolved*, That a member be added to the Committee on Appeals:  
The member chosen, Mr. Rumsey.

JCC 9: 1015.

## VICE ADMIRAL VISCOUNT HOWE TO PHILIP STEPHENS

Number 48.

*Eagle* Delaware [*River*]

Sir,

December the 10<sup>th</sup>: 1777.

By your Letter of the 20<sup>th</sup>. of August,<sup>1</sup> wherein you acknowledge the Receipt of mine of the 5<sup>th</sup>: and 8<sup>th</sup>: of June,<sup>2</sup> I am advised of the Directions the Lords Commissioners of the Admiralty have been pleased to signify for a Number of Artificers to be sent from Halifax to New-York, when required, upon the Plan I had the Honor of submitting for their Lordships' approbation, in my Letter of the 5<sup>th</sup>: of June above-mentioned. My Stay in the Delaware has prevented my return to New-York in time, for making the necessary Arrangements on which that proposition was founded, this Winter.

I am in the same Letter apprised of the Supply of Naval Stores, Slops, Beds and Marine Cloathing ordered to be sent in the *Grampus* Store-Ship; together with a Quantity of Portable Soup, which the Commissioners for Sick and Hurt have been directed to furnish for the Fleet and Naval Hospital. But I have not yet received Notice, that any Provision has been made, as I have requested, with respect to an Extra Supply of Medicines for being distributed to the Surgeons of the Ships of War, who cannot be furnished with that essential Article in any other Manner.

The Expence of Naval Stores in this Fleet being casual, I could at no Time limit the Proportions for establishing a Rule to govern the Supplies thereof. The Number and Class of Ships varying, the Dimensions, as well as Quantities, of each Specie of Stores requisite, became still more uncertain. I have communicated to the Navy Board the best general Expedient I could suggest thereon, in a Recommendation to have the Supplies (of which the different sized Cordage is most in demand) furnished in Advance; And urged the Utility of having the Ships of the higher Rates stored above the proportion for foreign Service, that the Surplus might be deposited on their Arrival, for future Occasions.

I am yet uninformed of the Particulars arrived in the Store-Ships with the *Venus*. I expect to find those with the other larger Store-Ships at Rhode Island; As the floating Ice which begins to collect at this Season, will not admit of their Stay at New-York. But I do not apprehend the Distribution, or other Disposal of the Stores, can now be made for the Return of the Ships to England, in the Time by their Lordships' Intentions pointed out.

You inform me that their Lordships were greatly astonished to find in the Copies of the Intelligence transmitted from Sir Peter Parker, that the Number of Frigates and other Armed Vessels recited in your said Letter of the 20<sup>th</sup>. of August,<sup>3</sup> had escaped at the same Time from Boston and the adjacent Ports; their Lordships not having before received the least Intimation from me or the Rear Admiral that so considerable a Force was assembled or fitting in those Ports. And you add your Sentiments



of the Alarm which that Incident must have spread amongst His Majesty's trading Subjects, and the Difficulty you apprehend their Lordships will be under in providing for so unexpected an Event.

It is incumbent on me upon this Occasion to observe, that their Lordships have been furnished with the earliest Notice of such Advices as I had ever Reason to believe were well founded. And I must beg leave to represent, that if their Lordships have been induced to conclude it would be a Matter of little Difficulty to establish Channels of Communication for procuring Intelligence from any Port, District, or Country in possession of the Rebels; They have had very different Information of the Temper and Principle of the disaffected Colonists, from any I have been able to obtain. The Sentiments of the King's well-disposed Subjects are so certainly known in all the Provinces, and the Rigours exercised against them such, as in a great Measure prevent the Communication of all timely and correct Intelligence.

I have always conceived the first Object of my Instructions to be, for co-operating with the Army in the Services the General is to undertake: And perfectly comprehend the Propriety of that Injunction as the Means of keeping a Fleet upon the Coasts, must solely depend upon the Extent of Country possessed by the Land-Forces, on this Continent.

But the Progress of the Army in the Provinces where only those Inhabitants who reject every tendency of Reconciliation, are in Authority, has not released the Ships of War from the constant Attendance on the Movements of the Army which was first requisite. The Means to preserve the Communication open with the interior parts of the Country (in some Cases many Leagues above the Entrance of the River leading thereto) continue to occupy the Ships in an increased Degree. And until the Army is competent to insure such Communication, the Deficiency must be furnished from the Fleet.

The Squadrons stationed at New-York, Rhode Island and in the Delaware, are Examples of this Necessity subsisting without Intermission. The rest of the Ships have been disposed (as their Lordships have seen by the Returns) either for commanding the Navigation of Chesepeak-Bay, protecting the Coasts of Nova Scotia and port of Halifax; preventing, as much as may be, an unrestrained Use of the Harbours of the Southern Colonies: Or have been stationed off the Port of Boston and the more Northern parts of the New England Provinces.

I understand I am admonished by the Tenor of your said Letter, that this latter Service has not been adequately performed.

I acknowledge the Truth of the Allegation: But must add, that the Incompetency of the Provision made in the other Instances will be (for the most part) equally observable, when the Rebels may, by farther Experience, have better learnt to avail themselves of their Advantages. Their Lordships, however, adverting to the nautic Circumstances of the Case, will, I trust, not deem me reprehensible on that Account.

I am to recommend to their farther Consideration, that the Number of Ships assigned for these Services, large as it is confessedly to be reckoned, will be found inadequate to the proposed End; If the Appointments of the Ships are esteemed as requisite as I conceive, for the several purposes.

The passage to or from the Fitting port and Stations of many of the Ships at different Seasons of the Year, is, in point of Time, a Voyage. The continued Detention of those on the detached Services without a Change, which their Number is not suf-

ficient regularly to admit, produces the unavoidable Consequences of Debility in the Crews as well as impaired Condition of the Ships.

The Appointment of the Ships whilst in port being in many Instances not less military than of those employed on distant Services; little timely Relief can be afforded to the last. Whence it follows that when their Water and Provisions are nearly expended, they must quit their Stations; which remain unsupplied in the mean Time, until they can be replaced alternately from the Fitting Ports: Those assembling at Halifax only excepted.

If their Lordships have seen Cause to disapprove of the Disposition which has been made of the Ships, I shall be happy to receive their Instructions thereon: Not having discovered wherein a more advantageous Arrangement could be made of the Fleet for the general Service with which I have had the Honor to be entrusted.

You have received with my Letter of the 29<sup>th</sup> of last June,<sup>4</sup> the only Information I have yet obtained respecting the Intentions of the Rebels to build any Ships of the Class reported; Upon which You have signified their Lordships Commands, that I should transmit the Particulars communicated to me. I am [&c.]

Howe

L, UKLPR, Adm. 1/488, 111–14. Addressed at foot of first page: “Philip Stephens Esq<sup>r</sup>/Secretary of the Admiralty.” Docketed: “10 Dec<sup>r</sup> 1777/Lord Visc<sup>t</sup> Howe/N<sup>o</sup>. 48.—/R. 18 Jan<sup>y</sup> 1778 by/Capt Reynolds at/1 A M./ans<sup>d</sup>.” Notation in Stephens’s hand: “Copy to L<sup>d</sup> G Germain/for the K<sup>s</sup> Information.”

1. *NDAR* 9: 577–79.

2. *Ibid.*, 24–29, 52–53.

3. *Ibid.*, 577–79.

4. *Ibid.*, 186–88.

"LIST OF BONDS GIVEN ON ISSUING COMMISSIONS FOR PRIVATEERS IN THE STATE OF MARYLAND, DELIVERED INTO THE OFFICE"

(viz <sup>t</sup> )						
1. Bond dated	24 <sup>th</sup> . June	1776 from	Thomas Russell	for the Boat	<i>Rebecca and Sally.</i>	
2. D <sup>o</sup> . -----	6 <sup>th</sup> . July	D <sup>o</sup> . -----	W <sup>m</sup> . Woolsey	for the Schooner	<i>the Harlequin.</i>	
3. D <sup>o</sup> . -----	5 <sup>th</sup> . Sep <sup>t</sup>	D <sup>o</sup> . -----	Rob <sup>t</sup> . Polk	for the D <sup>o</sup> .	<i>Montgomery.</i>	
4. D <sup>o</sup> . -----	12 <sup>th</sup> . D <sup>o</sup> .	-----	Tho <sup>s</sup> . Conway	for the Sloop	<i>Molly.</i>	
5. D <sup>o</sup> . -----	16 <sup>th</sup> . D <sup>o</sup> .	-----	Tho <sup>s</sup> . Waters	for the D <sup>o</sup> .	<i>Baltimore Hero.</i>	
6. D <sup>o</sup> . -----	30 <sup>th</sup> . D <sup>o</sup> .	-----	Ja <sup>s</sup> . Tibbitt	for the D <sup>o</sup> .	<i>Independence.</i>	
7. D <sup>o</sup> . -----	11 <sup>th</sup> . Oct <sup>r</sup>	D <sup>o</sup> . -----	Ja <sup>s</sup> . Handy	for the Schooner	<i>the Harlequin.</i>	
8. D <sup>o</sup> . -----	25 <sup>th</sup> . D <sup>o</sup> . -----	-----	Fra <sup>s</sup> . Speakes	for the Sloop	<i>Potomack.</i>	
9. D <sup>o</sup> . -----	11 <sup>th</sup> . Nov <sup>r</sup> -----	D <sup>o</sup> . -----	Jos: Handy	for the Schooner	<i>the Buckskin.</i>	
10. D <sup>o</sup> . -----	16 <sup>th</sup> . D <sup>o</sup> . -----	-----	Rob <sup>t</sup> . Dashiell	for the Sloop	<i>the Betsy.</i>	
11. D <sup>o</sup> . -----	19 <sup>th</sup> . D <sup>o</sup> . -----	-----	John M <sup>c</sup> Keel	for the Brig:	<i>Sturdy Beggar.</i>	
12. D <sup>o</sup> . -----	17 <sup>th</sup> . Dec <sup>r</sup> -----	D <sup>o</sup> . -----	Ja <sup>s</sup> . Phillips	for the Schooner	<i>General Lee.</i>	
13. D <sup>o</sup> . -----	21 <sup>st</sup> . D <sup>o</sup> . -----	-----	John Martin	for the Brig:	<i>Friendship</i>	
14. D <sup>o</sup> . -----	31 <sup>st</sup> . D <sup>o</sup> . -----	-----	Rich <sup>d</sup> . Somersall	for the Sloop	<i>John.</i>	
15. D <sup>o</sup> . -----	13 <sup>th</sup> . Feb <sup>y</sup> -----	1777 -----	Geo: Handy	for the Schooner	<i>Enterprize.</i>	
16. D <sup>o</sup> . -----	17 <sup>th</sup> . D <sup>o</sup> . -----	-----	Rob <sup>t</sup> . Conway	for the Sloop	<i>Molly.</i>	
17. D <sup>o</sup> . -----	17 <sup>th</sup> . March -----	D <sup>o</sup> . -----	Rich <sup>d</sup> . Johns	for the D <sup>o</sup> .	<i>Swallow.</i>	
18. D <sup>o</sup> . -----	1 <sup>st</sup> . April-----	D <sup>o</sup> . -----	John Burnell	for the Schooner	<i>Montgomery.</i>	
19. D <sup>o</sup> . -----	15 <sup>th</sup> . D <sup>o</sup> . -----	-----	W <sup>m</sup> . Gosnold	for the D <sup>o</sup> .	<i>Revenge.</i>	
20. D <sup>o</sup> . -----	19 <sup>th</sup> . D <sup>o</sup> . -----	-----	Tho <sup>s</sup> . Timpson	for the Sloop	<i>General Mercer.</i>	
21. D <sup>o</sup> . -----	28 <sup>th</sup> . D <sup>o</sup> . -----	-----	Benj <sup>n</sup> . Chew	for the Ship	<i>Chase.</i>	
22. D <sup>o</sup> . -----	26 <sup>th</sup> . May -----	D <sup>o</sup> . -----	Benj <sup>n</sup> . Joline	for the Schooner	<i>Harlequin.</i>	
23. D <sup>o</sup> . -----	31 <sup>st</sup> . D <sup>o</sup> . -----	-----	Edw <sup>d</sup> . Booker	for the Brig:	<i>Buckskin Hero.</i>	
24. D <sup>o</sup> . -----	10 <sup>th</sup> . June-----	D <sup>o</sup> . -----	Alex <sup>e</sup> . Murray	for the Sloop	<i>Gen<sup>t</sup>. Mercer.</i>	

10 DECEMBER 1777

"LIST OF BONDS GIVEN ON ISSUING COMMISSIONS FOR PRIVATEERS IN THE STATE OF MARYLAND, DELIVERED INTO THE OFFICE"—*Continued*

25. D <sup>o</sup> .	17 <sup>th</sup> . D <sup>o</sup> .		Henry Geddes	for the Schooner	<i>Gist.</i>
26. D <sup>o</sup> .	23 <sup>d</sup> . D <sup>o</sup> .		Rob <sup>t</sup> . Polk	for the Sloop	<i>Black Joke.</i>
27. D <sup>o</sup> .	7 <sup>th</sup> . July	D <sup>o</sup> .	Tho <sup>s</sup> . Steel	for the Schooner	<i>Beggars Bennison</i>
28. D <sup>o</sup> .	23 <sup>d</sup> . D <sup>o</sup> .		John Martin	for the D <sup>o</sup> .	<i>Swallow.</i>
29. D <sup>o</sup> .	5 <sup>th</sup> . Aug <sup>t</sup> .	D <sup>o</sup> .	Ja <sup>s</sup> . Campbell	for the Brig <sup>e</sup> .	<i>Sturdy Beggar.</i>
30. D <sup>o</sup> .	12 <sup>th</sup> . Sept <sup>r</sup> .	D <sup>o</sup> .	John Brynens	for the Schooner	<i>Enterprize.</i>
31. D <sup>o</sup> .	2 <sup>d</sup> . Oct <sup>r</sup> .	D <sup>o</sup> .	W <sup>m</sup> . Nichols	for the D <sup>o</sup> .	<i>Little Ben.</i>
32. D <sup>o</sup> .	10 <sup>th</sup> . Dec <sup>r</sup> .	D <sup>o</sup> .	Norris Copper	for the Sloop	<i>Mars.</i>
33. D <sup>o</sup> .	19 <sup>th</sup> . Oct <sup>r</sup> .	D <sup>o</sup> .	Nicholas Martin	for the D <sup>o</sup> .	<i>Morris &amp; Wallace.</i>
34. D <sup>o</sup> .	D <sup>o</sup> .		Collier Fountain	for the D <sup>o</sup> .	<i>Peggy.</i>
35. D <sup>o</sup> .	D <sup>o</sup> .		W <sup>m</sup> . Kennedy	for the Schooner	<i>Swift.</i>
36. D <sup>o</sup> .	20 <sup>th</sup> . D <sup>o</sup> .		Tho <sup>s</sup> . Waters	for the D <sup>o</sup> .	<i>Williaminta.</i>
37. D <sup>o</sup> .	D <sup>o</sup> .		Tho <sup>s</sup> . Robinson	for the D <sup>o</sup> .	<i>Adventure.</i>
38. D <sup>o</sup> .	D <sup>o</sup> .		Tho <sup>s</sup> . Steel	for the Sloop	<i>General Gates.</i>
39. D <sup>o</sup> .	D <sup>o</sup> .		John Rogers	for the Schooner	<i>General Smallwood.</i>

D, DNA, PCC, item 196 (M247, reel 204). Docketed: "List of Privateers/Bond for the State/of Maryland for/the years 1776 &/1777."

JOURNAL OF H.M.S. *ST. ALBANS*, CAPTAIN RICHARD ONSLOWDecemb<sup>r</sup> 1777

Moored in Hampton Road Virginia

Wednesday 10<sup>th</sup>.

Fresh Breezes with Sleet Saw a Brig Standing into the Bay fired Several Guns at the Brig which run on Shore on Hampton Bar Man'd & arm'd all the Boats and sent to her, but seeing two Gallies belonging to the Rebels, coming to their assistance made the Boats Sig<sup>l</sup>. to return, got a Spring on the B<sup>t</sup>. B<sup>r</sup>. & fired Sw<sup>l</sup>. Guns at the Brig at 5 [AM] the Brig got off at 7 She endeavoured to pass Us. fired at & Sunk her on Wilobys Point Maned the Boats & took Possession of her, found her to be y<sup>c</sup>. *Arc En Ciel* from Nantz loaded with all kinds of Necessarys & Cloathing for the Rebels & abandon'd by the Crew Except two<sup>1</sup> all y<sup>c</sup>. Boats employed bring<sup>g</sup> on b<sup>d</sup>. Sundry goods y<sup>c</sup>. Carpenters Searching for, & endeavouring to Stop the Leak on board y<sup>c</sup>. Prize

Moored in Hampton Road Virginia

Fresh Breezes and fair w<sup>e</sup>. employed getting Sundry goods out of the Prize Sent all the Boats with 40 men to Clear the Prize & endeavour to get her off.

D, UKLPR, Adm. 51/828.

1. Brig *Arc En Ciel*, master unknown, owned in Nantes, mounting 6 guns, from Nantes to James River, with salt, sugar and woolens, taken in Hampton Roads, destroyed. Howe's Prize List, 23 April 1778, UKLPR, Adm. 1/488, 240. After attempting to lighten her by unrigging, the British found she was bilged on 14 Dec. and thereupon cut away her masts. On 16 Dec. Capt. Onslow sent the pinnacle to tow her masts to *St. Albans* which proved impossible. *Arc En Ciel* was broken up for firewood between 18 and 22 Dec. UKLPR, Adm. 51/828.

## GOVERNOR JOHN DALLING TO LORD GEORGE GERMAIN

(N<sup>o</sup>. 10.)

My Lord,

Jamaica 10<sup>th</sup>. December 1777.

The enclosures, which I have the honor to transmit to your Lordship, are two Letters from Admiral Gayton with the Memorandums of Captain Locker, and my Letter to him after I had laid them before His Majesty's Council here.<sup>1</sup>

Although the Admiral has thought proper to send a Vessel of War express to Great Britain in consequence of this intelligence, yet I am certain that neither such Armaments, or indeed any could be smuggled out of the Ports of France without your Lordship's knowledge.—This consideration makes me rest easier than I otherwise should do in our present almost defenceless state, however, your Lordship may depend upon my exerting the utmost efforts of vigilance, and Care not only as to defence, but in obtaining a knowledge of what may be doing at St<sup>e</sup>. Domingo.—

When the Power to Sir Basil Keith arrived from the Lords Commissioners of the Admiralty I consulted the Attorney General upon it before I granted Letters of Marque, the Power being directed to him as Governor of Jamaica without an alternative—He was of opinion by the terms of my Commission as Lieutenant Governor requiring me to exercise and perform all the powers and directions given to the Captain General and Governor in Chief, that I was fully authorized to grant Letters of

Marque, which I have done, but as some doubts may arise in the Court of Admiralty here on claims made of Vessels taken by virtue of such Letters of Marque I submit it to your Lordship whether a new power will not be proper and necessary—

General rains have continued uncommonly favorable, and we cannot but experience a superabundance of all the necessaries of life during the ensuing Year.

Before I conclude this Letter, I beg leave to mention the Bearer Lieutenant Jordan to your Lordship as a young man of Merit, his late conduct in taking a Rebel Privateer of superior Force<sup>2</sup> has procured him the Acknowledgements of the Legislature here, and the House of Assembly has voted him the sum of Seventy pounds for purchasing a gold hilted Sword as a mark of their Regard, and approbation. I have the honor to be [&c.]

John Dalling.

L, UKLPR, C.O. 137/73, 32–34. Addressed at foot of first page: "The Right Honble Lord George Germain &c. &c. &c." Docketed: "Jamaica 10<sup>th</sup> Decm<sup>r</sup> 1777/Governor Dalling/(N<sup>o</sup> 10)/R 13<sup>th</sup> February 1778./(4 Inclosures)."

1. See Vice Admiral Clark Gayton to Governor John Dalling, 29 Nov. 1777, above; "Intelligence gained by Capt<sup>n</sup> Locker of His Majesty's Ship *Lowestoffe* from the people belonging to the *Resolution* Brig a Congress privateer taken by him," [21 Nov. 1777], above; and Dalling to Gayton, 29 Nov. 1777, UKLPR, C.O. 137/73, 41–43.

2. As commander of H.M. sloop *Racehorse*, Charles Jordan defeated American privateer *Guest* on 14 Oct. See above, Jordan to Vice Admiral Clark Gayton, 19 Oct. 1777.

## December 11

### JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES

[*Boston*] Thursday, December 11, 1777.

A Petition of William Sever, Esq; praying for a Settlement of his Account for building an armed Vessel for this State in the Year 1776.

Read and committed to the Committee appointed to settle with Mr. Davis and Mr. Peck, for building the Brig *Hazard*. And said Committee were directed to settle with all Persons who have been employed in building and fixing out armed Vessels on Account of this State.

*A Journal of the Honorable House of Representatives* [26 Nov.–15 Dec. 1777], [Boston, 1777], 138.

### THE INDEPENDENT CHRONICLE (BOSTON), THURSDAY, DECEMBER 11, 1777

Boston, December 11.

Since our last, arrived at an Eastern Port, a Prize Ship, of 600 Tons, from Jamaica, bound to London; having on board, 'tis said, 600 Hogsheads of Rum, 200 Hogsheads of Sugar, 30 Tons of Coffee, a Quantity of Fustic, Allspice, &c. She was taken by a small Schooner from this Port.

Saturday last arrived safe in port, a prize schooner, bound from Halifax to Quebec; laden with Wine, Oil, &c. and captured by the *Lizard*.<sup>1</sup>

1. Schooner *Ainslie*, Samuel Peper, master, taken by the Massachusetts privateer schooner *Lizard*, William Steward, commander. See Libels Filed in the Massachusetts Maritime Court for the Middle District, 25 Dec. 1777, below.

GOVERNOR NICHOLAS COOKE TO  
REAR ADMIRAL SIR PETER PARKER

State of Rhode Island &c.

Sir

Providence Dec<sup>r</sup> 11th 1777—

Your favor of the 1<sup>st</sup>. instant, & also of the 7th inclosing Letters to L<sup>t</sup> Gen<sup>l</sup> Burgoyne came to Hand & agreeable to your request they were immediately transmitted to him—

I have charged Cap<sup>t</sup> Sayer<sup>1</sup> with the conduct of a Cartel Vessel, with the Petty Officers, & the Remainder of the Crew belonging to the *Syren*, with some other Prisoners as you will see by the inclosed List, amounting on the whole to [    ].<sup>2</sup>—

I have inclosed you a Memorandum of some Prisoners, whom their Friends are desirous should be released—And I will take it as a particular favor, if you would procure their discharge.—

We have made inquiry after Barnabas Hardwright & Thomas Hutchinson, & cannot hear any thing of them, & think it most probable that they have made their escape, as divers Prisoners have gone off, without our consent.—If they come to our knowledge hereafter they shall be sent to you—

We have not permitted M<sup>r</sup> Vaughn,<sup>3</sup> & the L<sup>t</sup> of the Marines,<sup>4</sup> to go in this Cartel, as we wait for the event of the Negotiation for Mess<sup>rs</sup>. Hopkins<sup>5</sup> & Thaxter<sup>6</sup>—As there is a Cartel Vessel going from Boston with a Number of Prisoners for Halifax, it would expedite the Release of the Prisoners there, whom we have wrote for, if you would by the Return of this Cartel, give an Order for their discharge, & suffer them to avail themselves of that Cartel, for their return to Boston.—

As we have sent a larger Number of Prisoners than we have received or wrote for,—We expect that the ballance due to us, remain to be called for at such Times & in such Persons of equal Rank as the fortune of War may put into Y<sup>r</sup> Power, who are agreeable to Us;—I am [&c.]

(Copy)

Nic. Cooke

Copy, R-Ar, Letters from the Governor (1768–1777), vol. 2, 180. Docketed: “Gov Cook to S<sup>r</sup> Pet Parker / Dec<sup>r</sup> 11: 1777.”

1. Capt. Joshua Sayer.
2. Left blank in document.
3. Acting Lt. Charles Vaughan, R.N.
4. Lt. James Meredith, British Marines.
5. Acting Lt. Esek Hopkins, Jr., Continental Navy.
6. Lt. Adam W. Thaxter, Continental Navy.

JOURNAL OF H.M. SLOOP *FALCON*,  
COMMANDER HARRY HARMOOD

December 1777  
Thursday 11<sup>th</sup>.

Oldfield point WbN ½ N and the entrance of Old Man's  
harbour SbE 1¼ distance.

at 9 AM hove the Sloop off,<sup>1</sup> and got top Gall<sup>t</sup> masts & Yards [*up*],  
sent 2 Petty Officers & 8 Men on board the Sloop, Opened a cask  
of Beef N<sup>o</sup>: 4574 Cont<sup>s</sup>: 184 Pieces.

Oldfield point WbN  $\frac{1}{2}$  N and the entrance of Old Man's harbour SbE  $1\frac{1}{4}$  distance.

Mod: & Cloudy W<sup>r</sup> at 1 PM weighed and came to sail with the Prize

D, UklPR, Adm. 51/336.

1. Continental Navy sloop *Schuyler*.

*THE LOYAL AMERICAN GAZETTE*<sup>1</sup> (NEW YORK), THURSDAY, DECEMBER 11, 1777

New-York, December 11.

The *Blenheim*, letter of marque, Capt. Haggey,<sup>2</sup> arrived here on Monday last, from England. On the 5th ult. she fell in with and retook the brig *Expedition*, Leonard Wrightson, master, belonging to this port, laden with wine from St. Michaels;<sup>3</sup> taken by the *Civil Usage* privateer, Geddings, master, belonging to Tracy and Co. of Newbury.<sup>4</sup> On the 23d she took the schooner *Harriot*, Benjamin Berry, master, with wine and salt, from Teneriffe for Nantucket; and on the 25th fell in with a rebel privateer brig of 16 guns, and after an engagement of three glasses, she sheered off, having received much damage in her hull, rigging, &c. The gallantry and good conduct of the officers and men of the *Blenheim* merit the highest encomiums.

1. The masthead of this issue reads *The Royal American Gazette*.

2. Letter of Marque ship *Blenheim*, John Haggey, commander, mounting 18 carriage guns. Rivington's *Royal Gazette* (New York), 27 Dec. 1777.

3. São Miguel, Azores.

4. Massachusetts privateer brigantine *Civil Usage*, Andrew Giddings, commander.

CAPTAIN ANDREW S. HAMOND, R.N., TO SURGEON RICHARD CLARK, R.N.

By &c. &c.

The very Sickly state of the Squadron of His Majestys Ships under my Command, rendering it absolutely necessary to establish a place for Sick Quarters on Shore for the more speedy Recovery of the Sick; And whereas I have thought fit to nominate You to officiate as Principal Surgeon to take care of, and Attend such Sick & Hurt Seamen and others as shall be from time to time sent Sick on Shore from His Majesty's Ships & Vessels at Philadelphia:<sup>1</sup> You are hereby authorised and required to take upon You the Office of Principal Surgeon to take Care of, and Attend the Sick and Hurt Seamen, Marines and Others sent from His Majesty's Ships at Philadelphia, and to continue in the Exercise of the several Duties appertaining to that Office accordingly untill further Order; With an Allowance of ten shillings Sterling p<sup>r</sup> Diem for your Care and trouble in executing the Duty of said Office, and five Shillings Sterling p<sup>r</sup> diem for an Assistant: And you are in consequence, to take upon You the Care of all such Sick and Hurt Seamen, Marines and Others as shall be sent Sick on Shore; taking care that your proceedings in discharging the Duty of the said Office are conformable to the usual Custom of the Navy, for which this shall be your Warrant.

Given &c [on board the *Roebuck* at Philadelphia] 11<sup>th</sup> Decm<sup>r</sup> 1777.

A S Hamond



LB, ViU, Hamond Papers, Orders Issued, 1776–1777. Addressed flush left below signature line: “To/M<sup>r</sup> Richard Clark/herby appointed to Officiate as/Principal Surgeon to take care of, and/attend the Sick and Hurt Seamen/Marines & Others sent from His Maj<sup>s</sup>/Ships & Vessels to Sick Quarters at/Philadelphia.”

1. Hamond also issued orders on this date to James Mason to furnish the naval hospital at Philadelphia with stores, medicines, and provisions. Hamond to Mason, 11 Dec., *ibid*.

# JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Thursday 11 December 1777

Ordered That the western shore Treasurer pay to Nathaniel Bond Thirty eight pounds five Shillings for the purpose of Purchasing 42½ Gallons of Whiskey for the use of the Ship *Defence*— . . . .

Ordered That the Officer commanding onboard the Ship *Defence* deliver to James Calhoun Esquire four two pounders with a proportion of fixed Ammunition in lieu of three three Pounders the property of said James Calhoun now onboard of the Galley *Independence* and a Quantity of Ammunition therefor.

D, MdAA, Governor and Council (Proceedings), 1777–79, 3842, p. 141.

## “VOTES AND PROCEEDINGS OF THE HOUSE OF DELEGATES OF THE STATE OF MARYLAND”

[Annapolis] Thursday, December 11, 1777.

Resolved, That the governor and the council be authorised and empowered to take such of the sails and rigging belonging to the ship *Defence* as may be spared from said ship and are necessary for fitting out the gallies heretofore directed to be built for the protection of our bay and harbours; and also such of her guns and military stores as may be useful and necessary for the said gallies. That they be authorised and empowered to appoint a commodore or commander in chief for said gallies, who shall have the care and superintendence over the whole, and who shall from time to time apply to the governor and the council for their directions. That the governor and the council be requested to cause the ship *Defence*, together with her tackle, apparel, and furniture, not necessary for the purpose above mentioned, to be sold at public vendue to the highest bidder, for the benefit of the state, the money arising from such sale to be paid to the treasurer of the western shore, subject to the orders of the general assembly, or the governor and the council. That such of the officers belonging to the said ship, who are desirous to continue in the service of the state, shall be retained by the governor and the council at their discretion, and shall have command in the gallies or in the artillery company to be raised for the service of the state. That the sailors on board the said ship shall have their election to remain in the gallies on the pay of this state till their time of service be expired, or be discharged. That the marines on board said ship have their election to serve in the gallies, or be enlisted in the artillery company abovementioned. That the governor and the council be authorised and empowered to settle and adjust, by arbitration or otherwise, the dispute subsisting between the state and captain William Stone, relative to his claim of the brigantine *Friendship*, or any other matter depending thereon. Sent to the senate for concurrence by Mr. Smoot and Mr. Read.

*Votes and Proceedings of the House of Delegates of the State of Maryland. October Session, 1777* [Annapolis, 1777], pp. 36–37.

## THOMAS STONE TO THOMAS SIM LEE

Sir.

L<sup>t</sup> Smith has delivered Me the Arms Catridge Boxes and Flints, which the Council were so obliging to send us—The Ships <sup>1</sup> having taken in Water are proceeding down the River and now lie opposite to upper Cedar point—the Militia are collected at the Points where they may most probably attempt to Land.—Our people took one of a thieving party which Landed below Sandy point and Col<sup>o</sup> Ware exchanged him for, an American mate who was prisoner on board the *Phœnix*—I am [on] my way to Col<sup>o</sup> Ware, who has been extremely active and is now in Piccawaxen [*Creek*] giving the necessary Orders—The Enemy will get no Provisions from this County to regale themselves on their Station upon the Coast.—I am [&c.]

Portobacco.

Dec<sup>r</sup> 11. 1777.

T. Stone

L, MdAA, Maryland State Papers (Red Books), 4561-83. Addressed: "Honble./Tho<sup>s</sup> Sim Lee Esq<sup>r</sup>/President of the Council/Annapolis." Docketed: "M<sup>r</sup> Stone about Ships/in Patowmack/11 Dec<sup>r</sup> 1777."

1. H.M.S. *Phoenix* and *Emerald* with two tenders. See Thomas Stone to Thomas Sim Lee, 9 Dec. 1777, above. These ships operated in the Potomac River from 28 Nov. to 22 Dec. 1777. UKLPR, Adm. 51/311.

## WILLIAM BINGHAM TO SECRET COMMITTEE OF THE CONTINENTAL CONGRESS

(Copy)

Gentlemen,

Saint Pierre, Martinique, Decem 11<sup>th</sup>. 1777.

The present just serves to hand you Bill of Lading for fifteen Bales of Tents & Cloth, & one Hogshead of Medicine, which I have shipped on board the Schooner *Rambler*, Capt: Buffington, on Account of the United States. Cap<sup>t</sup> Buffington will sail from hence, (with several other American Vessels,) under Convoy of a French Man of War, which The General <sup>1</sup> has been so obliging as to favor me with, who will conduct them clear of the Islands. I have addressed these Goods to the Continental Agent for the State of Maryland,<sup>2</sup> who I have requested to give you the earliest Intelligence of their arrival. I am [&c.]

W<sup>m</sup> Bingham

Copy, DLC, Continental Congress Miscellany, Box 1780-1790. Addressed: "The Hon<sup>ble</sup>/The Secret Committee of Congress." Docketed: "William Bingham Esq<sup>r</sup>/Decem<sup>r</sup> 11<sup>th</sup> 1777."

1. Marquis de Bouillé.

2. William Lux, a merchant of Baltimore. JCC 4: 301.

## December 12

JOURNAL OF H.M.S. *BLONDE*, CAPTAIN JOHN MILLIGANDec<sup>r</sup> 1777Mount Desart [*Is.*] NbE ½ E 12 Lgs

Friday 12

at 1 AM saw a Sail to Windward Let all R[ee]fs out. Got up Top Gall<sup>t</sup> Yards and gave Chace—D<sup>o</sup> TK<sup>d</sup> Ship—at 4 the Chace bore W ½ S 4 Miles—at 6 TK<sup>d</sup> Ship—Chace Bore WNW at 11 Brot to & spoke y<sup>e</sup> Chace proved to be a Brig laden with Wine from

Madeira for New York—but in her Passage was taken by a Provincial Privateer<sup>1</sup> Sent 3 petty Officers & 10 Men on board the Brig to Conduct her to Halifax—took a Mate and 6 other Americans out of her D<sup>o</sup> made Sail to y<sup>c</sup> Eastw<sup>d</sup> with the Brig in Company

D<sup>o</sup> Bore N<sup>o</sup> 22 E Dist 19 Lgs

First & mid parts fresh Breezes & Cloudy Latt<sup>r</sup> P<sup>ts</sup> Hazy at 1 PM took the Brig in Tow—at 4 set Steering Sails at 8 took in D<sup>o</sup> at 12 the Brig in tow

D, UKLPR, Adm. 51/118.

1. Brigantine *Brothers*, Daniel Bruce, master, owned by John & George Irving of New York, from Madeira to New York, taken near Casco Bay, a recapture, sent to Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 485. She was taken as she was approaching New York towards the end of November by the Massachusetts privateer brigantine *Speedwell*, Jonathan Greely, commander, and ordered to Boston. *Brothers* was libelled on 18 Dec. in the Vice Admiralty Court of Nova Scotia and declared a recapture on 30 Jan. 1778. CaNSHP, vol. 496, Vice Admiralty Court Register, vol. 6, 98–104.

PETITION OF NEHEMIAH SOMES AND OTHERS TO THE MASSACHUSETTS GENERAL COURT

State of the  
Massachusetts Bay

To the Hon<sup>l</sup> Council, & Hon<sup>l</sup> House of  
Representatives of said State, in General  
Court assembled, [12] December AD 1777—

The Petition of the Subscribers, Agents for the privateer Schooners *Speedwell* & *Active*, commanded by Cap<sup>s</sup> Greely & Gardner, humbly shews—

That the said Schooners in Company with the State Brig *Massachusetts* took a certain Ship, called the *Johnson*,<sup>1</sup> that by Decree of the maritime Court the said Capture was adjudged one half to the State's Brig and the other half to said Schooners equally between them—That by a Resolve of this Hon<sup>l</sup> Court passed 10<sup>th</sup> of October last, Caleb Davis Esq<sup>r</sup> was empowered to take, and did accordingly take from said Prize Ship *Johnson*, four six pound Cannon, and appropriate them to the Use of the State Brig *Hazard*, the State therein promising to be accountable to the Captors for the same at full Price as should be set on them by three Persons to be appointed for that purpose by the Captors, and the said Davis.—Your Petitioners would further represent, that there are still remaining as part of said Prize, two six pound Cannon, four four pound Cannon, two swivels & two Cohorns; That your Petitioners from the manifest Justice of the Case, as being joint Captors with the State, applied to the Board of War, for as many of the remaining pieces of Ordnance to be appropriated to their Use, as would be equal in Value to the aforesaid four six pound Cannon appropriated to the Use of the State—This reasonable Demand was peremptorily refused by the Board of War, who urged as a reason for their Conduct, that the Resolve aforesaid stipulated, that the said four six pound Cannon used by the State, were to be paid for in money, and the remaining were to be equally divided between the whole.—This Construction of the Resolve, however literally true it may be, is so obviously inequitable, that your Petitioners cannot suppose, that it ever entered into the meaning of your Honors—

And as your Petitioners Consent was never asked to this mode, they humbly apprehend they are not bound to abide by it—

They therefore pray your Honors, that, in furtherance of Justice, and to the restitution of your Petitioners Right, this Hon<sup>l</sup> Court would be pleased to direct, that so many of the Cannon remaining on hand of said Prize, be delivered to your Petitioners to ye use of their Constituents, as will ballance the said four six pound Cannon appropriated to the Use of the State as aforesaid.<sup>2</sup>—And as in Duty bound &c—

Nehemiah Some

Eleazer Johnson

Thomas Melvill

John Hinkley

L, M-Ar, Mass. Archives Collection, vol. 183 (Petitions to the Massachusetts General Court), 285–86. Docketed: "Petition of/Nehemiah Some &/others—/Dec<sup>r</sup> 12. 1777/Capt Batcheldor/Major Turner/Tho Jeffries."

1. See NDAR 9: 862, 867.

2. On 15 Dec. the Massachusetts General Court ordered the Board of War to deliver to the agents for the privateers *Speedwell* and *Active* "the two remaining Six Pounders, together with Such and so many of the Four Pounders and other Guns taken in the Ship *Johnson*, as appears to be their Proportion, agreeable to the Decree of the Maritime Court." M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 215.

#### MASTER'S JOURNAL OF H.M.S. *CHATHAM*, CAPTAIN TOBY CAULFIELD

December 1777

[Moord in Rhode Island Harbour]

Friday 12<sup>th</sup>.

at 2 AM the *Amazon* hauld a Long side of the Wharf at goat Island AM Sent our Longboat up to the *Diamond*, First & Middle parts Moderate & Clear. the Latter fresh Breezes and hazey with rain. at 5 PM Anchord Here his Majesty's Sloop *Falcon* and brought a Rebel Transport with Rebel Troops on board bound over to Long Island <sup>1</sup> at 9 D<sup>o</sup> Sent a Boat to row guard.

D, UkLPR, Adm. 52/1656.

1. Continental Navy sloop *Schuyler*.

#### MASTER'S JOURNAL OF H.M. SLOOP *HAERLEM*, LIEUTENANT JOHN KNIGHT

Decem<sup>r</sup> 1777

[at anchor off Southold, Long Island]

Friday 12

AM *Swan* made the Sig<sup>l</sup> for Sailing Rec<sup>d</sup> a Load of Wood Emp<sup>d</sup>. Stowing D<sup>o</sup>. away and occasionally got the Square sail Yard up & Top Sail Yard across Light airs with Calms & Rain PM at 3 observ<sup>d</sup> a Number of Rebels at the Landing firing on the *Swans* Boats got a Spring out and bro<sup>l</sup>. the Sloop Broad Side too fired 16 four Pounders Shotted at the Rebels on the Shore at 4 weigh<sup>d</sup>. and tow'd out further to the E'ward as did the *Swan* to Protect the Convoy Coming down the River <sup>1</sup> the Landing at the Town W S<sup>o</sup> Point of Shelter Island SE<sup>t</sup> the W Point of D<sup>o</sup>. NE ½ N Arrived here the *Ravens Tender* at ½ past 11 shifted our Birth further to the N<sup>o</sup>ward <sup>2</sup>

D, UkLPR, Adm. 52/1789.

1. The term "river" refers to either Little Peconic Bay or Great Peconic Bay.
2. On 6 Dec. *Swan*, *Haerlem*, *Raven's Tender* and three sloops anchored off Southold and the next day the sloops and *Raven's Tender* went up the bay for timber and water. On 8 Dec. *Haerlem* sent her Marines on shore to guard the landing and the wooding and watering continued until 12 Dec. *Swan*, *Raven's Tender* and the three sloops commenced working out of Southold Bay at noon on 13 Dec. Master's Journal of H.M. sloop *Haerlem*, UKLPR, Adm./52/1789.

## JOURNAL OF H.M. SLOOP SWAN, COMMANDER JAMES AYSCOUGH

Dec<sup>r</sup>: 1777

Southold Harbour

Frid<sup>y</sup> 12

AM Light Breezes and hazey loosd the Topsails & hove short sent on Shore watering 2 Boats Mand and Armed.

Southold Harbour

Light Breezes & thick hazey W<sup>r</sup>: [PM] the Rebbels came Down and fird on our Boats Wounded Cap<sup>t</sup> Ayscough<sup>1</sup> & the Surgeon & Ken<sup>th</sup>: M<sup>c</sup>: Kenzie W<sup>m</sup>: Searl Geo. Davis Seaman & Jos<sup>h</sup>: Pickford Marine and took Prisoners Jos<sup>h</sup>: Collingsworth Serjant of D<sup>o</sup> & Ja<sup>s</sup> Parrot Ja<sup>s</sup> Edmonds Cha<sup>s</sup> Wakefield Seamen fird 50 Guns at the Rebels D<sup>o</sup> the Rebels Return'd and the Boats Got on Board at 4 weighd and Came to sail & Run Neigher to Shelter Island & Came too in [6] f<sup>s</sup> Water Sm<sup>l</sup> B<sup>r</sup>: D<sup>o</sup> Island NE, Southold West off Shore 2 Miles at 6 Came Down the River two of the Sloops<sup>2</sup>

D, UKLPR, Adm. 51/960.

1. Ayscough was sent to sick quarters at Newport on 17 Dec. 1777. Captain's Journal of H.M. sloop *Swan*, UKLPR, Adm. 51/960.

2. On 6 Dec. three sloops sailed up the "river" from Southold Harbor to collect wood and water. The term "river" refers to either Little Peconic Bay or Great Peconic Bay. Captain's Journal of H.M. sloop *Swan*, UKLPR, Adm. 51/960.

## ELBRIDGE GERRY TO JAMES WARREN

My dear sir

Potsgrove Decr 12th 1777

... The brave officer Colo Smith who defended Fort Mifflin informs me, that Commodore Hazelwood who commanded the Gallies & was honored wth. a Sword; has since behaved like a Poltroon, & by not opposing his Gallies to the Indiaman<sup>1</sup> that was warpt thro' a Channel, wch being shoal was ungaurded by the Chiveaux de Frize, the Fort was attack'd on every quarter, the Works beat down, Guns dismounted, & the Garrison after suffering greatly, were reduced to the Necessity of retiring. Had they been supported by the Army, who after several Days Deliberation determined to send a Body of Men to Province Island,<sup>2</sup> to attack the Enemy in the Rear of their Batteries, It is generally supposed that the Garrison would have held out; but before our Troops arrived the Enemy accomplished their purpose. Red Bank or Fort Mercer, which commanded the other, was so slightly built as not to be sufficient to withstand a Cannonade of 24 Hours, & was afterwards evacuated by the Advice of some General Officers<sup>3</sup> sent to veiw it. Thus the Enemy have possessed themselves of a River, which might have been easily made impregnable, had this State considered its Importance to themselves; & have been defended, had not Delays in the Councils of War prevented seasonable Relief. The Enemy soon after these Events, brot up their Shipping to the City,<sup>4</sup> & are greatly benefited by

the Assistance of the Seamen of 300 transports & some Frigates now laying at the Wharves. . . . My Compliments to Mr. Adams's & all Friends, being sir [&c.]

E Gerry

Paul Smith, ed., *Letters of Delegates to Congress, 1774–1789*, 21 vols. to date, (Washington, D.C.: Library of Congress, 1976-), 8: 403–6. Three paragraphs and a postscript are not printed here. They describe the activity of Washington's and Howe's forces, the Continental Congress's recommendations on taxation, confiscation, and price controls, and the need to provide clothing for the Continental Army.

1. H.M. armed ship *Vigilant*.
2. Actually, Carpenters Island, site of main British batteries.
3. Maj. Gen. Arthur St. Clair, Maj. Gen. Johann Kalb, and Brig. Gen. Henry Knox. See George Washington to Major General Arthur St. Clair et al., 17 Nov., and, Major General Arthur St. Clair et al. to Commodore John Hazelwood, 18 Nov., above.
4. Philadelphia.

#### JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

Decem<sup>r</sup> 1777

Off Gloucester

Friday 12<sup>th</sup>

Off Gloucester

Mod<sup>t</sup> & Cloudy W<sup>r</sup> PM Sent 3 men on b<sup>d</sup>. the *Liberty* Hosp<sup>l</sup>. Ship  
At 3 Weigh'd [&] Sail'd down the River in Comp<sup>x</sup> w<sup>th</sup>. the *Corn-*  
*wallis* Galley & some Transports w<sup>th</sup>. a foraging party of Troops  
At 5 Anch<sup>d</sup>. in 3 f<sup>n</sup>. Found here the *Pearl* & *Zebra* Served Slops.

D, UKLPR, Adm. 51/4385.

#### JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Dec<sup>r</sup>

[Moor'd off Billingsfort]

Friday 12

AM Sent dispatches to the *Roebuck* & a flat boat to Mud Fort [for]  
Wood.

Moor'd Mud Island bearing W<sup>t</sup> 1 Mile

[The] first part fair, the Middle rain PM the Flat boat return'd  
from Mud fort w<sup>th</sup> Wood. Clear'd Hawse. Several Vessels came  
down from Philadelphia PM assisted a Brig on shore & a Ship<sup>1</sup>  
[awash] at Mud Island. Got the Cables on Decks.

D, UKLPR, Adm. 51/675.

1. *Pearl's* log for 13 Dec. records: "At 1 PM hove the Ship off into the Channel towing her between two Schooners to prevent her sinking." *Pearl's* boats escorted the refloated ship to Philadelphia. Ibid.

#### CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

The Commissioners of the Navy Board

of the Middle District

Gentlemen

[York] Decem<sup>r</sup> 12<sup>th</sup> 1777

Lieutenant Barney of the Frigate *Virginia* will hand you this—he came from Baltimore with a representation from Captain Nicholson that he was deficient in his Complement of men—we have therefore thought proper to despatch him down to your

Board—in order that you may procure for him 50 or 60 of the seamen belonging to the service now unemployed at Bordentown<sup>1</sup> which we request you will do. The *Virginia* is under sailing orders<sup>2</sup> and waits for those men to proceed. As we are very anxious to get her to sea we hope you will give all possible dispatch to this business. There will be occasion for Two or three Waggons to carry down the baggage &c and perhaps you may think best to send provisions along. Those Waggons will be furnished by the Quarter Masters Deputy nearest to you and we will just suggest that the men can go from the head of Elk by Water—you will give Lieutenant Barney suitable instructions which he will obey.

There are now at Baltimore lying loaded with Tobacco on the public account a Ship and a Snow which the Commercial Committee intend sending to France, and would wish them to proceed down the Bay under Convoy of the *Virginia*.<sup>3</sup> But as they are in want of Masters and Crews to navigate them (which it is impossible to procure where they are) we wish you we wish you to engage some proper persons for Masters and Mates and send down with Lieutenant Barney ten Seamen for each of the said Vessels. It is probable some of the Officers belonging to the Vessels that were destroyed will be willing to make this voyage. We shall write you again very soon and are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, 117–18 (M332, roll 6).

1. The officers and crew from the ships destroyed at Timber Creek assembled at Bordentown. See Continental Navy Board of the Middle Department to George Washington, 28 Nov., above.

2. See Continental Marine Committee to Captain James Nicholson, 2 Dec., above.

3. Nicholson was under standing orders to convoy Continental merchant ships down the Chesapeake Bay. See Continental Marine Committee to Captain James Nicholson, 23 Oct., above.

#### DIXON AND HUNTER'S *VIRGINIA GAZETTE*, FRIDAY, DECEMBER 12, 1777

Williamsburg, *December 12*.

The *Phoenix* and *Emerald* men of war and two tenders, are gone up Potowmack river,<sup>1</sup> as high as Hooe's ferry, and we hear have threatned to land 4 or 500 men, and take what provision they want, if the inhabitants will not allow them to purchase it. .

1. See Thomas Stone to Thomas Sim Lee, 9 Dec. 1777, above.

#### PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, DECEMBER 12, 1777

Williamsburg, *Dec. 12*.

On the 25th ult. the *Phoenix* and *Emerald*, British ships of war, with two tenders, appeared off Sandy Point, in Potowmack, Their avowed errand up that river is in search of provisions, for which they are greatly distressed, and would give any price.<sup>1</sup>

1. See Thomas Stone to Thomas Sim Lee, 9 Dec. 1777, above.

#### JOURNAL OF THE NORTH CAROLINA HOUSE OF COMMONS

12 Dec 77

Mr. Speaker & Gentlemen of the House of Commons:

We have received and herewith return you two resolves of your House, one for allowing John Wilcox, a certain sum therein mentioned, the other empowering

Thomas Benbury and William Hooper, Esquires, to sell all the vessels that have been sunk in Cape Fear; with which this House concur.

Sam'l Ashe, S. S.

At the same time received the resolve of this House referred to in the above Message. Endorsed in the Senate, 12 Dec., 1777.

Read and concurred with.

Sam'l Ashe, S. S.

Clark, ed., *State Records of North Carolina* 12: 375–76.

#### PRESIDENT JOHN RUTLEDGE TO MAJOR GENERAL ROBERT HOWE

Sir,

December 12th, 1777.

The trade of this port being likely to suffer great injury from the vessels of war, which have for some days past, been in sight of the town. In order to clear the coast and protect the trade, Capt. Biddle has agreed to go on a cruize with the *Randolph* and several other vessels, engaged by the state, to be put under his command, but it being thought expedient that a number of marines should be embarked in the vessels: the council have advised, that you should be desired to order as many of the continental troops under your command as Capt. Biddle may apprehend to be necessary for this service, to be detached upon it. As I do agree in opinion with the council, I do, therefore, and in pursuance of their advice, request that you will be pleased to give the necessary orders for this purpose,<sup>1</sup> and am

Yours, &c.

J. Rutledge.

To Gen. Howe.

William Moultrie, *Memoirs of the American Revolution*, 2 vols. (New York: David Longworth, 1802; New York: Arno Press, 1968), 1: 192–93.

1. In response, Major General Howe wrote to Brigadier General William Moultrie, who was stationed at Charleston. Howe ordered Moultrie to convene a council of war, which would consider whether it was feasible to comply with Rutledge's request. *Ibid.*, 1: 194–95.

#### PRESIDENT JOHN RUTLEDGE TO CAPTAIN WILLIAM HALL

By His Excellency John Rutledge Esq<sup>r</sup> President and Commander in Chief of the State of South Carolina

To William Hall Esq<sup>r</sup> Greeting

Know ye that I with the advice and Consent of the Privy Council have Commissioned & appointed and by these presents do commission, constitute & appoint you the said William Hall to be Captain & Commander of the Brigantine of War called the *Notre Dame* belonging to this State,<sup>1</sup> hereby granting to you Licence & authority with the said Brigantine & Crew thereof by Force of Arms to Attack Seize, & take all such Ships & Other Vessels with their Cargoes as by the Resolves of Congress are Liable to be Seized & taken, which when taken you are to bring to some convenient Port in this or any other of the United States and proceed against them in due form of Law in order to have the Same condemned as Prize, you are diligently & faithfully to do the duty of Captain & Commander of the said Brigantine & to follow & observe such or-



ders & Instructions as you from time to time shall receive from me or the President & Commander In Chief of this State for the time being, or any other your Superiour officers, and all Inferiour officers and others belonging to the said Brig are Hereby required and Commanded to obey you as Captain and Commander thereof, according to the rules & discipline of War

By His Excellency  
Command—  
Jn<sup>o</sup> Huger Secretary

Given Under my Hand & Seal at Charles Town  
this 12<sup>th</sup> day of December In the year of our Lord  
one thousand seven Hundred & Seventy Seven

Copy, ScCoAH, Records of the Secretary of State, Recorded Instruments, Miscellaneous Records, Book A (12 Apr. 1776–31 Dec. 1801), p. 48.

1. On 8 Dec., the South Carolina Navy Board informed Rutledge that Stephen Seymour, captain of the state brigantine *Notre Dame*, had left the service. The board recommended that Lt. William Hall be appointed to fill the vacancy. Salley, ed., *South Carolina Commissioners*, 112.

#### GOVERNOR BERNARDO DE GÁLVEZ TO JUAN BAUTISTA BONET

Mui S<sup>or</sup> mio:

Recivo la de V.S. de 12 de Noviem<sup>e</sup>. en la q<sup>e</sup>. me inserta la del S<sup>or</sup>. Marques Gonzales y Castejon, donde de orden de S.M. se manda que subsista en este rio la fragata titulada el *Volante*, con otra embarcacion de las de ese Departam<sup>to</sup>. si yo lo tuviesse por conven<sup>te</sup>. como me parece que penetro las V.<sup>s</sup>. intenciones de S.M. y que estas fueron las de poner a Cuierto esta Provincia de los insultos que amenazaron haser los Yngleses de resultas de la Confiscacion, como participè a S.M., y haviendo cesado por ahora los motivos, viviendo con el Govern<sup>or</sup> de Pansacola a la presente en buena armonia a lo que parece, y en consecuencia de esta tranquilidad, haver emprehendido la fragata el *Volante* su viaje, y hallarse enmedio del Rio, he resuelto de acuerdo con su comand<sup>te</sup>. el que siga por la Havana, donde desp<sup>s</sup>. de haver reconocido sus aforros q<sup>e</sup>. estan en mal estado, podra volver aqui spre [*siempre*] que tengan lugar las condiciones y Zircunstan<sup>s</sup>. siguientes que voi a explicar a V.S. Ya dije a V.S. en otra ocasion que si la fragata ha de subsistir aqui a costa de este cituado es casi imposible, pero que si la ha de Costear el de la Havana es una proteccion q<sup>e</sup>. admito, y deseo tener por que me servira de mucho. Save V.S. tambien que tengo a el Rey pedido la aprovacion de las Galestas que estoy haciendo (cuio numero he reducido a dos) y en que me hizo pensar la necesidad, Si como espero S.M. combiene, en que las haia y su entreteni<sup>to</sup>, ya es un auxilio q<sup>e</sup>. me pone en el Caso de no necesitar, tanto la fragata que pedi, y aun las considero mas utiles que qualquiera otra clase de embarcacion de Grra [*guerra*], tanto por las propiedades de dhos Buques, como por las Zircumstancias de este rio, pues se adaptan las unas a las otras. Esto es hablar en la Suposicion de que continue la paz, por que ellas bastan a sostener el respecto que se deve a las pocesiones de nro Soberano, pero si la guerra se declara, V.S. conoce que nada me estara de Sobra. En este supuesto, y como quiera que nignuna noticia de declaraciòn de guerra, puede llegar aqui antes que a essa plaza, he de merezer a V.S. que en tal caso deseo, y le pido de ahora p<sup>a</sup>. entonces dha fragata *Volante*, y al Javeque el S<sup>to</sup>. Xpto<sup>l</sup>, con preferencia a qualquiera otra embarca<sup>on</sup>, por ser este segun tengo entendido el mas proprio para las maniobras que exige el local de este rio. Ya conocera V.S., que el seperarme un poco de la orn [*orden*] de S.M. q<sup>e</sup>. manda permanesca aqui dha fragata, es nacida de no querer causarle gastos sin necesidad, y

creo q<sup>c</sup>. S.M. aprovarà esta resolucion que tiene Solo por objeto su mejor serv, y la economia de su r<sup>l</sup>. Erario, y no desmembrar a ese departamento de un Buque que puede servirle por ahora a llenar otras ideas de la corte. Sy la grra se declara, y dha fragata vuelve espero dever a V.S. y a los S<sup>res</sup>. Governador è Yntendentes, contribuian como y les tengo pedido, a el suplemento de Este situado, p<sup>a</sup>. que ella lo traiga, por ser de fuerza bastante a defenderlo. V.S. podrà siempre resolver lo q<sup>c</sup>. guste en inteligencia de que de qualquier modo quedarè conforme y complacido. Nro S<sup>or</sup>. g[uarde] a V.S. m<sup>s</sup>. a<sup>s</sup>. Nueva Orleans 12 de Diz<sup>e</sup>. de 1777. B L M. de V.S. su mas at<sup>o</sup>. [atento] Servidor. Bern<sup>do</sup>. de Galvez. S<sup>or</sup> D<sup>n</sup>. J<sup>n</sup>. Bapt<sup>a</sup>. Bonet.

Es Copia conforme al orijinal.

Bern<sup>do</sup> de Galvez

[Translation]

Dear Sir:

I received the letter from Your Lordship dated November 12 in which you include that of Señor Marques Gonzales y Castejon, in which His Majesty orders that the frigate called the *Volante* remain in the river, along with another ship from this department, if I would find it useful, as I interpret His Majesty's intent, that is, to protect this province from assaults which the English were threatening to make as a result of the confiscation, as I informed His Majesty. And the reasons having ceased for now, and because we are on good terms with the Governor of Pensacola, because of this tranquility the frigate the *Volante*, having begun its voyage and finding itself in the middle of the river, I arranged with its commander that it continue on to Havana. From there, after inspecting its sheathing, which was in poor condition, it would always be able to return here under the following conditions and circumstances, which I will explain to Your Lordship. I already told Your Lordship on another occasion that it would be almost impossible for the frigate to stay here at the expense of this post, but that if it were to be at the expense of that of Havana, it is a protection which I accept and I would like to have, because it would be very useful. Your Lordship also knows that I have asked the King for approval of the small galleys which I am building (the number of which I have reduced to two) which I believe are needed, as I hope His Majesty agrees, since those he has and maintains are already of great help to me, which places me in the position of not needing them so much as the frigate I requested, although I consider them more useful than any other class of warship, since the properties of the vessels and the circumstances of this river suit one another. This is in the supposition that peace continues, since these are enough to command the respect due to the possessions of our sovereign, but if war is declared, Your Lordship knows that I will rise to the occasion. If this happens, since no news of declaration of war would reach here [*New Orleans*] before that place [*Havana*], I would be indebted to Your Lordship if in such a case I could then have the said frigate the *Volante*, and the xebec *St. Cristobal*, in preference to any other ship due to its being (according to what I have heard) the most proper ship for the maneuvers required by this river. Your Lordship will already know that if I may be allowed to diverge a little from the instructions of His Majesty, who orders that the frigate stay here, it is because I do not want to cause him unnecessary expenses, and I believe that His Majesty will approve this resolution taken solely for the well-being and economy of his royal treasury and not to remove to this department a ship which

may serve for the present other purposes of the court. If war is declared and the frigate returned, I would be in debt to Your Lordship and to the governor and his officers for the contribution I have asked from them to provide support to this post, with the extra defensive force she supplies. Your Lordship may always decide what he thinks best, in understanding of which I will agree to and comply with whatever he determines. May Our Lord keep you [&c.] New Orleans, December 12, 1777. I kiss Your Excellency's hand. Your Lordship's most attentive servant Bernardo De Galvez. Sr. Don Juan Baptista Bonet.

This copy conforms to the original.

Bernardo de Galvez

Copy, SpSAG, Legajo 2547.

# STATEMENT OF JEAN CABARRUS TO THE CAPE FRANÇOIS ADMIRALTY

12 X<sup>bre</sup>. 1777

Extrait des registres du Greffe  
de Lamirauté du Cap

Aujourd'hui douzième jour du mois de décembre mil Sept cent Soixante dix Sept pardevant nous Jean Baptiste Esteree Consieller du Roy Lieutenant Général de Lamirauté du Cap En Compagnie du procureur du Roy Et du Greffier Commis au dit Siège Est comparu Le Sieur Jean Gabarrus demeurant ordinairement à Jean Rabel propriétaire et capitaine de La Goelette La *marie tapage* Lequel a dit et déclaré que Le vingt Sept de novembre dernier Environs Les trois heures de Laprés midy il auroit eu connaissance de deux fregattes anglaises qui étoient sous pavillon français qui chassoient un Bateau insurgent. que Le dit Bateau étant au moment d'être pris il se seroit Echoué dans La Baye de Jean Rabel vis à vis un vieux corps de Garde où il y a deux Canons de montés. que Les dites deux fregattes ayant vu Le dit Bateau Echoué Elles auroient armés deux chaloupes Equipées de quinze hommes chacune Lesquelles fregattes pour Soutenir Leurs chaloupes pour aller prendre Le dit Bateau tiroient Sans discontinuer des coups de canons à Boulets Sur Le dit Bateau insurgent Lesquels Boulets tomboient Bien avant En terre de La dite Baye. Les dites fregattes étant En travers et toujours Sous pavillon français; que Luy déclarant avec d'autres personnes Suivant La consigne Ecrite et affichée au dit corps de Garde auroit mis pavillon Blanc au dit corps de Garde et tiré un coup de canon à poudre et comme Les dites deux chaloupes venoient à tous rames à terre ils auroient tiré un autre Coup de canon à Boulet En avant des dites chaloupes. mais que Les dites chaloupes étant à portée de fusil du dit corps de Gardes elles auroient fait feu continuel de mousqueterie Sur Le dit Corps de Garde et Les fregattes continuoient à tirer du canon à Boulets Sur La terre. que Les dites deux chaloupes par Le moyen de Leur mousqueterie auroient accostés La terre et Les Equipages duelles armés de fusil de pistolets et de Sabres Seroient défendus dans La dite Baye de Jean Rabel et de Suite Se sont rendus au dit corps de Garde étant jettés Les deux canons à terre Les ayant ôtés de dessus Leurs afuts et Emmené et renversé Le pavillon français. qu'après cette hostilité ils se seroient avancés jusques à un quart de Lieue dans Les terres pour chercher Lequipage du dit Bateau insurgent et visités dans tous Les cases des environs que n'ayant trouvés aucuns des hommes du dit Equipage il se seroient réam-

barqués dans Leurs chaloupes et ont etés a Bord du dit Bateau insurgeant et après avoir fait toute manœuvre pour Le mettre a flot et nayant pú y réussir ils auroient mis Le feu au dit Bateau et ne Lauroient point Laissé quil ne fut Entierement Bruslé et Ensuite auroient etés a Bord de La Goelette de Luy declarant et après quils ont Eu visités dans j celle et Boulversé tous le quy estoit dans La Calle et visité Ses Expéditions ils Lauroit auablé dinvectives et manacé de Lemmener a Bord des dites fregattes pour Le faire passer aux garuttes En le quils Luy avoient faits plusieurs questions indiscrettes Sur Les troupes quil pouvoit y avoir dans La Colonie et Les preparations ou mouvement quil Se faisoit dans cette ville a quoy Luy declarant Leur repondit quil navoit aucune reponce a Leur faire et quil estoit Surpris de Leur indiscretion. Enfin après Luy avoir fait Bien des manaces ils Se Seroient Embarqués dans Leur chaloupe et Se Seroient rendus a Bord des dites fregattes. Lesquelles dites fregattes ont mis pavillon anglais Lorsquelles ont vu que Le feu estoit a Bord du Bateau insurgeant.<sup>1</sup> de Laquelle declaration Le dit Sieur Gabarrus a reques acte que nous Luy avons octroyé du consentement du procureur du Roy et a Signé avec Le dit procureur du Roy nous et le Greffier Commis Signés au Registre Cabarrus, Dumesnil, Estere et puyou Greffier Commis.<sup>2</sup>

Collationné

La Roque

[Translation]

[Cape François] 12 December 1777

Extract from the Registers of the  
Admiralty Office of the Cape

Today the twelfth day of the month of December one thousand seven hundred seventy seven; before me Jean Baptiste Estere, king's counselor, lieutenant general of the Cape Admiralty, together with the king's attorney and the clerk of this court: there appeared Sieur Jean Gabarrus, usually residing at Jean Rabel, proprietor and master of the schooner *Marie Tapage*. Who said and declared that on the 27th of November last at about three o'clock in the afternoon, he was made aware of two English frigates which were under French ensign chasing an insurgent vessel; that said vessel being on the verge of capture it stranded itself in Jean Rabel Bay facing an old guard house where there are two cannons on carriages; that the said two frigates having seen the said vessel aground, they manned two longboats with fifteen men each, and to support their longboats going to seize said vessel the frigates fired round shot without interruption on said insurgent vessel; those cannon balls fell far inland of that bay. The said frigates being broadside and still under French ensign; that he the declarant with other persons following the regulation written and posted on said guard house, having hoisted a white ensign on said guard house and fired a blank cannon shot, and as said two longboats came rowing hard ashore, they fired another round shot ahead. But the longboats being within musket range of said guard house, they fired continuous musketry on the guard house, and the frigates continued to fire round shot on shore. That the said two longboats approached shore by means of their musketry, and their crews, armed with muskets, pistols, and swords, landed in said Jean Rabel Bay, and then went to said guard house and threw the two can-

nons down. Having removed them from the top of their carriages, they took away and destroyed the French flag. That after this hostility they advanced one quarter of a league inland in search of the crew of said insurgent vessel and having inspected all the neighboring estates and not finding any of said crewmen, they re-embarked in their longboats and went to the insurgent vessel, and having done everything to refloat it and not succeeding, they set it afire and did not leave it until it was entirely burned; then they went aboard his, the declarant's schooner, and after having inspected the same and overturning everything in the hold and examining his ship's papers, they showered him with invective and threatened to take him aboard said frigates to have him garroted since they had asked him several indiscreet questions concerning the troops there might be in the colony and the preparations or movement they might make in this town. To which the declarant responded that he had no answer for them and that he was amazed at their indiscretion. Finally after threatening him roundly, they embarked in their longboat and went on board said frigates, which hoisted the English ensign when they saw that the insurgent vessel was afire.<sup>1</sup> Of which statement the said Sieur Gabarrus requested a copy which we granted him with the consent of the king's attorney and he signed it along with the said king's attorney, us, and the clerk of the court. Signed in the registry: Cabarrus, Dumesnil, Estere, and Payou, Clerk of the Court.<sup>2</sup>

Verified

La Roque

Copy, FrPNA, Marine B<sup>4</sup> 140, 99–100.

1. See Journal of H.M. sloop *Hornet*, 27 Nov., Journal of H.M.S. *Winchelsea*, 28 Nov., and Declaration of Jacob Funcks, 30 Nov., above.

2. Comte d'Argout transmitted a copy of Cabarrus's statement to Comte d'Arbaud de Jonques, governor of Guadeloupe. Calling the incident "a most conspicuous insult to the French flag," d'Argout promised to issue a protest to Vice Admiral Clark Gayton. Comte d'Argout to Comte d'Arbaud de Jonques, 13 Dec. 1777, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 526, 241. See also below, d'Argout to Gayton, 15 Dec. 1777.

#### JOURNAL OF H.M.S. *PORTLAND*, CAPTAIN THOMAS DUMARESQU

Dec<sup>r</sup> 1777

Friday 12<sup>th</sup>

D<sup>o</sup>. [Barbuda] bore SSW<sup>h</sup>. Distance 91 Leagues

Squally w<sup>th</sup> Rain at 6 am<sup>d</sup> Saw a Sail on y<sup>e</sup> Weather Quarter tack'd gave Chace ½ past perceived her to be y<sup>e</sup> *Resolution* Tender tack'd to y<sup>e</sup> Northward & made Sail, Exercised Great Guns. Sailmakers employed, repairing y<sup>e</sup> Jib—

D<sup>o</sup>. bore SSW½W Distance 79 Leagues

Fresh breezes & Clear still in Chace, at 3 fired 3 Shot at y<sup>e</sup> Chace, she brought too, & proved to be An American Sloop from Salem bound to S<sup>t</sup> Croix Israël Foster Omer Master,<sup>1</sup> Shifted y<sup>e</sup> Prisoners, at 7 PM<sup>d</sup>. wore Ship & stood to y<sup>e</sup> Southward, Tenders in Company

D, UKLPR, Adm. 51/711.

1. Sloop *Maria*, Israel Foster Omer, sixty tons, with seven men, was laden with lumber; the prize was sent to Antigua. Young's Prize List, 21 Dec. 1777, UKLPR, Adm. 1/310.

“A LIST OF ALL CAPTURES WHICH HAVE BEEN CONDEMNED IN THE VICE ADMIRALTY COURT OF DOMINICA,  
SINCE THE BREAKING OUT OF THE REBELLION IN NORTH AMERICA.”

Vessels Name.	By whom taken.	Under what Commission.	To whom condemned	When condemned.	Grounds of Condemnation.	Amount of the Produce of such as have been condemned as Droits of the Admiralty.	Disposal of the Produce of such Captures.
Sloop <i>Dolphin</i>	<i>Argo</i> , W <sup>m</sup> . Garnier Esq <sup>r</sup>	Ship of War	The Captors.	18 March 1776.	Libelled under 16 <sup>th</sup> . of the King, that Prohibits &c <sup>a</sup> . D <sup>o</sup> .		
" <i>Good Intent</i>	<i>Lynx</i> , Alex: Scott Esq <sup>r</sup>	Sloop of War	d <sup>o</sup> .	3 <sup>d</sup> . April.	D <sup>o</sup> .		
Brig <i>Hunter</i>	d <sup>o</sup> . Rob <sup>t</sup> . Keeler Esq <sup>r</sup>	d <sup>o</sup> .	d <sup>o</sup> .	8 <sup>th</sup> . d <sup>o</sup> .	D <sup>o</sup> .		
" <i>Mary</i>	<i>Viper</i> , Sam <sup>l</sup> . Graves Esq <sup>r</sup>	d <sup>o</sup> .	d <sup>o</sup> .	12 <sup>th</sup> . d <sup>o</sup> .	D <sup>o</sup> .		
Schooner <i>Dolphin</i>	<i>Argo</i> , W <sup>m</sup> . Garnier Esq <sup>r</sup>	Ship of War	d <sup>o</sup> .	18 <sup>th</sup> . d <sup>o</sup> .	D <sup>o</sup> .		
Ship <i>Cleopatra</i>	<i>Hawk</i> , R. P. Cooper Esq <sup>r</sup>	Sloop of War	d <sup>o</sup> .	29 <sup>th</sup> . June.	D <sup>o</sup> .		
Brig <i>William</i>	d <sup>o</sup> . d <sup>o</sup> .	d <sup>o</sup> .	d <sup>o</sup> .	d <sup>o</sup> .	D <sup>o</sup> .		
Schooner <i>Mary</i>	<i>Hind</i> , Henry Byrne Esq <sup>r</sup>	Ship of War	d <sup>o</sup> .	30 <sup>th</sup> . Nov <sup>r</sup> .	D <sup>o</sup> .		
Brig. <i>Polly</i>	d <sup>o</sup> . d <sup>o</sup> .	d <sup>o</sup> .	d <sup>o</sup> .	9 <sup>th</sup> Dec <sup>r</sup> .	D <sup>o</sup> .		
Brig <i>Guillaume</i>	Sloop <i>Abraham</i> , belonging to B. Sandford of Dominica.	No Comission	His Majesty as a Droit of y <sup>e</sup> : Adm <sup>y</sup>	31 <sup>st</sup> . Jan <sup>y</sup> : 1777.	D <sup>o</sup> .	£1114..3/. net proceeds in Current Money	Paid into the Hands of the Owner of the Sloop <i>Abraham</i> to wait his Majesty's Pleasure, Bond being given for the forthcoming of the Money.

Scho <sup>r</sup> <i>Elizabeth</i> , a Recapture Brig <i>Penguin</i> , a d <sup>o</sup> .	<i>Hawk</i> , R. P. Cooper Esq <sup>r</sup> d <sup>o</sup> , d <sup>o</sup> .	Sloop of War d <sup>o</sup> .	One Eighth to the Captors d <sup>o</sup> .	8 <sup>th</sup> . Feb <sup>y</sup> d <sup>o</sup> .			
Sloop <i>S<sup>t</sup> William</i>	<i>Pelican</i> , J. P. Ardesoif Esq <sup>r</sup>	Brig of War	The Captors	26 <sup>th</sup> . d <sup>o</sup> .	D <sup>o</sup> .	Appraised to £1796..9..0. £994..9..3 Curr <sup>y</sup>	Paid to his Majesty's Receiver of the Droits of the Admiralty. D <sup>o</sup> .
Sloop <i>York</i>	Schooner <i>Tartar</i> , belonging to sundry Merch <sup>ts</sup> of Dominica	No Commission	His Majesty as a Droit of the Adm <sup>ty</sup>	29 <sup>th</sup> . March.	D <sup>o</sup> .		
Brig <i>Warren</i>	Sloop <i>Enterprize</i> , d <sup>o</sup> .	d <sup>o</sup> .	d <sup>o</sup> .	18 <sup>th</sup> . April	D <sup>o</sup> .	£1603..3..1½ d <sup>o</sup> .	
Scho <sup>r</sup> <i>La Marie</i>	<i>Seaford</i> , John Colpoys Esq <sup>r</sup> d <sup>o</sup> , d <sup>o</sup> .	Ship of War	The Captors.	26 <sup>th</sup> . d <sup>o</sup> .	D <sup>o</sup> .		
Ship <i>La Seine</i> Sloop <i>S<sup>t</sup> Jacques</i>	Schooner <i>Tartar</i> , belong <sup>g</sup> to sundry Merch <sup>ts</sup> of Dom <sup>a</sup> : & the Comptroller of the Customs for the Port of Roseau.	d <sup>o</sup> .	d <sup>o</sup> . Vessel & part of Cargo to his Majesty as a Droit of y <sup>e</sup> Adm <sup>ty</sup> : & the remaining part of the Cargo to be restor <sup>d</sup> to his Majesty; being Stores found on board	28 <sup>th</sup> . d <sup>o</sup> . 20 <sup>th</sup> . May.	D <sup>o</sup> . D <sup>o</sup> .	£775..7..9½	One fourth part of the Goods belonging to his Majesty & one eighth of the Vessel & other Goods, not belonging to his Majesty paid to the Captors, & the Remainder paid to his Majesty's Rec <sup>r</sup> of the Droits of y <sup>e</sup> : Adm <sup>ty</sup> :

“A LIST OF ALL CAPTURES WHICH HAVE BEEN CONDEMNED IN THE VICE ADMIRALTY COURT OF DOMINICA,  
SINCE THE BREAKING OUT OF THE REBELLION IN NORTH AMERICA.”—*Continued*

Vessels Name.	By whom taken.	Under what Commission.	To whom condemned	When condemned.	Grounds of Condemnation.	Amount of the Produce of such as have been condemned as Droits of the Admiralty.	Disposal of the Produce of such Captures.
<i>Snow Prince George</i> a Recapture	<i>Southampton</i> W: Garnier Esq <sup>r</sup> & <i>Cygnel</i> , hon <sup>ble</sup> : R. Stratford.	Ship & Sloop of War	One Eighth to the Captors	21 <sup>st</sup> . June.			
<i>Snow La Nancy</i>	<i>Bever</i> , John Jones Esq <sup>r</sup>	Sloop of War	The Captors.	30 <sup>th</sup> . d <sup>o</sup> .	D <sup>o</sup> .		
Sloop <i>Unity</i>	Brig. <i>Lancashire Witch</i> .	Letter of Marque	Condemned by Thomas Wilson Esq <sup>r</sup> 1 The Captors.	23 <sup>rd</sup> . Octo <sup>r</sup> .	D <sup>o</sup> .		
Schooner <i>Hawk</i>	Sloop <i>Harlequin</i> .	d <sup>o</sup> .	d <sup>o</sup> .	7 <sup>th</sup> . Nov <sup>r</sup> .	D <sup>o</sup> .		

D, UKLPR, Adm. 1/3885. Enclosed in Thomas Wilson to Philip Stephens, 12 Dec. 1777. Addressed: “Ph: Stephens Esq<sup>r</sup>.” Docketed: “R 28 Febry 1778/& Read.”

1. In the cover letter to Philip Stephens, Thomas Wilson, judge of the Vice Admiralty Court of Dominica, wrote that the two vessels condemned since the beginning of his tenure, the sloop *Unity* and the schooner *Hawk*, contained on board bonds certifying that no British subjects “had any Interest or Property in either Vessel or Cargo.” Wilson to Stephens, 12 Dec. 1777, *ibid*.



## December 13

ISAAC SEARS TO NATHANIEL SHAW, JR.

Sir

Boston Decem<sup>r</sup> 13<sup>th</sup>. 1777

I receved your favour of the 3<sup>d</sup> Instant I have wated on the Frenchman he will not Give any answer what he will Sell his Goods at till Some time next week you will as soon as posble lett me know what artcils will be wanted for the Ship<sup>1</sup> from this place I will Secuer them if to be had, & Send forward as soon as a teem Can be procuerd I am [&c.]

Isaac Sears

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, packet 26. Addressed at foot: "To/M<sup>r</sup> Nath<sup>d</sup> Shaw." Docketed: "Isaac Sears/Letter/13 Dec<sup>r</sup> 1777."

1. Connecticut privateer ship *General Putnam*, building at New London.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*,  
CAPTAIN JONATHAN HARADEN

Remarks on Saturday Decemb<sup>r</sup> 13<sup>th</sup>. 1777—Latt<sup>d</sup>. P<sup>r</sup> Observ<sup>t</sup>. 39 . . 15 N<sup>t</sup>

at 2 AM saw a Sail sat Top Gallant Sails and Gave Chase at 3 AM came up with the Sail she was a Brig<sup>t</sup> from Halifax bound to Jamaica loaded with Fish &<sup>ca</sup>.<sup>1</sup> Hoisted out the Boat and went on Board put Cap<sup>t</sup> Jo<sup>s</sup>. Lane on Board as Prize Master: Jer. Dayley, Joseph Legro, W<sup>m</sup>. Felt, Rich<sup>d</sup>. Gear, & Charles Vanderford as Hands and a Mate from Cap<sup>t</sup> Sampson and Order'd her for Martineco—at 8 AM Hoisted in our Boat & Reefed both Top Sails—Latter Part Laying by Broached a Barr[el] Beef

[at noon] Latt<sup>d</sup>. P<sup>r</sup> Observ<sup>t</sup>. 38 . . 37 . . N<sup>t</sup>

[PM] These 24 Hours begins with a Fresh Breeze and Cloudy Weather our Prize still in sight—at 10 PM took 3 Reefs in the Main Sail Middle Part the Wind still continues very Fresh, squally with some Rain—

D, MSaE, Log of the Brigantine *Tyrannicide* (November 1777–May 1778).

1. Brigantine *Alexander*, James Wadie, master, from Halifax to Jamaica, about 120 tons, with fish (mackerel, herring and salmon), staves and lumber. M-Ar, Mass. Archives Collection, vol. 205 (2d Ser., Revolution Letters), 303–4.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL,  
SATURDAY, DECEMBER 13, 1777

Providence, December 13.

Wednesday Evening last Capt. Luce, in a Brig, bound from this Port to Maryland, in Ballast, ran aground in the Bay; next Morning the Vessel was got off, but being closely pursued by one of the Enemy's Frigates,<sup>1</sup> Capt. Luce was obliged to run her on the Naraganset Shore, where he Sat fire to her, after getting out the Sails, &c.

1. H.M.S. *Amazon*. See Captain's Journal of H.M.S. *Amazon*, 10 Dec., above.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAMDecem<sup>r</sup>. 1777

Off Gloucester

Saturd<sup>y</sup>. 13<sup>th</sup>Mud Island W<sup>t</sup>. ¼ of a mile

D<sup>o</sup> W<sup>e</sup> [Mod<sup>t</sup> & Cloudy] At 1 PM Weigh'd & m<sup>d</sup>. sail w<sup>th</sup>. the Trans-  
ports At 3 Anch<sup>d</sup>. in 3 f<sup>m</sup>. & landed at the Mouth of Bow Creek

D, UKLPR, Adm. 51/4385.

RECEIPT OF LIEUTENANT JOHN PECKHAM FOR STORES FOR  
THE MARYLAND GALLEY *CHESTER*

List of Stores deliver'd to Lieu<sup>t</sup> John Peckham agreeable to Capt<sup>n</sup>. Thomas  
Coursey's order Dec<sup>r</sup>. 13<sup>th</sup>. 1777

1 barrell Salt N<sup>o</sup>. 30

9 barrells powder

1 barrell & 4 boxes 18<sup>w</sup> Cartridges12: 18<sup>w</sup> Grape Shott

1 box Tin

sundrie wadds

Receiv'd the above Articles for the use of the *Chester* Galley—

John Peckham Lieut—

D, MdAA, Maryland State Papers (Red Books), 4590-40.

## THOMAS STONE TO THOMAS SIM LEE

Sir.

The Enemy's Ships still lie between Boyd's hole and Nanjemoy [*Creek*]—Our Coast is so well guarded that I hope they will not be able to get any Provisions from Us—I wish it was possible for our Vessells of War<sup>1</sup> and those of Virginia to make a joint Attack, I think they would have a fair Prospect of success against the Enemy situated as they now are—Their Pilots are very little acquainted with the River & the *Phoenix* has been run on ground more than once.<sup>2</sup> Col Ware has been very attentive to his Duty as L<sup>t</sup> of the County, and the Militia have shown great readiness to every thing which has been required of them I am [&c.]

Charles County

T. Stone

Dec<sup>r</sup>. 13. 1777.

L, MdAA, Maryland State Papers (Red Books), 4561-84.

1. Maryland Navy.

2. See William Harrison to Gov. Thomas Johnson, 14 Dec. 1777, below.

## RICHARD HENRY LEE TO GOVERNOR THOMAS JOHNSON

Sir,

Stafford County 13<sup>th</sup> december 1777.

Passing thro this County in my way home from Congress, I find it the common talk here, that many avaricious inconsiderate and illdesigning people, have practised

largely the carrying of live Stock and other provision to the enemies Ships of War, now laying in Potomac opposite our Boyd's Hole. In particular, we are told of many boats loaded with provision going to these Ships from your Shore, somewhere, I think, about the lower end of Charles County between Cedar Point and Wicomico.<sup>1</sup> I have already written to the Governor of Virginia on this subject, and I hope your goodness will pardon me for giving you the same information—It appears to me of much consequence to the common cause, as well as to the reputation of our respective governments, that this pernicious traffic should be prevented in future; and that those who have now offended against the laws of their country by supplying its enemies, should be punished for so doing. The artful enemy pretend they want to injure no body, desiring only to get fresh water purchase provisions<sup>2</sup>—Many are taken in by this plausibility, and tempted by Salt, rum, Sugar &c. &c, which are first taken from us, or from our friends coming to trade with us, and made the means of procuring provisions, that enable them to remain here distressing and destroying our trade—When provisions come not in sufficient quantity they encourage the Slaves to run away and keep them, as they say, to be redeemed by provisions—It is easy to see, besides the ill consequence above pointed out, how this kind of Trade may in time debauch the minds of the people and produce extensive mischief.—It appears to me that if some of your Gallies, joined by some of ours were constantly to attend upon the Men of War when they come up this river, and by keeping near the Shore and abreast of the Ships, out of reach of harm from them; they might effectually obstruct this pernicious Trade—I have proposed this to Governor Henry who I am sure will with pleasure cooperate with you in this salutary work—I have the honor to be [&c.]

Richard Henry Lee

Copy, PPAmP, Lee Papers. Docketed: "Copy of letter to Gov<sup>r</sup> Henry Johnson/about the Marylanders/trading with the/Ships of War."

1. For a contrasting summary of the situation see Thomas Stone to Thomas Sim Lee, 11 Dec. 1777, above.

2. The recipient's copy, transcribed in James Curtis Ballagh, ed., *The Letters of Richard Henry Lee*, 2 vols. (New York: Macmillan, 1912–1914), 1: 369–70, adds to this sentence: "& that they would, if permitted, land Salt for the use of the poor &c."

#### GOVERNOR PATRICK HENRY TO WILLIAM LEE

Sir,

Virginia, December 13<sup>th</sup>. 1777

The several methods we have hitherto taken for Supplying the army and Navy of this State with necessaries have proved ineffectual for that purpose & we are at present without a probability of being more effectually supplied in future. I have therefore on behalf of this State with the advice of the Council<sup>1</sup> adopted the following plan to be pursued in future. We propose to send all the vessels we are able to fit out proper for the European Trade to Nantz loaded with Tobacco where he shall direct both vessels and Cargoes to be sold, & the produce after purchasing and fitting out one swift sailing armed Vessel, to be laid out in the necessaries we want to be Shiped in French Vessels and as French property to Cape Francois & there re-shipped in swift sailing pilot Boats which we shall provide to some of the safest ports to the Southward of our Capes but as from the scarcity of Vessels and Seamen here it will be impracticable by this method to export commodities sufficient to purchase

all we may want, we propose to endeavour to procure a Credit with some Merchant in France for what may be further necessary to be shipped in the same manner and to the same place for which we propose to pay by shipping Tob<sup>o</sup>. on our own Account, in any French Vessels, they may charter for that purpose, we propose to have such chartered Vessel loaded with Salt at Nantes on our account also and expect to pay a generous freight, both for the Salt delivered here, & for carrying the Tob<sup>o</sup>. to Nantz, & to have them both insured if it can be done, at a reasonable premium;

We further propose to export what produce we can in our Small Vessels to Cape Francois, and to direct our Agent there, to charter such Vessels as he can to bring Salt here & carry Tobacco from hence either to Cape Francois, or to Nantes as he can agree, which will be added to our remittances after purchasing the few necessities we may want in the West Indies, but as 'tis necessary for rendering this method effectual, that we should have a proper agent at Nantz to act for us & being lately informed of your residence there, I have with the advice of the Council, thought proper to appoint you agent for this State to superintend and direct all our affairs in France & on our behalf to enter into any Contract, or agreement necessary for effecting our purposes; not doubting but your Zeal for the cause of Freedom and regard for this your native Country, Will be sufficient Inducements for you to exert those abilities You are so well known to possess and all your endeavours for our service; I make no doubt but you may readily procure any assistance in the power of Mes<sup>rs</sup>. Franklin & Deane and hope you will avail yourself of it as far as it is necessary; I should hope the trade of this State, thus confined to certain Ports Would be an object worthy the attention of the French Ministry, who might easily afford it some extraordinary Protection; our mercantile transactions at Nantz have hitherto been confined to the House of Mes<sup>rs</sup>. J. Gruel & C<sup>o</sup> who I wish, still to have the preference in that way provided we can certainly be supply'd by them on the terms we propose, or on as good as any others offer; to them we shall continue to address our Vessels until we hear from you and shall give them notice of your appointment as our Agent & the terms on which we expect to be supplied in future, and direct them to apply to you for instructions in whatever they may be at a loss & to follow such directions as you may think necessary to give them respecting any of our affairs, I must beg the favor of you to make the necessary engagements for supplying us with them or any other person you think proper as soon as possible and give me the earliest notice of it & attend to their execution. I am [&c.]

P. Henry

P S Since writing the within it has been reported to the Council that the Brigg *Greyhound* is a very swift sailing vessel upon which they have determined that she had better return here with a load of Salt than be sold. It also appears that Mes<sup>rs</sup>. J. Gruel & C<sup>o</sup>. have agreed with M<sup>r</sup>. John King (who had powers from this State to make the Contract) to furnish them with a quantity of Goods to be shipped on their account and that another House have agreed to send a vessel loaded with Salt for the use of this State which shews that Contracts of the nature we wished, may be made at Nantz, these Contracts we hope to comply punctually with & that it will always Lay in your power to make such others as are necessary for us. Mes<sup>rs</sup>. J. Gruel & C<sup>o</sup> have without any direction from us fitted out the Brigg *Liberty* as an armed Vessel & altho she may be improper for it yet it makes it unnecessary for us to have another, you will therefore be pleased to disregard our request for having one fitted out.

P. Henry

L, Vi, Executive Papers, 1777–1780. Addressed: “To/William Lee Esq<sup>r</sup>/[*Illeg.*]/Nantz.” Docketed: “Letter 1777/Gov<sup>r</sup> Henry/to/William Lee/respecting his/app<sup>t</sup> as agent of/Virginia at/Nantz/&/the Armed Vessel/*Liberty*.”

1. The advice of the council is essentially restated in this letter. For the complete text of the council's recommendations see H.R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond: The Virginia State Library, 1932), 2: 36–37.

# JOURNAL OF SOUTH CAROLINA NAVY BOARD

Extra Meeting

Navy Board Saturday 13<sup>th</sup> Decem<sup>r</sup> 1777—

The Board Met According to Summons—

Present Edward Blake Esq<sup>r</sup> first Commissioner  
John Edwards, Thomas Corbett Geo Smith }  
Geo A Hall Josiah Smith Edward Darrell } Esq<sup>rs</sup>—

A Letter to the [*illeg.*] from the Clerk of the Council Vizt..

Sir/

Charles Town Decem<sup>r</sup> 12<sup>th</sup> 1777

I am directed by his Excellency the President, to ad[vis]e the Navy Board, that Lieu<sup>t</sup> Hall is appointed to the Command of the Brigg *Notre Dame*, That the Ships *Volunteer*, & *Gen<sup>l</sup> Moultrie* are Engaged for, and it is intended to Order the *Notre Dame* on a Cruize—The President therefore desires, that you will have those Vessels equipp'd with the utmost Expedition, & furnished with such Articles as may be necessary for this Cruize, and that you will appoint a proper Person to value the *Volunteer* & *Gen<sup>l</sup> Moultrie*,—I am [&c.]

(signd) Jn<sup>o</sup> Colcock—

Cap<sup>t</sup> Blake—

In the Privy Council Friday Dec<sup>r</sup> 12<sup>th</sup> 1777—

The Board agreed and Recommended that a Bounty of Ten Dollars & a pay of Twenty One pounds p<sup>o</sup> Month p<sup>o</sup> Man be allowed to Such Seamen as Enter on Board the Vessels engaged for a Cruise against the Enemy. By his Excellency the Presid<sup>t</sup> ordered Accordingly

(Signed) Jn<sup>o</sup> Colcock Sec<sup>y</sup> P<sup>y</sup> C<sup>l</sup>—

Agreed that the first Commissioner do apply to M<sup>r</sup> William Sommersall on behalf of the State as a proper Person to Value the Ships *Volunteer* and Ship *General Moultrie* taken by the President & Council into the States Service and in Case M<sup>r</sup> Sommersalls Refusal to Act To apply to some Ot[her] for that Purpose—<sup>1</sup>

Salley, ed., *South Carolina Commissioners*, 113–14.

1. William Somersall valued the ships *Volunteer* and *General Moultrie* at £55,000 and £65,000 current money. *Ibid.*, 115.

## SOUTH CAROLINA NAVY BOARD TO CAPTAIN WILLIAM HALL

Sir/

Navy Board 13<sup>th</sup> Decem<sup>r</sup> 1777—

The Commissioners of the Navy Direct that you will have the Brig<sup>t</sup> *Notre Dame* of which you are appointed Cap<sup>t</sup><sup>n</sup> fitted and Man'd with all possible Dispatch, to proceed on a Cruize, and that you do Immediately Open a House of Rendezvous, under the direction of a proper Officer, to Enlist a Sufficient Number of Men (your Complement Eighty;) they make no doubt but you will Exert yourself in a very particular Manner on

this Occasion, as the Service of the State requires the greatest Dispatch; the State Allows an Additional Bounty of Ten Dollars # Man to such as will Enlist<sup>1</sup> I am [&c.]

Edw<sup>d</sup> Blake first Commiss<sup>r</sup>

Salley, ed., *South Carolina Commissioners*, 114.

1. On 15 Dec. the South Carolina Navy Board sent similar letters to Capt. Philip Sullivan of the ship *Volunteer*, and Capt. Jacob Johnston of the ship *General Moultrie*. The commissioners informed Sullivan that his vessel would require a crew of 120 men and provisions for a cruise of two months. *Ibid.*, 116–17.

“EXTRACT OF A LETTER FROM ST. EUSTATIUS, DATED DEC. 13, 1777.”

“Last night about 8 o’clock, the poor unfortunate Capt. Francis Morgan, in the brig *Experiment*, of 12 guns, standing in for this Island, and but 3 or 4 leagues to the northward of it, was met with by a privateer sloop belonging to Antigua, mounting 10 four pounders, and commanded by one Phillips. He immediately hailed Capt. Morgan, and on the latter’s answering from Charlestown, fired a broadside into the brig, which did not in the least hurt her; it was returned by Capt. Morgan, who continued the engagement above an hour, without however going out of his way. He hulled the sloop in several places, disabled her much in her sails and rigging, killed 4 men, and badly wounded 7 more. Phillips had ceased firing for near 10 minutes; Capt. Morgan was continuing his fire successfully, and his first Lieutenant assures me, he would either have taken or sunk the sloop, had not, through the greatest fatality, the brig blown up, and the small remains of her gone down a few minutes after. The inhuman Philips might have saved 18 of the crew who had got on the wreck, and implored him to send his boat to take them off. Mr. Ford, the 1st Lieutenant, and a negro fellow swam to the shore; 3 others swam on board the sloop; these 5 are all of the crew that are saved. Philips has been obliged to put into this road to refit, before he can proceed to an English Island.”<sup>1</sup>

*South-Carolina and American General Gazette*, 8 Jan. 1778.

1. During the summer of 1777, Phillips, sloop *Reprisal*, had captured the Pennsylvania privateer sloop *Christiana*, Capt. Joseph White. In the first broadside White was killed and his crew promptly surrendered. *Gazette of the State of South-Carolina*, 15 Sept. 1777.

FRANÇOIS, CHEVALIER DE LA LAURENCIE, LIEUTENANT DE VAISSEAU,  
TO GABRIEL DE SARTINE

a bord de La *Tourterelle* à 6 lieues dans le Nord d’antigue [13 Décembre 1777]<sup>1</sup>  
Monseigneur

javray l’honneur de Vous Rendre compte que Le six de ce Mois je suis party du fort Royal de la Martinique pour Venir a S<sup>t</sup> pierre faire Mon cas, il y avoit au Morne au boeuf cinq navire insurgent L’un de dix huit canons avoit son canot a terre, je jugeay quil cherchoit a completer son equipage en consequence je Men aprochay et envoyay un officier a son bord d’inter s’il Ny avoit pas des gens a Réclamer, il Ne sy trouva aucun françois. Le dit batiment se Nomme Le *S<sup>t</sup> pierre* commandé par Samuel chiste.<sup>2</sup> je luy signifiay de Ne point établir les croisières d’pres de Nos cotes. Le 7 je Mouillay dans la rade jy vis une douzaine de corsaires M<sup>r</sup> Le Marquis de bouille Me demande descorter jusqu’au débarquement un batiment Marchand de Marseille et qu’elqueautre Navires de la Nouvelle angleterre en conséquence j’annoncay Mon

départ pour Le dix j'appareillay avec Neuf petits batimens chargé de denrée de Nos Colonies pour boston, et autre endroits. Le 11 je Rencontray une Corvette angloise de dix huit canons allant a la dominique a laquelle je vitay parler. le soir je forcay de Voille et Vint prendre les ordres de M<sup>e</sup> le Commandeur de dampierre, a la basse terre, et dans la Nuit je Rejoignis Ma flôte, le 12. j'aperceus une corvette angloise avec un grand pavillon flottant qui Me paraissoit faire Route pour la basse terre, je Ne puis Men aprôcher acause du convois. Les forces des anglois aux isles du Vent consiste en un Vaisseau de soixante quatre canons, deux fregâtes de 36. C. une trois[ieme] de Moindre force, et deux Corvettes; incessamment je sçauray exactement le Nom de Leurs Vaus et le Nombre de leurs canons.

je Vais Retourner M<sup>e</sup> Le commandeur de dampierre tous Mes Navires peuvent continuer Leurs Route, il ne parvint aucuns croiseur dans ces parâge.

Le Navire porteur de Ma lettre Va directement a Marseille il doit faire une traversée fort longue Marchand tres [*illeg.*] La Mer un peu grosse Rend Ma Main tremblante, je Vous prie de Mexcuser, sur Mon stile et sur Ma Mauvaise ecriture. jay l'honneur detre [&c.]

Le ch<sup>er</sup> de la laurencie

a bord de la *tourterelle* a 6 Lieues dans le Nord dantigue

[Translation]

on board the *Tourterelle*, 6 leagues north of Antigua, [13 December 1777]<sup>1</sup>

My Lord

I have the honor of reporting to you that on the first of this month I left Fort Royal in Martinique to sail to St. Pierre to present my case. At Morne au Boeuf there were five insurgent ships; one carrying 18 guns had sent its boat ashore. I believed they were trying to bring its crew up to full strength, consequently I drew near the ship and sent an officer to go on board to see if there were any men to be reclaimed. There were no Frenchmen on board. The said ship is called the *St. Peter* and is commanded by Samuel Chiste.<sup>2</sup> I made it known to him not to cruise near our coasts. On the 7th I anchored in the harbor where I saw a dozen privateers. The Marquis de Bouillé asked me to escort a merchant ship from Marseilles and other ships from New England until their unloading. As a consequence I postponed my departure for the 10th. I sailed with nine small ships laden with produce from our colonies for Boston and other places. On the 11th I met an English corvette of 18 guns, going to Dominica, with whom I spoke. That evening I put on sail and came to receive orders from Commander de Dampierre at Basse Terre. During the night I rejoined my fleet. On the 12th I saw an English corvette flying a large flag who appeared to me to be sailing toward Basse Terre. I could not approach her because of the convoy. The English forces in the Windward Islands consist of a 64-gun ship, two frigates of 36 guns, a third of less force, and two corvettes. As soon as possible I shall learn exactly the names of their ships and the number of their guns.

I am going to return to join Commander de Dampierre. All my ships can go on their way. There are no ships cruising in this area.

The ship carrying my letter goes directly to Marseilles. It must make a very long crossing, moving very [*illeg.*] The fairly heavy sea is making my hand shake. I pray you will forgive my style and my bad handwriting. I have the honor of being [&c.]

Le Chevalier de la Laurencie

on board the *Tourterelle*, 6 leagues north of Antigua.

L, FrPNA, Marine B<sup>4</sup> 140, 82. Notations: "MDL"; "sans date"; "M de La Laurencie"; "chargé par M de Bouillé d'escorter quelques navires forces des anglois aux Iles du Vent." "MDL"; "without date"; "M. de La Laurencie"; "charged by M. de Bouillé with escorting several ships English forces in the Windward Islands."

1. The date is inferred from the letter.

2. Samuel Chase.

#### DEPOSITION OF JOSIAH DURHAM

S<sup>t</sup> Vincent 13<sup>th</sup> December 1777.

This day came before me Valentine Morris Governor in Chief of his Majestys Island of S<sup>t</sup> Vincent: Josiah Durham Captain of a trading vessel; and maketh information, & on his oath declareth, that on or about the 5<sup>th</sup> instant an armed vessel from America came into the harbor of S<sup>t</sup> Pierre in the Island of Martinica, and was saluted by the Guarda Costa there; that an american Ship the S<sup>t</sup> Peter with 18 Guns,<sup>1</sup> came round from Fort Royal in the said Island to S<sup>t</sup> Pierre there to try to get more hands to go out on her cruize. that the *Washington* Brig from Boston in america, carrying 18 Guns, & 110 men<sup>2</sup> as this deponent was credibly informed, came also in S<sup>t</sup> Pierre & brought in with her two Prizes, one from Florida to Ireland; the other a Sloop from Barbadoes to new york as this deponent was informed. that the *Washington* is a remarkable fine, very fast sailing vessel & as soon as she had got a slight careening, was immediately to go out again on a cruize as was said. that there was at the same time in S<sup>t</sup> Pierre harbor an American Sloop mounting 14 guns from Georgia, commanded by a Captain Sampson, also a Brig from Philadelphia of 14 guns Captain Stevens,<sup>3</sup> getting men, also a 14 gun brig Captain Ourd,<sup>4</sup> together with his Tender the *Howe* a prize that was made, mounting to the best of this Deponent's recollection 10 Guns commanded by Captain Staunton,<sup>5</sup> having compleated their men sailed out on a cruize, whilst the Deponent lay in the Harbor. that the *Rattle snake*<sup>6</sup> was launched, & fitting out for a cruize with all expedition as a ship, all of whose owners as this deponent was informed lived in Martinica. that there was also a large top-sail Schooner fitting out of 14 Guns to be commanded by a Captain Patterson, that there were many other smaler Privateers to a great number fitting out & owned to the best of this deponents information knowledge and belief by french Men living in Martinica; in all as he was credibly informed twenty two; that whilst he remained there a Captain Mansfield in a very fine Sloop of 14 guns came in very much shattered by an engagement She had with two Liverpool GuineyMen, that Captain Mansfield lost his Arm, or hand in the engagement, & nine men on his own deck, besides [*illeg.*] very much wounded & besides considerable numbers as this Deponent was informed killed on board the Guiney Vessels in attempting to board them; that Captain Palmer formerly commanded this Sloop. that he saw many English Sailors in chains, on board the *Philadelphia* Brig and on his asking why they were so treated, was answered that the Captains of the Privateers had orders so to do, and to carry, or send all those they should take to America

That all prizes were openly, & publicly, carried into S<sup>t</sup> Pierre harbor; only the Americans came in without Colours. that if any of the Captains of the American Privateers had their Men runaway from them, by applying to the french Commandant or some other person in command, a guard was granted them, & strict search made for the men, & these taken and sent under guards to their respective Ships that the



Guard a Costa's examined strictly as to what was their business & the reason of their coming the Captains of every English Vessel, or such as called themselves Royalists, but permitted all the Americans or such as declared they were not Royalists, to go on shore & greatly carressed these. that notwithstanding all these things the Americans one and all declared that the impositions & exactions they were made suffer by the french, in the disposal of their prizes, & in the purchase of anything they wanted were so great that they longed for a re-union with Great Britain & a Joint War against the French, whom they longed to avenge themselves on for their exactions.

That there were great preparations at Martinica for a War which they expected would be with the English and the sober part of the inhabitants seemed to dread it much & the Americans to wish it. Taken sworn to, and subscribed to the day and year above written by me

Signed  
Josiah Durham

Sworn before me  
Valentine Morris

Copy, UKLPR, C.O. 260/5, 77-78. Noted in Valentine Morris's hand: "Saint Vincent Dec<sup>br</sup>. ye 13<sup>th</sup> 1777/ Copy of a deposition relating to the Ameri/cans, & the encouragement of them at Martinico/John [Josiah] Durham." Docketed: "In Gov<sup>r</sup> Morris's of/15<sup>th</sup> Jan<sup>y</sup> 1778./ (4)/d<sup>c</sup>." See Valentine Morris to Lord George Germain, 15 Jan. 1778, *ibid.*, fols. 67-70.

1. *St. Peter*, Samuel Chase.
2. Massachusetts privateer brigantine *General Washington*, William Rogers. Young's Prize List, 29 Nov. 1777-14 Mar. 1778, UKLPR, Adm. 1/310.
3. Continental brigantine *Chance*, Lt. John Stevens.
4. Pennsylvania privateer brig *Retaliation*, Capt. George Ord.
5. British privateer *Lord Howe*, sixteen guns, had been captured by *Retaliation* and sent to Martinique. *North-Carolina Gazette*, 9 Jan. 1778. On 18 Dec. Governor Morris transmitted to Vice Admiral James Young a copy of Durham's deposition. Morris informed Young that the new American privateer *General Howe* and an unidentified vessel, probably the brig *Retaliation*, were cruising around St. Vincent. Valentine Morris to Vice Admiral James Young, 18 Dec. 1777, UKLPR, C.O. 260/5, 77-78.
6. Pennsylvania privateer schooner *Rattlesnake*, Capt. David McCulloch.

## December 14 (Sunday)

REAR ADMIRAL SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE

Sir *Chatham* Rhode Island 14<sup>th</sup> Dec<sup>r</sup> 1777—

I am favoured with your Letter of the 12<sup>th</sup> ins<sup>t</sup> by the Cartel under the direction of Captain Sayer.<sup>1</sup> the Exchanges I hope you will find made to your satisfaction, for particulars I must refer you to the Commissarie's Account—I have received some Prisoners from New York and am in daily expectation of the arrival of those whom I wrote for from Halifax—I am [&c.]

P: Parker

P.S. Since writing the above Letter about 100 American Prisoners taken in Arms are arrived from N. York; which will enable us to compleat our Exchange by the next Cartel which you may send with British Prisoners.—

L, R-Ar, Letters to the Governor (1777-1778), vol. 11, 107. Addressed at foot: "Nich<sup>s</sup>. Cooke Esq<sup>r</sup> &c &c &c/Providence."

1. Capt. Joshua Sayer.

## DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 14<sup>th</sup> Dec<sup>r</sup>—Slight frost last night and this day. Fine weather. Wind W. A flag of truce came down from Providence with letters to General Pigot.<sup>1</sup>

It is confidently asserted by some persons who came down in the flag of truce, that 7 sail of vessels went out to Sea the night of the 29<sup>th</sup> Nov<sup>r</sup> last, and that 15 vessels have got out within this fortnight.<sup>2</sup> The Navy have certainly been very remiss in this part of their duty. We have hitherto done our part in defending the Island and frustrating the attempts of the Enemy. The Gentlemen of the Navy, when talking of the surprize of Gen<sup>l</sup> Prescott,<sup>3</sup> said they had nothing to do with the defence of the Island, their business being to prevent the Enemy's ships from getting out. . . .

Mackenzie, *Diary* 1: 223.

1. Maj. Gen. Robert Pigot.

2. Rhode Island privateers and merchantmen breaking out of Narragansett Bay.

3. Maj. Gen. Richard Prescott who was captured on 11 July in a surprise raid on his headquarters by Rhode Island troops.

COLONEL JOHN ELY TO THOMAS MUMFORD AND NATHANIEL SHAW, JR.

Gentlemen

On Board the *Falcon* off New Port Decemb<sup>r</sup> 14<sup>th</sup> 1777

by this you are Inform<sup>d</sup> that I Embark<sup>d</sup> on Board the Sloop *Schuyler* at Norwalk the Evening after the 9<sup>th</sup> Instant stood over for Long Island the Night Being Dark Prevented our makeing Harbour Early in the Morning Discover<sup>d</sup> a Ship Bearing Down Uppon us uppon which we Hald our wind Endeavouring to make our Escape but Finding it Impossible the Sea runing High we had no Other Alternative but to ran the sloop on shore which we Did. near Old mans Harbour in hopes to make our escape in our Boat. Unhappy However the Boat Imediately Filled aLongside by which means Col Webb & Severall Others were nearly Drowned those Circumstances Oblig<sup>d</sup> us to strike & Submitt ourselves Prisoners of war The ship at this Time had Come too within Gun shott of us sent theire Boats on Board & Carryed us on Board the *Falcon* Com<sup>d</sup> by Cap<sup>t</sup> Harmwood<sup>1</sup> where we now Continue Expect to be sent to New York the first Fair wind we have the Greatest Clemency Liberallity & Justice Done us by Every Officer on Board. You are Desire<sup>d</sup> to make manifest To my Family & Friends my Situation & shall be Glad of your Influence to Facilitate the Matter of my Exchange as it appears Probible to me Col De Lancy<sup>2</sup> Being a Militia officer will Finally be Considered as a Propper Subject for the above Purpose Ensigns Abbot<sup>3</sup> Niles<sup>4</sup> Adjutant west<sup>5</sup> & about 30 Privates are Prisoners Belonging to my Battallion—Cap<sup>t</sup> Buckley<sup>6</sup> Lieut Riley<sup>7</sup> Ensign Mumford<sup>8</sup> Adjutant Hopkins<sup>9</sup> 4 Serg<sup>s</sup> & 16 Privates Belonging to Col webbs Battallion I am [&c.]

John Ely

L, Ct, Jonathan Trumbull Papers, vol. VII, 237. Addressed: "To Tho<sup>s</sup> Mumford & Nath<sup>l</sup> Shaw Esq<sup>rs</sup>."

1. Comdr. Harry Harmood, R.N.

2. Lt. Col. James Delancy, Delancy's Refugees.

3. Ens. James Abbott, Connecticut Militia.

4. Ens. Sands Niles, Connecticut Militia.

5. Adjutant Ebenezer West, Connecticut Militia.

6. Capt. Edward Buckley (Bulkley), Continental Army.

7. 1st Lt. John Riley (Reiley), Continental Army.

8. Ens. Giles Mumford, Continental Army.

9. Adjutant Elisha Hopkins, Continental Army.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAMDecem<sup>r</sup> 1777Mud Island W<sup>t</sup>  $\frac{1}{4}$  of a mileSunday 14<sup>th</sup>AM Vict<sup>d</sup>. 4 Flat Boats Crews each 11 Men.

Abreast Bow Creek

D<sup>o</sup> W<sup>r</sup> [Mod<sup>t</sup> & Cloudy] Flat Boats emp<sup>d</sup>. carrying Hay & C on  
b<sup>d</sup>. the Transp<sup>s</sup>. Vict<sup>d</sup>. 5 Flat Boats Crews Each 11 Men.

D, UklPR, Adm. 51/4385.

## WILLIAM HARRISON TO GOVERNOR THOMAS JOHNSON

Sir.

Cha<sup>s</sup> County, 14<sup>th</sup>. Decemb<sup>r</sup> 1777.

I make no Doubt of your Excellency's having been fully advised from Col<sup>o</sup>. Ware, relative to the Enemy's Ships until their Departure from Sandy Point—and only now take the Liberty to transmit You the Passages from that place, until they pass'd Matthias's Point, they being more immediately under my Eye.—

After Watering, they sailed with a fresh Breeze at N.W., about 11 O-Clock, on Wednesday the 9<sup>th</sup>. Ins<sup>t</sup>—The *Phenix*, by giving Maryland Point too great a Birth, got fast a Ground on the Virg<sup>a</sup>. Side of the Channel—The *Emrald*, which followed escaped by suddenly varying her Course, and anchored about half a Mile below.—They were busily employ'd in getting off the *Phenix*, which was not effected until Friday, after taking out all her Shott, and starting a great part of her Water, which was fill'd again along Side.—

During their Stay at this Place, several Flags came from the *Emrald*, Cap<sup>t</sup> Caldwell, praying a small Supply of corn & Fodder to feed a Cow on, and a little Poultrie &c. fore his Cabbin.—I granted him a few Bushells of I. Corn, some Fodder, a few Fowls, Piggs and some other Trifles—and, in Return, received a few Gallons of Spirits, with 2 Barrels of Salt—the former used by the Troops—the latter to be given in small Portions to the poor of the Place.

I sent a Message to Cap<sup>t</sup> Caldwell concerning a Slave which was observ'd to be receiv'd on Board of his Ship—that I expected he would deliver him up, and should Others attempt to get on Board that they would not be receiv'd—and his Answer the next Day was, that he had discharg'd Him the last Night, with Others who came on Board, and assur'd me that no Negroes should be detain'd on Board his Ship.—A Flag was granted to a Gentleman requesting a Negro that was known to be on Board the *Phenix*—but Cap<sup>t</sup> Parker politely wrote me that he had promis'd Him Protection, and was sorry it was not in his power to comply with my Request.—

A Boat from the *Emrald*'s Tender, with three Men, landed on the Night of the 12<sup>th</sup>.—they fell in with our Centries, and were captur'd—This occasion'd a flag the next Morning proposing an Exchange—which was acceded to, and took place for three Men belonging to this State—The Boat was returned them for a Barrel of Salt, for the benefit of the Captors.—

On the Morning of the 13<sup>th</sup>. a Boat, with three Persons, was observ'd coming down the River, and to board the *Phenix*—In the Afternoon she was returning up with two Persons only, and being within Musket Shott of the Shore, was hailed & brought to—She proved to be the property of one House, living in George Town, and had been

conveying one William Willson, late a Merchant there, on Board the Enemy—Security was taken for their Appearance at our March Court—One of them is Son in Law to House, and from what he confess'd, House is the most guilty Person.

The Ships weigh'd and stood down the River with a fair Wind, Yesterday about 1 O-Clock—

I would beg Leave to observe to your Excellency, that as this part of Potowmack will, in all probability, be much resorted to by the Enemy's Vessells for Water, whether it would not be best to order an hundred, or two, Stand of Arms into this County.—A few Men, well armed, would prevent their plundering, and save much Expence to the Province; whereas great Numbers are [now] obliged to be assembled to make up for [this] melancholy Want. I have the Honor to be [&c.]

Will Harrison

L, MdAA, Maryland State Papers (Red Books), 4583-18.

#### CAPTAIN GEORGE COOK TO GOVERNOR THOMAS JOHNSON

Dear Sir,

St Marys River 14 Dec<sup>r</sup> 1777

Having the honour of being appointed to Command the Three Gallies, *Conqueror*, *Baltimore*, and *Independance*, have in every thing to the best of my power followed your instructions.<sup>1</sup> I got into the Sound<sup>2</sup> the 26 Nov<sup>r</sup> & anchor'd in the Evening at the mouth of Great Annamessick and went on Shore the morning following to gain Intelligence of the enemy and sent off your Letter to Col<sup>o</sup> Deshiel with one from myself informing him where we were offering him our Assistance if wanted & where he cou'd write me on any occasion. I received no answer from him I call'd at Cap<sup>n</sup> Waters the place appointed four or five days after we Cruised the Sound as often as the Weather wou'd permit seeing no Enemy & being inform'd they had sail'd down the Bay before we got there. I ordered the borrowed men on board the *Baltimore* to be put on board the other two Gallies & supplied the *Baltimore* with what Provisions cou'd be spared from the other two only leaving enough to serve to Anapolis having been inform'd that the Enemy had no Vessels in Potowmack.

On the 8<sup>th</sup> at 8 PM came to anchor in the bay a little above the Mouth of St Jeorams [*Creek*]. the 9<sup>th</sup>. early got under way wind NW a hard gale bore away for point lookout where I sent a boat a shore who brought off intelligence that the *Pheonix* of 40 Guns & the *Emerald* of 32, with two Tenders were up the River Potowmack the 10<sup>th</sup>. early got under way beat up the river above St Georges Island in the Evening anchor'd in St Marys. The Gallies being in want of wood & Water & other Necessarys keeps one a Cruising off the mouth of the river in Potowmack whilst the other is getting Necessarys I am in hopes in two days we shall be fitted only want Bread I'll endeavour to get Indian Meal to help out

I wrote Col<sup>o</sup> Barnes & expect to hear from him this Evening with what intelligence he can give me of the enemy shou'd I see him as I have some hopes of & can form any plan that can be put in Execution with safety shall do it. Col<sup>o</sup> Barnes will know as often as in my power where I am shou'd you incline to write; the Col<sup>o</sup> will be able to forward it. There is no certain Account of the Enemys force in the bay but believe they have not less than Eight Ships The Tender I left at annamessick I order'd to follow me to Anapolis & expect she has got there before this reaches you

This is sent by Cap<sup>n</sup> Harrison by way of express to you & have agreed to have his reasonable expences paid I am [&c.]

Geo. Cook

P.S. as I closed this rec<sup>d</sup> a Letter from Col<sup>o</sup> Barnes who informs that the Ships are as low as Nangemoy & expects them down soon

L, MdAA, Maryland State Papers (Red Books), 4576-99.

1. See Maryland Council to George Cook, 22 Nov. 1777, above.
2. Tangier Sound.

GOVERNOR WILLIAM MATHEW BURT TO LORD GEORGE GERMAIN

[Extract]

My Lord;

... My Answer to The Marquis de Bouillie's Letter (the Original of which I sent by the last Packet and now a Copy) your Lordship has inclosed: The Fact of The *Rattle Snake* is beyond a Doubt M<sup>r</sup> Balmer whom your Lordship did me the Honor of recommending to me will swear that he himself saw her building on the Ship:<sup>1</sup> In short my Lord the Marquis De Bouillie carries his Countenance and Protection infinitely beyond what did the Count D'Argoust: M<sup>r</sup> Bingham the North American Agent actually resides at St<sup>e</sup> Pierre's Martinique in the House of Mons<sup>r</sup> Potteau, the Officer through whose Department the whole Marine Commercial Business passes.

Inclosed is the Protest of The Sloop *Lawford* and my second Letter to the Count D'Abaud on this Subject: I have the Pleasure to acquaint your Lordship that I have receiv'd Accounts which merit some Attention that Mons<sup>r</sup> D'Arbaud is vigilant and no Prize is now permitted to be brought into his Government.

On the 28<sup>th</sup>. Ult<sup>o</sup>. arriv'd at Martinique the 1<sup>st</sup> Battalion of the Regiment of Auxerre; the Regiment of Gatinois,<sup>2</sup> and a Squadron of Belsance Dragoons; the two latter 'tis said are destin'd for Saint Domingo. In my last, I gave your Lordship an Account of their Strength: I am since inform'd their Orders are to keep 4000 Men at Martinique, four, at Guadaloupe and Grande Terre, and 2000 at S<sup>ta</sup>. Lucia the Surplus to be sent to St<sup>e</sup> Domingo: the old Troops to be drafted for that Island; the fresh arriv'd to remain in these Islands: They have a new Contract to be supplied with Beef &c for their Hospitals from the Spaniards and by this Method to preserve their Colonial Stock: Had not my Lord the French Islands so disgracefully supported and countenanced the North Americans this Government wou'd not have been so much distressed, or North America releiv'd: The French have, by their Conduct to the North Americans in plundering them of their Prizes (a Prize worth £5000 does not neat the Pirate two) and making such extravagant Charges for what they buy, so exasperated them that they publicly declare as soon as Matters are settl'd with England they hope to attack the French Islands and resent the ill Treatment they have met with in being so basely pillaged. ... I have the Honor to be [&c.]

William Mathew Burt

Antigua.

December 14<sup>th</sup>. 1777.

L, UKLPR, C.O. 152/57, 163-66. Addressed at foot of first page: "The Right Hon<sup>ble</sup>: Lord George Germain &c.. &c.. &c." Docketed: "Antigua 14<sup>th</sup> Dec<sup>r</sup>: 1777./Governor Burt/R 28<sup>th</sup>. Febr./ (7 Inclosures.)/Ent<sup>l</sup>." Enclosures not printed. Three paragraphs of this document were not printed, in which Burt wrote on the fol-

lowing subjects: a dispute with the government of Danish St. Croix over the ownership of slaves; personnel changes in the vice-admiralty courts of the British Leeward Islands; and the need for lumber in those islands.

1. In Martinique, during the fall of 1777, the Pennsylvania privateer schooner *Rattlesnake* was refitted as a ship. See *Dunlap's Maryland Gazette*, 18 Nov. 1777; and above, Deposition of Josiah Durham, 13 Dec. 1777.

2. Régiment d'Auxonne; the Régiment Gâtinais was renamed the Royal-Auvergne in 1781.

## December 15

### "VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD OF THE EASTERN DEPARTMENT"

[*Boston*] December 15 1777

Voted That a Letter be wrote to M<sup>r</sup> Burroughs desiring him to look out for a hull that will be suitable for the Rigging & Sails Saved out of the *Hamden* that is a good Sailor and inform this board thereof and the price—

Voted That an order be drawn by this Board on Cap<sup>t</sup> Bradford to pay or discount with Col<sup>o</sup> John Langdon the sum of £5017 . . 19.1½ for Sundrys Supplied the Continent.—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

### JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES

[*Boston*] Monday December 15, 1777.

A Petition of Thomas Harris, Agent for the Brigantine *America*, and Daniel McNeil, the Commander of said Brigantine,<sup>1</sup> setting forth, that on the 3d of May last they entered into an Agreement with a Committee of this Court, that the said Brigantine should proceed on a Cruize for 25 Days, under the Command of Capt. Manly.<sup>2</sup>—That the Bonds they gave for performing said Agreement are prosecuted, and praying that a Committee may be appointed to settle the Matter with them, without going into the Law.

Read and committed to the Committee who made the Agreement above referred to.<sup>3</sup>

Sent up for Concurrence.

*A Journal of the Honorable House of Representatives* [26 Nov.–15 Dec. 1777], [*Boston*, 1777], 142.

1. Massachusetts privateer schooner *America*, Daniel McNeill, commander, mounting 16 guns with a crew of 80 seamen, was commissioned on 17 Apr. 1777 and was owned by Thomas Harris & Co., of Boston. M-Ar, Revolutionary Rolls, vol. 5, 41.

2. See NDAR 8: 375, 434–36.

3. On 13 Jan. 1778 the Massachusetts General Court asked the Court of Common Pleas for Suffolk County to delay action in order that "the Parties may have an opportunity to settle the same in the manner that has been proposed if they see fit." M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 231–32.

### THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, DECEMBER 15, 1777

Boston, December 15.

Capt. John Leach is arrived at Salem with a prize brig, from Liverpool to New-York, taken by the *Oliver Cromwell* privateer, Capt. Cole,<sup>1</sup> on her passage from Bilboa

to America. Capt. Leach left London in August last, and got to Bilboa, as they would not trust any Americans with their trading vessels.

Friday last a prize ship mounting 12 double fortified 4 and 6 pounders, commanded by Captain Townsend, with 35 hands, laden with coals and provisions, bound from Liverpool for New York,<sup>2</sup> arrived safe in port; she was taken by the *Gen. Washington* privateer of this port, commanded by Capt. Rogers.<sup>3</sup> Two days before Capt. Rogers came across the above ship she had a smart engagement with a small privateer, which she beat off. Capt. Townsend in the engagement lost one of his legs, and one or two toes of the other foot, but is like to do well. He informs that he so disabled the privateer, that he thinks she could never reach any port.

Wednesday Night last a Plot was form'd by some of the Prisoners on board one of the Guard Ships in this Harbour, to destroy the Guard, which was discovered a little Time before it was to have been put into Execution. The Ringleader was committed to Goal next Day for Trial.

1. Massachusetts privateer brigantine *Oliver Cromwell*, William Coles, commander.

2. Letter of marque ship *Jonathan*, Richard Townsend, master, of about 300 tons burthen. She was libelled on 1 Jan. 1778 in the Maritime Court of the Middle District for trial at Boston on 16 Jan. *Independent Chronicle* (Boston), 1 Jan. 1778.

3. Massachusetts privateer brigantine *General Washington*, William Rogers, commander, mounting 18 guns with a crew of 130 seamen, was commissioned on 10 Nov. 1777 and was owned by Isaac Sears and Paschal N. Smith, of Boston, and Samuel Broome, of Wethersfield, Conn. M-Ar, Mass. Archives Collection, vol. 139, 150. She was termed a Connecticut privateer in her Continental bond of 25 July 1777. DNA, PCC, item 196, vol. 6, 47.

*NEW-YORK GAZETTE,*  
MONDAY, DECEMBER 15, 1777

New-York, December 15.

Three Rebel Sloops,<sup>1</sup> one of them a Privateer, made their Appearance last Wednesday off Sataket,<sup>2</sup> in Suffolk County, on Long-Island, and about 60 Miles from this City: The Privateer was soon drove ashore, and taken by one of his Majesty's Ships at a Place called the Old Man's, 7 Miles to the Eastward of the Place first mentioned, and the Crew, with all the Rebels on board, made Prisoners of War, consisting of 64 Privates, and some Officers, among them an Officer with the Rank of Colonel, named Webb. The same Day the other two Sloops run into a Harbour called Stoney-Brook, 4 Miles to the Westward of Sataket, and being unacquainted, got on a Bank: They then landed 200 Men, who immediately marched up to the Town of Sataket, and returned the same Evening in order to get off their Sloops, but their utmost efforts proving ineffectual, the next Day the whole Body went down the Island, and about 12 o'Clock passed Wading River, which is about 18 Miles from the Place where they first landed.

A Straggler in their Rear having been asked by an inhabitant what they wanted on the Island, gave for an Answer, "That they intended to oblige the People of Suffolk County to swear Allegiance to the Congress, and those that refused to take the Oath were to be plundered, and carried off Prisoners to Connecticut."

1. Continental Navy sloop *Schuyler* and schooner *Mifflin* with Connecticut Navy schooner *Spy*.

2. Setauket.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAMDecem<sup>r</sup> 1777

Abreast Bow Creek

Monday 15<sup>th</sup>

Abreast Bow Creek

D<sup>o</sup> W<sup>r</sup> [Mod<sup>t</sup> & Cloudy] At 3 PM Embark'd the Troops & emp<sup>d</sup>.  
 assisting a Transp<sup>t</sup> who ran aground<sup>1</sup>

D, UKLPR, Adm. 51/4385.

1. The transport was refloated the following day and escorted to the fleet downriver by *Viper*.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEEDec<sup>r</sup>d<sup>o</sup> [Moor'd Mud Island bearing W<sup>t</sup> 1 Mile]

Monday 15

At 9 AM Sent a Weekly Account to the *Roebuck* at Philadelphia  
 Mud Island West 1 Mile.

Var<sup>ble</sup> Wea<sup>r</sup> At 1 PM the *Brittania*<sup>1</sup> Transport got ashore in the  
 E<sup>t</sup>ern Channel sent a flat boat to her assistance At 5 Several  
 flat boats with Troops pass'd down the River

D, UKLPR, Adm. 51/675.

1. *Brittania* was refloated on the evening of 18 Dec. Journal of H.M.S. *Pearl*, 18 Dec., *ibid*.

"EXTRACT OF A LETTER FROM A GENTLEMAN IN THE NORTHERN NECK,  
 DATED DECEMBER 15, 1777."

"I arrived last night from Potowmack, where I have been stationed ten days. We have hitherto prevented the enemy getting fresh provisions from our shore, but many Negroes have gone off to them, it not being in our power to guard the whole river, and the Gentlemen, rather than destroy the boats (which would have effectually prevented the slaves getting on board the ships) would run the risk of losing some hundred pounds; as an instance of this, Captain Townsend Dade had his batteau drawn up and locked in his barn; the night following ten Negroes took his oxen, broke open the door, carried her back to the river, and effected their escape. The sufferers, when I came away, were Mr. Fitzhugh of Chatham, three fellows, one wench, and four children; Mr. Fitzhugh of Marmon, one fellow; Col. Henry Fitzhugh, five fellows; Major Stith, three fellows; Henry Fitzhugh, one fellow; Thacker Washington, two fellows; Mr. Moxley, one wench. I was charged with a flag from Colonel Skinker, to endeavour a recovery of those Negroes, but received for answer "they were determined to protect all that came on board." The ships lay off Boyd's Hole four days, all which time they were constantly trading with the Marylanders. We could plainly distinguish carts come down to the water tide, discharge their loads, and take from on board the boats what they carried on shore. If a stop is not put to this illicit trade, we shall be eternally infested with those pirates.

Monday last, 4 Negro fellows, belonging to Mr. Jones of Hampton, attempted to get on board the *St. Alban's* man of war, two of them were drowned in the attempt, the other two got on board, but the Captain immediately sent a flag ashore with them.

Dixon and Hunter's *Virginia Gazette*, 19 Dec. 1777.



BRIGADIER GENERAL WILLIAM MOULTRIE TO  
MAJOR GENERAL ROBERT HOWE

December 15th, 1777.

In council of war, held the 13th instant,

President, Brigadier Gen. Moultrie.

Col. Isaac Huger, Col. Motte, Col. Roberts, Col. Pinckney, Col. Sumpter, Lieut. Col. Elliott, Lieut. Col. Marion, Maj. Peter Horry.

The council were of opinion that there would be no impropriety in sending the detachment required provided the remaining troops were thought sufficient for the defence of the state; but considering the present situation of the state, and of the several regiments, the council were also of opinion, that we have not men enough to defend the state should it be properly att[a]cked.

It is also my opinion that there is no impropriety in sending troops on that expedition provided there be enough to defend the state.

Signed,

William Moultrie, President.

William Moultrie, *Memoirs of the American Revolution*, 2 vols. (New York: David Longworth, 1802; New York: Arno Press, 1968), 1: 195.

COMTE D'ARGOUT TO  
VICE ADMIRAL CLARK GAYTON

Copie d'une lettre ecrite par Mr. Le Comte D'argout à L'amiral Gayton en station à la Jamaïque en datte du 15. décembre 1777.

Monsieur

D'après les traités de paix qui subsistent entre nos Souverains, d'après les assurances que vos lettres m'ont données de vos dispositions à maintenir la Bonne intelligence, d'après les procedés dont J'ai usé en vous assurant Justice et Réparation des torts dont vous m'avés porté plainte, Je ne devois pas Sans doute m'attendre à des voyes de fait, des violences ouvertes qui caracterisent des hostilités, et une violation manifeste du droit des gens. Pour en bien Juger, J'ay L'honneur d'adresser à Votre Excellence la déclaration autentique que vient de faire au greffe de l'amirauté de Cette ville un Particulier résident à Jean Rabel<sup>1</sup> dépendance du Môle et témoin des Violences et voies de fait dont Je me plains; elles sont de nature à ne pas me permettre de fermer les yeux, J'en suis on ne peut pas plus affecté, et J'en attens de V.E. la réparation la plus eclatante et la plus satisfaisante. Je la prévien même que J'en ai rendu compte à la Cour du Roy mon maitre, et que J'y enverrai sa réponse laquelle doit maintenant etre la Regle de ma conduite et le motif des ordres que Je donnerai aux fregattes que J'ai icy pour mon commandement.

Pour copie.

Dargout

P.S. Je viens d'etre informé dans l'instant, Monsieur, du nom de ces deux frégattes, l'une S'appelle la *Maidstonn* de 28. canons et l'autre le *Squirrl* de 20. canons.<sup>2</sup>

[Translation]

Copy of a letter, dated 15 December 1777, written by Comte d'Argout to Admiral Gayton on station at Jamaica.

Sir

In accord with the peace treaties that exist between our two sovereigns, in accord with the assurances that your letters have given me of your provisions to maintain good relations, in accord with the procedures I have used to assure you of justice and compensation for wrongs for which you brought complaints against me, I no doubt should not have expected assaults, open attacks that are characteristic of hostilities, and an obvious infringement of the law of nations. I have the honor of forwarding to your Excellency, for you to judge of it, the certified declaration that has just been made in the Admiralty's Office of this town by a private resident of Jean Rabel,<sup>1</sup> in the jurisdiction of The Mole, who witnessed acts of violence and attacks about which I am issuing a complaint. These acts are of such a nature that I cannot allow myself to close my eyes to them. One cannot be more affected by them than I am, and I await your Excellency's most immediate and satisfactory compensation for these wrongs. I am even informing his Excellency that I have made a report of these acts to the court of the king, my master, and shall forward there his Excellency's response, which is now to govern my conduct and be the basis of the orders I shall issue to the frigates I have here under my command.

copy

dargout

P.S. I have just been informed at this moment, Sir, of the names of the two frigates: one is called the *Maidstone* of 28 guns and the other is the *Squirrel* of 20 guns.<sup>2</sup>

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 526, 254.

1. See above, Statement of Jean Caburru to the Cape François Admiralty, 12 Dec. 1777.

2. The two vessels involved in the 27 Nov. incident were H.M.S. *Winchelsea* and H.M. sloop *Hornet*. See above, the Captain's Journals for each ship on 28 and 27 Nov., respectively.

#### JOURNAL OF H.M. SLOOP *DILIGENCE*, COMMANDER THOMAS DAVEY

Dec<sup>r</sup> 77

Extream of y<sup>e</sup> Land from NbE

Monday 15<sup>th</sup>

saw 3 Sail. gave Chace. provd to be English Vessels from Antigua to Bay Honduras. saw an other Sail to Windward bearing down on us. at 8 she fird a gun & hoisted American Colours ½ past she fird her Broadside into us & hauld on a Wind to y<sup>e</sup> Sward which we returnd w<sup>th</sup> round & Grape Shot, firing our bow Chace at her till 11 O Clock when she was out of Gun Shot. she prov'd to be an American Privateer

The Land of Hispaniola in Sight

Fresh Breezes & Cloudy W<sup>r</sup> in Chace of the Privateer ½ Past she TKd & Stood to the N<sup>o</sup>ward. as she past we gave her a broadside & Stood after her. at 7 PM lost sigh [sight] of her. Tho<sup>s</sup> Plunket. Seaman had his right hand shot off

## December 16

NEW HAMPSHIRE MARITIME COURT DECREE CONCERNING *LUSANNA*

State of New  
Hampshire  
Rockingham ss

At a Court Maritime held at Portsmouth by  
adjournment the sixteenth day of December  
AD 1777

Before The hon<sup>ble</sup>. Joshua Brackett Esq<sup>e</sup> Judge of said Court

The Libel of John Penhallow & Jacob Treadwell Agents for the Owners of the armed Brigantine the *MClary* Joshua Stackpole Commander & of George Wentworth Agent of the Captors against the Brigantine *Lusanna* Matthew Wood Master her Cargo & appurtenances together with the several claims of Elisha Doane Isaiah Doane & James Shepherd for said Brig<sup>t</sup>. *Lusanna* & part of her cargo as also the Evidence thereon was committed to a jury sworn to try the same according to law & evidence, who after due consideration thereof return their verdict & say "The Jury find the Libel true & nothing for the Claimants Which being seen & understood Tis therefore determined & adjudged by said Court That the said Vessel her cargo and appurtenances are forfeited & deemed lawful prize & the same are hereby ordered to be divided & distributed according to law.

From which sentence & decree of said Court the said Elisha Doane, Isaiah Doane & James Shepherd by their attorneys severally prayed an appeal to the American Congress which is refused them by the Court it being contrary to the Laws of said State Whereupon the said Claimants by their attorneys as aforesaid severally pray an appeal to the next Superior Court of Judicature for said County on all the property by them severally claimed as aforesaid which is granted by the Court. And they respectively recognize to prosecute said appeal to effect.

Copy examined by Jon<sup>a</sup>. M. Sewall Cler

Copy examined by Nath<sup>l</sup>. Adams Clerk

Copy, DNA, PCC, item 44, 263–64 (M247, roll 58). Docketed: "N 1/Decree of Maritime/Court vs *Lusanna*."

"VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT"

[*Boston*] Decem<sup>r</sup> 16. 1777

Voted That a Letter be wrote to the Hon<sup>ble</sup> The Marine Com<sup>tee</sup> Acknowledging the receipt of theirs of the 12<sup>th</sup> & 22<sup>d</sup> Ult<sup>o</sup> and to Inform them that a Court of Enquiry has been had on Cap<sup>t</sup> Burroughs and the pilot of the Brig<sup>a</sup>. *Hamden*. Copy of the proceedings now transmitt<sup>d</sup> and to inform them of the Necessity of a Number of Brigs being fitted out to Cruise Against the Enemy &c &c

Voted that Col<sup>o</sup> Langdon Continental Agent at Portsmouth be ordered to Settle Cap<sup>t</sup> Roachs acco<sup>ts</sup> to the time of his Suspension.—

This Board having Examined the Evidences taken by the Court of Enquiry on M<sup>r</sup> Ezekiel Burroughs Commander of the Brig<sup>a</sup> *Hamden* and Joseph Roach Pilot—

Voted That they approve of and Confirm the Judgement given by said Court on each of them—

This Board having Examined the Evidences taken by the Court Martial held at Boston on the Charges Exhibited by Hector McNeil Esq<sup>r</sup> Com<sup>r</sup> of the Ship *Boston* against Cap<sup>t</sup> Richard Palmes of the Marines on board s<sup>d</sup> ship

Voted That the[y] approve of and Confirm the judgement given by the said Court in that Cause.—<sup>1</sup>

This Board having Examined the Evidences taken by the Court Martial held at Boston on the Charges Exhibited by Hector McNeill Esq<sup>r</sup> Commander of the Ship *Boston* Against John Brown Lieu<sup>t</sup> on board her—

Voted That they Approve of and Confirm the judgement of said Court in that behalf—

This Board having Examined the Evidences taken by the Court Martial held at Boston on the charges Exhibited by Hector McNeill Esq<sup>r</sup> Commander of the Ship *Boston* against Ebenzer Hogg midshipman on board her

Voted That they approve of and Confirm the Judgement of said Court against the said Hogg—

Voted That Application be made to the Hon<sup>ble</sup>. the Council of this State to request them to furnish this Board with the Grounds and reasons of their representation to Congress respecting the Charecter of John Roach Esq<sup>r</sup> late Cap<sup>t</sup> of the Ship *Ranger* or that they would otherwise Support the Charge made against him

Voted That a Letter be wrote to the Hon<sup>ble</sup>. John Langdon Esq<sup>r</sup> Continental Agent at Portsmouth informing him that they have made Enquiry respecting the Charecter of John Roach Esq<sup>r</sup> and desiring him to Settle his accounts to the time of his Suspension.

Voted That a Letter be wrote to John Roach Esq<sup>r</sup> to Inform him that in Obedience to a Resolve of Congress of the 14<sup>th</sup>. June last they had made application to the Hon<sup>ble</sup> Council of this State respecting their Charge against him and that their report is unsatisfactory and not grounded on such proof as in our opinion is Sufficient to suspend him—

Voted That a Letter be wrote to Daniel Tillinghast Esq<sup>r</sup>. Continental Agent at Providence desiring him to forward to this Board the money or Certificates for the warrant Mr Deshon left in his hands on the Loan office in the State of Rhode Island for 50000 dollars. Deducting 20,000 dollars received by Mr Deshon and also to inform him that they are ready to examine and Settle his accounts with the Continent—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. Apparently, the court found in favor of Capt. Palmes as he was assigned to *Boston* after Samuel Tucker relieved Hector McNeill as captain. See "Votes and Resolutions of the [*Continental*] Navy Board of the Eastern Department," 29 Dec., below.

#### MAJOR GENERAL JOSEPH SPENCER TO THE RHODE ISLAND COUNCIL OF WAR

Gentlemen

Providence 16<sup>th</sup> Dec<sup>r</sup> 1777—

I am informed that there is now in the Harbour at Newport Twenty Ships Frigates, and Sloops of War, and that Eight of those Ships are of the Line, and that Lord How is in the *Eagle* of 64, and the *Bristol* of 50 was expected there Yesterday, I am also told that it is a matter Noted amongst our Enemy there, that our Frigates<sup>1</sup> are hawl'd up; A friend has also informed me that he thinks he has good reason to believe that Major French with 750 Men Including their Granadiers and light Infantry, lately Marched in the Evening toward the North End of the Island in Order to Embark in Boats for Providence to take

some of the principle Gentlemen and myself; these things I thought best to acquaint Your Honors with, You will consider how far, they are worthy of your Attention I am [&c.]

Jo<sup>s</sup> Spencer

L, R-Ar, Letters to the Governor (1777–1778), vol. 11, 97. Addressed at foot: “His Excellency/Governor Trumbull.” On 17 Dec. Spencer sent similar letters requesting military assistance to the president of the Massachusetts Council and the governor of Connecticut. M-Ar, Mass. Archives Collection, vol. 198 (Council Letters), 357; and Ct, Jonathan Trumbull Papers, vol. 7., 243.

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

COLONEL SAMUEL B. WEBB TO MAJOR GENERAL WILLIAM HEATH

Dear Gen<sup>l</sup>.

Providence Dec<sup>r</sup> 16<sup>th</sup>. 1777.

On Tuesday Evening the 9<sup>th</sup>. Instant I embarked on board the arm’d Sloop *Schuyler*, haveing under Convoy three other Vessels with ab<sup>t</sup> 400 Men for Long-Island,—the night being dark and blustering we parted Company, at the dawn of day on Wednesday morning we were off Satalkut—when we discovered a Ship crouding all Sail for us, being to leeward we had only one chance to escape, which was by runing the Vessel ashore, no time was lost, the Vessel grounded on a Beach about 200 Yards from shore, the boat was hove out, before we could get her from the Vessel the Surf ran so amazing high that she fill’d and Sunk, with much difficulty we regained the Vessel—by this time the Ship had come too within half a Mile of us and was pouring in her Broad-side—in this cruel Situation we were oblig’d to Strike,—The Ship proved to be the *Falcon* commanded by Cap<sup>t</sup> Harmood, who bro’t Us to Newport, haveing a number of friends there I made interest to come out and endeavor to effect an exchange, as you will see by the enclosed Parole—Your former politeness and attention, leads me at this time to request your influence in this matter, consider my Dear Sir that I am a young Man just entering on the Stage of life, my Reg<sup>t</sup> now happily formed, and should I remain in a State of Imprisonment long, not only personaly, but my Reg<sup>t</sup> must suffer much, the former objection of Col<sup>o</sup>. Campbells<sup>1</sup> exchange must now be at an end, he was then an Officer of the highest Rank of any in our hands, was therefore detained for Gen<sup>l</sup> Lee, since which Major Gen<sup>l</sup> Prescott<sup>2</sup> has been made a Prisoner—I do not suppose it in your power to settle the exchange, but a letter from you to the General & another to the Massachusetts members of Congress will I am perswaded have a happy effect,—time will not permit or I should write Gen<sup>l</sup> Hancock—be pleased to shew him this letter—I cannot but hope he will favor me with Letters on the Subject.—I hope my unhappy situation, and State of Anxiety will plead the necessary excuse for my troubling you on this Subject, I set of from this for Wethersfield in Connecticut this afternoon, being now destitute of a second Shirt, I hope to hear from you on this Subject by the earliest conveyance, and wish most ardently the letters from you & Gen<sup>l</sup> Hancock may be enclosed Me. With the warmest Sentiments of Esteem I am [&c.]

Sam<sup>l</sup> B. Webb

N.B. The offer is now a Col<sup>o</sup>. for a Lieu<sup>t</sup>. Col<sup>o</sup>. which I obtained by the Influence of my friends.

L, MHi, William Heath Papers, vol. VII. Addressed: “Gen<sup>l</sup> Heath.” Docketed: “From Col<sup>o</sup> Webb/relative to his being/Exchanged—/De<sup>c</sup> 16, 1777.” In a similar letter to Washington on 29 Dec. 1777, Webb states that he discovered H.M. sloop *Falcon* when two miles distant. DLC, George Washington Papers, Series 4.

1. Lt. Col. Archibald Campbell.

2. Maj. Gen. Richard Prescott.

## VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS

Sir,

Antigua 16<sup>th</sup>: December 1777.

Please to acquaint my Lords Commissioners of the Admiralty that Captain Chapman in His Majestys Sloop *Shark* arrived at English Harbour the 13<sup>th</sup> Novem<sup>r</sup> last and left Captain Parry in the *Lynx* Sloop off this Island, to proceed with such part of the Trade that came under their Convoy and were bound to St<sup>t</sup> Kitts and Jamaica; those bound to Barbados, Dominica and Antigua; were all seen safe to their respective Ports, Captain Vincent of His Majestys Ship *Yarmouth* likewise arrived here the 22<sup>d</sup> Novem<sup>r</sup> having left the *Speke* Ordnance Storeship (that came under his Convoy.) delivering her Ordnance Stores at Dominica. By these Ships I have received from their Lordships the several Letters and Orders named on the other side; <sup>1</sup> all which shall be exactly complied with except making a post Ship of the *Beavers prize* (late the *Oliver Cromwell*) for which purpose she was too small; as their Lordships will perceive by my former Letters Dated the 24<sup>th</sup> July & 24<sup>th</sup> August last; <sup>2</sup> and I had therefore purchased her for a Sloop of War; & given the Command to M<sup>r</sup> John Auriol Drummond 1<sup>st</sup> Lieutenant of the *Portland*; and sent her to England to get proper Guns, and strengthen the Convoy that sailed from St<sup>t</sup> Christopher the 4<sup>th</sup> November last; which I flatter myself their Lordships will be pleased to approve.

Captain Chapman on his Arrival here made Complaint that several of his Ships Company were Mutinous and disobedient to his Orders, and he had been obliged to Confine the Master, Boatswain, Carpenter and a Midshipman, as principals who had stirred up the Ships Company to such behaviour, and has requested that a Court Martial may be held on the aforementioned Officers, and an Enquiry made into his own Conduct; however as the Ships of the Squadron are most of them at Sea on different Cruizing Stations, it was not in my power immediately to grant his Request; but I shall endeavor to get a sufficient Number of the Ships here about the middle of January, to perform that Service; and will by the first Opportunity afterwards acquaint their Lordships with the result of said Enquiry; in the mean time I shall lend the Seamen belonging to the *Shark* to such of the King's Cruizing Ships as are short of Complement and keep the Sloop in English Harbour till the first Convoy goes to England from these Islands, and then appoint her to perform that Service—

I am sorry to acquaint their Lordships that Capt Truscott of His Majestys Sloop *Grasshopper* had the misfortune to get on the Warrington Rock coming into St<sup>t</sup> Johns Road Antigua, the Evening of the Decem<sup>r</sup>: <sup>3</sup> on her return from the Island Barbuda, where he had carried Governor Burt Commander in Chief of the Leeward Islands, who was directed to go to that Island by His Majestys Secretary of State to make Enquiry concerning a Spanish Merchant Vessel wrecked near the said Island and Complaint was made to His Majestys Minister that great Embezzlement of the Cargo had been made by the Inhabitants; however by assistance of the Boats belonging to His Majestys Ship *Portland* who then happened to be lying in the Road; she was got off without much damage; but as it was necessary to heave her down in order to have her bottom examined; and judged not safe to send her up to English Harbour for that purpose, I ordered it to be done at St<sup>t</sup> Johns; she has now been hove out both Sides and the necessary repairs done, and I hope will be ready to proceed on a Cruise about the middle of next Week—

The October Packet is arrived at Antigua and has brought me from their Lordships the several Letters &c<sup>a</sup>. named in the otherside but as she will sail almost immediately I cannot by this Opportunity return proper answers to them and I must beg of you to acquaint their Lordships the same shall be done by the earliest opportunity; likewise that I shall permit Captain Jones to return to England as soon as he can, and mean to appoint M<sup>r</sup>. Robert Boyle Nicholas 1<sup>st</sup>. Lieu<sup>nt</sup> of the *Portland* to the Vacancy; as the *Beaver* cannot be conveniently spared from the Station,—I shall write their Lordships more fully by the next safe Conveyance and am [&c.]

Jam<sup>s</sup>. Young.

P.S. I must farther intreat you will mention to their Lordships that from the bad Sailing of the *Shark* & *Lynx* Sloops several of the Trading Vessels from Ireland, which came under their Convoy would certainly have been taken off the French Islands (Martinica & Guadaloupe) and carried in there, by some American Privateers, that came out for that purpose; had I not sent the *Ariadne* Frigate to strengthen the convoy; and she had the good fortune to fall timely in with the Trade and drove off the Privateers that were waiting to intercept them.

J. Y

L, UKLPR, Adm. 1/310. Addressed below close: "Philip Stephens Esq<sup>r</sup>." Noted on first page: "R 28 Feby 1778." Noted on list of letters: "9 Mar/Answrd."

1. The list of letters brought by H.M. sloop *Shark*, H.M.S. *Yarmouth*, and the October packet is not printed.

2. NDAR 9: 322–24 (23 July), 800–802.

3. Young left a space but did not specify the date.

# GOVERNOR THOMAS SHIRLEY TO VICE ADMIRAL JAMES YOUNG

Copy

Sir

Dominica Government House 16<sup>th</sup>. Dec<sup>r</sup>. 1777

I embrace the Opportunity of Captain Swiney's<sup>1</sup> going immediately from hence to Antigua, to acquaint You that four days ago was carried into Martinique by One of the Rebell Cruizers Two Guinea Men, a Ship and a Brig; the Master of One of which Vessels informs me that a great many Vessels are Armed and fitted for Sea in the Port of St<sup>e</sup> Pierre in that Island either as is supposed with a Design to intercept the Convoy expected from England or some other purpose, I should not readily give into the Idea, that they are collecting to Insult or make any Depredations upon this Island, But their force is formidable, their Ships some of them being large, And I am sure Sir the Marquis de Bouillé is in such a temper of mind with respect to us, with whom he has taken it into his head to be extremely angry that tho he might not dare to Insult us himself He wou'd favour any Scheme of the Rebels for that purpose; howe'er Sir be that as it may I think it my Duty to give You the earliest Intelligence of these matters in my power; I have the honor to be [&c.]

(Signed) Thomas Shirley.

Copy, UKLPR, Adm. 1/310. Addressed below close: "Vice Admiral Young." Docketed: "Copy/Dominica 16<sup>th</sup>. Dec<sup>r</sup>. 1777./Governor Shirleys Letter/to, Vice Adm<sup>l</sup>. Young." Enclosed in Vice Admiral James Young to Philip Stephens, 21 Dec. 1777, below.

1. Lt. William Swiney, H.M. sloop *Comet*.

JOURNAL OF H.M. SLOOP *BEAVER*, CAPTAIN JAMES JONESDecemb<sup>r</sup> 1777

Martinico WbS

Tuesday 16th

10 AM saw a ship to wind'd off Martinico, Supposed to be the *rat-tle snake*, made sail and gave Chace  $\frac{1}{2}$  past 11 AM shortned Sail finding she made for Trinity bay Martinico at noon Tack'd Ship, East end Martinico SSE 2 Leagues  
 D<sup>o</sup>. Wea<sup>r</sup> [Light airs & fair] PM Tack'd Ship—Martinico SW 3 Leagues

D, UKLPR, Adm. 51/93.

## December 17

“VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
 OF THE EASTERN DEPARTMENT”

[Boston] Decem<sup>r</sup> 17. 1777.

This Board Conceiving it to be for the public advantage that the Brig<sup>a</sup>. *Dispatch* belonging to the Continent and Under the care of John Bradford Esq<sup>r</sup> should be improved as an armed Vessell for which she is now in great measure fixed therefore.—

Voted That a Letter be wrote to M<sup>r</sup> Bradford to desire him to Suspend the Execution of the orders he may have relative to that Vessell till we can get an answer to what we have wrote to the Marine Committee on that Subject—

Whereas John Brown Lieu<sup>t</sup> in the Continental navy has represented to this Board that his private affairs require his presence at Halifax where he has now an opportunity of going with the Command of a Cartel<sup>1</sup> and desiring leave of absence for a short time therefore

Voted that the said Lieu<sup>t</sup> Brown have leave of absence for a time Sufficient for that purpose.—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. Brigantine *Favorite*.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
 GEORGE WASHINGTON

Continental Navy Board

Sir

Borden Town 17<sup>th</sup>. Dec<sup>r</sup> 1777

In Consequence of your Recommendation  $\text{\textcircled{P}}$  Col: Worthington, we have done every thing in our Power to forward the work in Hand. & have the Pleasure of assuring you that every thing goes on with Secrecy & Dispatch, to the Satisfaction of the artist. We expect he will be enabled in a Day or two to try the important Experiment.<sup>1</sup>—We have the honour to be [&c.]

Fra<sup>s</sup> Hopkinson  
 John Wharton



L, DLC, George Washington Papers, Series 4. Addressed at the foot of the page: "His Excel<sup>cy</sup> Gen<sup>l</sup> Washington."

1. The operation was an attempt, with floating mines, to destroy or damage British ships anchored near Philadelphia. These mines were constructed by David Bushnell. For his account of the attempt see *NDAR* 6: 1507. See also the Diary of Elizabeth Drinker, 27 Dec., below. In addition, see Jonathan Trumbull to Colonel William Worthington, 4 Nov., and Jonathan Trumbull to Samuel Parsons, 21 Nov., above.

### JOURNAL OF THE CONTINENTAL CONGRESS

[York] Wednesday, December 17, 1777

Also a letter . . . of the 9, from Charles Alexander, late captain of the frigate *Delaware*, directed to the Marine Committee, were laid before Congress, and read:

*Ordered*, That the letter from Governor Livingston be referred to the Board of War; and that the letter from Captain Alexander be returned to the Marine Committee.

JCC 9: 1032.

### JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Wednesday 17<sup>th</sup>. December 1777

[*Ordered*] That the said Treasurer<sup>1</sup> pay to Capt. Thomas Coursey eight hundred and sixty six pounds, sixteen shillings and seven pence due to him and for Wages due to the Crew of the *Chester* Galley per Account passed.

D, MdAA, Governor and Council (*Proceedings*), 1777–79, 3842, p. 143.

1. Western Shore Treasurer.

### RESOLUTION OF THE SOUTH CAROLINA PRIVY COUNCIL

In the Privy Council Wednesday 17<sup>th</sup> Dec<sup>r</sup> 1777.

Resolved that the Embargo in the port of Charles Town be Continued until the Marine Expedition now fitting Out by the State be Ended, and the Cruise finished—Ordered that a Copy of this Resolye be served on the Navy Board that it may be made known—

(Signed) Jn<sup>o</sup> Colcock Sec<sup>y</sup> P<sup>r</sup> C<sup>l</sup>.

Salley, ed., *South Carolina Commissioners*, 118.

### SOUTH CAROLINA PRESIDENT AND PRIVY COUNCIL TO FIRST COMMISSIONER OF THE SOUTH CAROLINA NAVY BOARD

Sir/

Charles Town December 17<sup>th</sup> 1777—

I am directed to Inform the Navy Board, that it was this day resolved by his Excellency the president with the advice of the privy Council that Congress Letters of Marque be given to such persons as shall Command the Several Vessels engaged for the Intended naval Expedition, and that the *Fair American*, & *Polly*, Briggs, be also Engaged in the Service on the Same Terms as the Others I am Sir [&c.]

(Signed) Jn<sup>o</sup> Colcock Sec<sup>y</sup> P<sup>r</sup> C<sup>l</sup>.—

Salley, ed., *South Carolina Commissioners*, 119.

## SOUTH CAROLINA NAVY BOARD TO CAPTAIN HEZEKIAH ANTHONY

Sir/

Navy Board December 17<sup>th</sup> 1777—

The Commissioners of the Navy desire that you will with all possible Dispatch have the Brigg: *Polly*—of which you are Cap<sup>t</sup>—<sup>1</sup> fitted and Maned to proceed on a Cruise, and whatever Stores or Provisions may be wanted, you are to deliver an Incident to the Commissary for the Naval Department, who is directed to Supply them, And in Order that no delay may happen for want of Assistance, you are directed to hire a Sufficient Number of Negroes to fill your Water and Cut your wood &c. while the Seamen are Employed about your Rigging, Guns, &c.:—they make no doubt but you will Exert yourself in a very particular Manner on this Occasion as the Service of the State requires the greatest Dispatch—You are Likewise desired Immediately to Open a house of Rendezvous under the Direction of a Proper Officer to Enlist a Sufficient number of Men to make your Compliment Ninety—The State will Allow a Bounty of Ten Dollars <sup>per</sup> Man to such as will Enlist—<sup>2</sup>

By Order of the Board  
John Calvert Clerk

To Capt<sup>n</sup> Hezekiah Anthony  
Commanding the Brigg *Polly*

Salley, ed., *South Carolina Commissioners*, 119–20.

1. Anthony, prior to becoming captain of the privateer *General Washington*, held a second lieutenant's commission in the South Carolina Navy. See *NDAR* 7: 440, 498.

2. On 22 Dec. the South Carolina Navy Board sent a similar letter to Capt. Charles Morgan of the brig *Fair American*. Salley, ed., *South Carolina Commissioners*, 123.

## SOUTH CAROLINA NAVY BOARD TO THOMAS SMITH

Sir/

Navy Board 17<sup>th</sup> Decem<sup>r</sup> 1777—

The Commissioners of the Navy Direct that you<sup>1</sup> do with all possible dispatch furnish the Board with One Hundred Cross barr Six pound Shott Two Hundred Cross barr Four pound Shott and One Hundred Cross barr Three pound Shott, and whatever Assistance you may want (of hands) you are to hire on the best Terms you can and they will pay the Expen<sup>ce</sup>—

Bar Iron and Coals will be sent from the Arsenal on Your Applying to M<sup>r</sup> John Calvert—By Order of the Board

Edw<sup>d</sup> Blake 1<sup>st</sup> Commiss<sup>r</sup>

Salley, ed., *South Carolina Commissioners*, 119.

1. Smith was a founder.

## JOHN LEWIS GERVAIS TO HENRY LAURENS

[Extract]

Dear Sir

Charles Town 17 December 1777.

... I am in hopes we Shall Save your Rice at Alatomaha I have bought an Augusta trading boat that will Carry above 1500 Bushel—She is new & build of Mulberrys timber—She is dear, I bought her at Vendu for £3000—however Mr Manigault was of opinion with me—that it would be to your advantage [*illeg.*] Saving the Rice

we Shall get double the Cost, & the boat will sell for nearly the Same price—If the Ruff Rice can be Sold at 2/6. G: Money at Sunbury. I have wrote to Mr Clay to have it Sold there other wise to send it here, & if it dont fetch 15/: I Intend to send it to Mepkin & have it beat out—I think it will be well worth the trouble as Rice has Sold at £3. 10 ¢ C—it is at a Stand now as three M. War are on our Coast.—however, we have some thoughts to drive them away—an embargo is laid—& w<sup>th</sup> the *Randolph*—States & other Vessels an attack on them is intended—the public have offered 10 Dollar pramium ¢ Man. the New Insurance Company offer 10 Dollar ¢ each able Seaman for 300.<sup>1</sup>—& a private Subsidy is to be opened—by which means it is hoped all the Armed Vessels will be manned, the attempt even may be of Service. . . . I am [&c.]

John Lewis Gervais

L, Schi, Henry Laurens Papers. Addressed: "Hon<sup>ble</sup>. Henry Laurens Esquire/President/of the Hon<sup>ble</sup>. the Congress." Docketed: "John L Gervais/17 Decem 1777./Rec<sup>d</sup> 16 March 1778." Two paragraphs containing Gervais's comments on the military operations at Philadelphia are not printed.

1. For the Charleston Insurance Company's decision, see Salley, ed., *South Carolina Commissioners*, 118–19.

#### HENRY TUCKER TO ST. GEORGE TUCKER

[Extract]

Dear S<sup>t</sup> George

Bermuda December 17th. 1777—

. . . Some little Time ago we were terribly alarmed with the dismal Prospect of Famine—but the Removal of the Vessels of War that had guarded our Coasts for a long Time gave us an Opportunity of obtaining Supplies from the Continent—We are at present comfortably tho' not largely supplied—How long we shall continue to be so, God only knows—I wou'd fain hope for a long while—but have little Reason to expect it. . . . I am in great Truth D<sup>r</sup> S<sup>t</sup> George Your Most Aff<sup>ct</sup>. Br<sup>t</sup> & Friend

Henry Tucker

L, ViW, Tucker-Coleman Papers. Addressed: "S<sup>t</sup> George Tucker Esq<sup>r</sup>—to the Care/of The Honble John Page Esq<sup>r</sup>/at/Williamsburg/in/Virginia/¢ Cap<sup>t</sup> Tucker." Noted: "6/. Truble Ship . . . 18." Docketed: "H: Tucker Som<sup>t</sup>/Dec<sup>r</sup> 17: 1777." Two pages of this letter, covering news of family and personal finances, are not printed.

#### GOVERNOR VALENTINE MORRIS TO LORD GEORGE GERMAIN

Duplicate

My Lord.

Saint Vincent December 17<sup>th</sup>. 1777

I embrace this opportunity of a vessell of Force sailing from Dominica; to transmit to your Lordship the inclosed copy of an affidavit relative to american force, and French conduct in these latitudes; at Martinica particularly. I have also to repeat from the very certain intelligence I keep up there, that it is in vain for your Lordship, or any of his majestys ministers to hope that the real conduct of the French in their Islands in these seas, will be alter'd, whatever may be their declarations or most solemn assurances in Europe, their plan of the most effectual, most avowed support, and every thing but publick acknowledgment of the independancy of the American States, is so steadily, and uniformly pursued that I cannot but be assured altho they will not declare War first against

Great Britain, they will continue to act so as to make that unavoidable on the part of his Majesty against them, and they expect it and prepare themselves for it, on supposition that sooner, or later, they will be interrupted in their present advantages of reaping every possible advantage a war could give them without suffering any of its inconveniences.

the present very formidable and highly unnecessary Force they have in their Islands hereabouts, which I beg leave to assure your Lordship has been under rated, and this not even a little, in all of my former letters, is calculated; is intended for offence to the English, rather than defence to themselves, a sufficient British naval Force in these Seas, will not only prevent these, but might cut off their supplies from Europe, in which case their numbers must soon starve there in a climate where no care can long preserve provisions, flour especially; and the internal produce of Martinica cannot maintain its present numbers scarce two months, and even to do this all of their Sugar settlements must be dismantled and the Land turned to the growing of provisions, a work of time and ruin to them.

permit me my Lord, on a supposition of the great probability of a War with them to observe that any attack on either Martinica, or Guadaloupe, the former especially, would be attended with great loss, and be very tedious, supposing it proved successful; the Island of Saint Lucie has a very trifling force on it, has comparatively speaking no fortifications whatever; has many perfect open indefensible bays, and altho yet awhile from its produce of very little importance, is from its Situation and power of annoyance inestimable in that Island at the Carenage, Souffriere bay, and many other excellent sheltered roads, are harbours for Men of War perhaps equal if not superior to any in most Islands; the seafaring people can inform your Lordship that men of war can at one stretch, without making a Tack cover Grenada, and all the Grenadines, and this Government, and this let currents be as they may, which among all of these Islands are beyond belief troublesome. at another stretch (with equal convenience) these can reach Dominica, harrassing Martinica either on its windward, or leeward side at option, to the total prevention of shipping getting into or out of Martinica unobserved. so that part of a squadron being at Dominica, other part at S<sup>t</sup> Lucie and a third at Antigua as usual, and his Majestys Ships making their cruizes in concert, the British windward Islands would be perfectly protected, by the same cruise, that annoyed even to actual starving to a surrender, both Martinica and Guadaloupe; and both must my Lord, I dare emphatically repeat must fall without hazard or bloodshed of his Majesties land Forces. to presume to point out to your Lordship the advantages which would attend this mode of reducing those Islands in preference to transporting to these seas troops sufficient to conquer them, would be impertinent; to hint the thoughts and manner of doing it probably is my duty.

after again assuring your Lordship of the facility with a trivial land Force of being masters of S<sup>t</sup> Lucie yet begging my declarations may be no further relied on than to lead to examining persons of better judgment, particularly his Majesties Captains of Admiral Youngs Squadron who have lately cruised round these latitudes; I have the honor of acquainting your Lordship I can at all times furnish pilots, that know every bay, and sounding, and current, of, and round that Island.

to confirm the vast importance of S<sup>t</sup> Lucie to Great Britain in point of situation, and for the reasons before named, let me have the honor of calling to your Lordships recollection the point the Court of France made at the last peace not to let it remain in our hands. this was their knowledge of the advantages of its local situation

a predilection that Court will have art enough to disclaim in hopes of concealing its utility from British knowledge of the Land is much inferior to that of this Island, and from whence I could now get settlers into this Government

If Lord Mansfield does me the honor to recollect much discourse I had the honor of holding with his Lordship at my own Seat in Monmouthshire, previous to the last peace on the subject of that Island he probably will recollect the enquiries he might in consequence of my hints have made from other people. my situation of late years in this Government, with my own repeated personal examinations, and the informations I get from connections I keep up in that Island, with in three, I believe I may say much less than three hours sail from this Island, by encreasing and rendring certain my former intelligences, and knowledge of it, have quite confirmed my former justly founded opinion, that in respect of anoying and curbing Martinica, it is of inestimable value to Great Britain. let my Lord its relative situation, and harbours, and not its produce be the articles examined into.

altho it gives me pain to do it, I cannot help again repeating that without your Lordship or the Lords of the Treasury will permit me to make some charge for that considerable extra expence I am at to keep up connections and gain needfull intelligence in the french Islands my private fortune not permitting me to be at that expence, I fear I shall be forced to drop it unless I shall be properly authorised to continue it. I send a copy of the inclosed affidavit to Admiral Young.<sup>1</sup> I have the honor to be [&c.]

Valentine Morris

L, UKLPR, C.O. 260/5, 58–60. Addressed below close: "Right Hon<sup>ble</sup>/Lord George Germain." Docketed: "St Vincent 17<sup>th</sup> Dec<sup>r</sup> 1777./Governor Morris./R 10<sup>th</sup> Feb<sup>r</sup> 1778./(1 Inclosure)."

1. See above, Deposition of Josiah Durham; 13 Dec. 1777.

## December 18

### JOURNAL OF THE CONTINENTAL CONGRESS

[York] Thursday, December 18, 1777

*Resolved*, That Mr. Harvie be added to the Marine Committee, in the room of Mr. R H Lee, who is absent.

JCC 9: 1034.

### JOURNAL OF H.M.S. *PHOENIX*, CAPTAIN HYDE PARKER, JR.

December 1777.

Clements Island East 8 or 9 Miles

Thursday 18<sup>th</sup>.

At 8 AM made the Signal for all Boats; Weighd and Tow'd down the River. At 11 Carried out the Stream Anchor w<sup>th</sup> Hawsers &<sup>c</sup>. and warpd down the River.

Clements Is<sup>d</sup>: East 2 or 3 Miles

First Part Calm middle and latter fresh gales & clear Employed warping down the River. At ½ past 3 Anch<sup>d</sup> with the Small Bower in 6½ Fa<sup>m</sup>. At ½ past 4 Weighd and warpd down with the Kedge At ½ past 5 Anchord with Small Bower in 7½ F<sup>m</sup>: The South End

of Clement's Island EBN  $\frac{1}{2}$  a mile.<sup>1</sup> Sent the *Moskittoe* inshore to Prevent Rebels crossing a Small Creek dividing the Island from the Main; And a party of Marines to take possession of the Island<sup>2</sup>

D, UKLPR, Adm. 51/694.

1. Clements Island (sometimes known as Blackstones Island or Blaxtons Island) is at the mouth of Clements Bay (present day St. Clement Bay). It is now named Blakiston Island, Md.

2. For other accounts of this incident see Colonel Richard Barnes to Governor Thomas Johnson, 20 Dec. 1777, and Captain George Cook to Governor Thomas Johnson, 22 Dec. 1777, below.

#### JOURNAL OF H.M.S. *ÆOLUS*, CAPTAIN CHRISTOPHER ATKINS

decem<sup>r</sup> [1777]

[Port Royal Harbor, Jamaica]

Thurs<sup>y</sup> 18

Cloudy Wea<sup>r</sup> P.M. employd as Yesterday—<sup>1</sup> arrivd a Sloop from Virginia prize to the *Dolphin* Tender—<sup>2</sup>

D, UKLPR, Adm. 51/4107.

1. The previous day the crew was "Employd in stowing the Hold & reeving the running Rigging." Ibid.

2. Sloop *Matompkin*, Elisha Gain, laden with tobacco. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 506.

#### December 19

##### "VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD OF THE EASTERN DEPARTMENT"

[Boston] Decem<sup>r</sup> 19: 1777

Voted That a Letter be wrote to the hon<sup>ble</sup>: Marine Com<sup>tee</sup>: to inform them of the arrival of a prize Ship here taken by Cap<sup>t</sup> Chew<sup>1</sup> and to Inclose a Copy of his Letter to this board also Copy of Gov<sup>r</sup> Cookes letter<sup>2</sup> &c &c—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. *Mermaid*, James Cockran. See Josiah Waters to Nathaniel Shaw, Jr., 19 and 20 Dec., below.

2. Possibly Governor Nicholas Cooke to the Massachusetts Council, 10 Dec., above.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Dec<sup>r</sup> 19<sup>th</sup>. 1777—

Order'd, That Joseph Hall's deliver Cap<sup>t</sup> Hopkins<sup>1</sup> Two hundred & Eleven Gallons New-England Rum, for the Brig<sup>t</sup> *Hazard*—(deliver'd by Halls Acco<sup>t</sup> Nov<sup>r</sup> 12)

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 128.

1. Caleb Hopkins.

#### JOSIAH WATERS TO NATHANIEL SHAW, JR.

Dear Sir

I have now the pleasure to acquaint you, that Yesterday came in to this Port a Prize Ship call'd the *Mermaid* taken by Cap<sup>t</sup> Sam<sup>l</sup> Chew in the *Resistance* on the 16 Nov<sup>r</sup>:

Lat 13. N Long<sup>e</sup> 50 West—commanded by Cap<sup>t</sup>. James Cockran bound from Greenock to Barbadoes, w<sup>th</sup> a Valuable Cargo of Dry Goods &c. She mounts 10 Carraige Guns—the amount of her Cargo Cap<sup>t</sup>. Jacocks <sup>1</sup> the prize Master tells me 6 or 7000 £ St<sup>g</sup>. her Inv<sup>os</sup>. I have not yet seen—expect Cap<sup>t</sup>. Jacocks in with them every moment—Cap<sup>t</sup>. Chew was in high health & spirits sent in the Ship 9 of his own People and had remaining with him in the *Resistance* 83. not one sick Man on board—he took some necessaries for the Ship & being Short of Water went into Demerara fm whence he intended to return to [the] same Ground, where I hope he will compleat a good Cruize—

I shall write you again soon acquainting you with whatever may turn up in the mean time should be glad to receive any particular directions you may be pleased to forward—I am Respectfully Your Friend [&c.]

Josi Waters

Mr Eben<sup>r</sup> Ledyard is with Cap<sup>t</sup> Jacocks in health &c  
Boston 19 Dec<sup>r</sup>. 1777

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, no. 316. Addressed: "Nathaniel Shaw Jun<sup>r</sup> Esq<sup>r</sup>/Merchant In/New London." Docketed: "Josiah Waters/Letter/Dec<sup>r</sup> 19 1777."

1. Midn. Jesse Jacocks.

#### PROCEEDINGS OF THE RHODE ISLAND GENERAL ASSEMBLY

At the General Assembly of the Governor and Company of the State of Rhode-Island and Providence Plantations, begun and holden . . . at Providence, within and for the State aforesaid, on Friday the Nineteenth Day of December, in the Year of our Lord One Thousand Seven Hundred and Seventy-seven.

. . . It is Voted and Resolved, That Col. Jabez Bowen, and Mr. John Updike, be and they are hereby appointed to examine the Sails, Rigging and Furniture, belonging to the Ship *Aurora*, owned by this State; and, if there shall be any such spare Rigging and Sails belonging to said Vessel as the Sloop *Diamond* may require, that they deliver the same to Mr. Pardon Gray, for the Use of the said Sloop *Diamond*, or otherwise that they purchase such Sails and Rigging as the said Sloop may require, and deliver the same to the said Pardon Gray, for the Purpose aforesaid.

*Rhode Island Session Laws*, December, 1777 (Providence, [1777]), 3–4.

NATHANIEL SHAW, JR., TO THE CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

To the Continental Navy Board  
Eastern Department at Boston

New London Dec<sup>r</sup>. 19 1777

I Rec<sup>d</sup> yours of y<sup>e</sup> 19th Ult<sup>o</sup>. and shall endeavour as far as I can to supply Capt Saltonstall with such stores as he may want for the Ship *Trumbull*, but at the same time must observe to you that almost every Article necessary for fitting out an Arm'd Vessel are extreemly Scarse and very difficult to be obtained for the Money, but as there is no prospect of getting the Ship out this Season, shall be more at leisure to procure them.—Capt Saltonstall calls on me for Money to pay his People & for other necessary disbursements, beg I may be informed where I am to apply for it I am [&c.]

LB, CtY, Nathaniel and Thomas Shaw Letters and Papers, Letter Book.

CONNECTICUT GAZETTE, FRIDAY, DECEMBER 19, 1777

New London, December 19.

A Plan having been formed to bring off or destroy a Magazine of Military Stores which the Enemy had at Shetocket<sup>1</sup> on Long-Island, and to destroy some Shipping loaded with Timber at Southold,—on Tuesday Night of last Week part of Two Battalions of Troops embarked from this State, under Convoy of the Sloop *Schuyler*, and the *Spy* and *Mifflin* Schooners:—Unfortunately the next Morning, just before Light, the *Faulkland*, a British Frigate, in her passage from New-York to Newport, came across the *Schuyler* and two smaller Vessels, when the latter run a-shore upon the Island, but the former in attempting to get in with the Land run on a Spit of Sand called the Old-Man's, and was taken, with about sixty Troops on Board, among whom were the following Officers, viz. Colonels Ely<sup>2</sup> and Webb,<sup>3</sup> Capt. Buckland,<sup>4</sup> Lieut. Riley,<sup>5</sup> Ens. Mumford,<sup>6</sup> Adjutant Hopkins,<sup>7</sup> and Quarter-Master Starr,<sup>8</sup> of Webb's Battalion, and Ensigns Niles<sup>9</sup> and Abbott,<sup>10</sup> and Adjutant West,<sup>11</sup> of Ely's Battalion. On Thursday a Party of Men under Capt. Hart,<sup>12</sup> marched to Southold, and were very near making Prisoners of Capt. Ayscough and upwards of 20 Men belonging to the ship *Swan*, who were at a House in Southold, but they getting Intelligence of Capt. Hart's Approach, hastened to their Boats—they were closely pursued, and as they were getting on Board were fired upon, when most of them were either killed or wounded, Capt. Ayscough it is tho't was killed. Seven Marines and Seaman were made Prisoners. Our Troops, after tarrying Several Days on the Island, returned to the Main, without having Opportunity to effect any Thing considerable,—the Shipping having left Southold, and we learn the Magazine at Shetocket had been removed.

1. Setauket.
2. Col. John Ely, Connecticut Militia.
3. Col. Samuel B. Webb, Continental Army.
4. Capt. Edward Buckley, Continental Army.
5. Lt. John Riley, Continental Army.
6. Ens. Giles Mumford, Continental Army.
7. Adjutant Elisha Hopkins, Continental Army.
8. Quarter Master Jehosaphat Starr, Continental Army.
9. Ens. Sands Niles, Connecticut Militia.
10. Ens. James Abbott, Connecticut Militia.
11. Adjutant Ebenezer West, Connecticut Militia.
12. Capt. John Hart, Continental Army.

PENNSYLVANIA NAVY BOARD TO THOMAS WHARTON, JR.

S<sup>r</sup>

State Navy Board, Bristol Decem<sup>r</sup> 19 1777

Last night we rec<sup>d</sup>: Four Hogsheds of Wiskey and Two Casks of Shoes and Stockings sent by your Excellency, which are very necessary for the People. The Weather begins to be Cold, therefore propose to send up the Fleet to-morrow to Borden Town Creek, which is the best Place we can find for them.—The Stores we shall endeavour to remove to some distance.—

There is now all the Captains of the Fire Ships out of employ and many of the Guard Boats without a Man, and some without a Boat. We cannot Discharge them, and should it be done they may think it hard, tho' some of them are good for Little,



On this we should be glad of your Excellencys Advice or Orders on this Head—The Fleet has upwards of Five Hundred Men on Board, and is well worth preserving if the War holds till the Spring

We believe your Excellency have had some strange Reports about the Fleet, but be assured they are False, and We believe have all arose from Col. Smith. Were we present with you, doubt not we could fully satisfy you many of them are idle Tales—The Mens Wages are now due but Billy Bradford is not yet returned—The Money W. B mentioned in his last he had is nearly expended for Cattle and other Things for the Fleet—

There is of the Board here at present M<sup>r</sup> Jo<sup>s</sup> Marsh & W<sup>m</sup>. Bradford I am [&c.]  
W<sup>m</sup>. Bradford

DfS, PHaRH, RG 27, Executive Correspondence of the Supreme Executive Council. Notation at top of page: "State Navy Board to Pres<sup>t</sup> Wharton 1777."

#### CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES NICHOLSON

Captain James Nicholson

Sir

[York] December 19<sup>th</sup> 1777

It being suggested to this Committee that some Tobacco might be shipped on board the *Virginia* without much inconvenience we now direct that you receive from the Agent of the Commercial Committee as much of that article as you can carry so as not to incommode the Sailing or fighting of your ship and that you follow the directions of the said Committee in the delivery of the said Tobacco. We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, 118 (M332, reel 6).

#### JOURNAL OF H.M.S. *PHOENIX*, CAPTAIN HYDE PARKER, JR.

December 1777. The South End of Clement's Island EBN ½ a mile.

Friday 19<sup>th</sup>. At 8 AM Anchor'd here the *Emerald*.

At Single Anchor Clements Island EBN ½ a mile  
Light Winds and fair. Employed Reeving New Rigging in place of the Old Condemn'd by Survey. At 7 PM Our Marines returned onboard being relieved by a party from the *Emerald* Employed wooding Received 7 Head Cattle.

D, UKLPR, Adm. 51/694.

#### DIXON AND HUNTER'S *VIRGINIA GAZETTE*, FRIDAY, DECEMBER 19, 1777

Deserted from the *Manly* Galley two Marines, viz. *James Hodges* about 30 Years of Age, 5 Feet 8 or 9 Inches high, has short brown Hair, very dark Skin, and talks soft; had on when he went off, an old *Virginia* Cloth Coat and Breeches, and an Osnaburg Shirt;—the other *Isaac Carlton* about 20 Years of Age, 5 Feet 7 or 8 Inches high; has short black Hair, and dark Skin, has an Impediment in his Speech when he talks fast, had on when he went off, a *Virginia* Cloth Jacket, a Cotton Shirt, and long Trousers;

they both carried off with them a good many Clothes, unknown to the Officers on Board. These Men were formerly enlisted in the Service by Capt. *John C. Cooke*, and put on board the *Manly* by Order of the Commodore. Whoever takes the said Men up, and delivers them on Board or secures them so that I may get them, shall receive 20 Dollars Reward for each.

William Saunders, Captain.

JOURNAL OF H.M.S. *GLASGOW*,  
CAPTAIN THOMAS PASLEY

Dec<sup>r</sup> 1777

[*Southern coast of Puerto Rico*]

Friday 19

At 11 AM Saw a Sail to Westw<sup>d</sup>, Gave Chase

[*At noon*] Cape Rockso NE 6. Leagues

Moderate Breezes still in Chase, Saw 2 Sail to Eastw<sup>d</sup>, Gave Chase to one of them At 5 (PM) Fired 2 Shot to bring her too, Armd the Cutter & Pinnace & sent them in Chase, At 6 Pinnace Returnd with the Prizoners finding the Chase to be a Brig from St<sup>e</sup> Lucea to N<sup>o</sup>. Carolina<sup>1</sup> Sent an Officer & people to take her to Jamaica, Gave Chase to Eastward in hopes of falling in with a Ship that had Chased our Prize, having every reason to imagine her a Yankee Frigate,<sup>2</sup>

D, UklPR, Adm. 51/399.

1. Brig *Minerva*, Agborn, master, laden with salt, coffee, and dry goods. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UklPR, Adm. 1/240, 506.

2. The following day H.M.S. *Glasgow* spoke the chase, a British privateer from Tortola. Journal of H.M.S. *Glasgow*, 20 Dec. 1777, loc. cit.

JOURNAL OF H.M.S. *SOUTHAMPTON*,  
CAPTAIN WILLIAM GARNIER

Dec<sup>r</sup> 77

High Land of Porto Plat SEBs 7 or 8 Leagues.—

Friday 19<sup>th</sup>

at 5 (AM) light Airs [*illeg.*]a<sup>r</sup> at 6 D<sup>o</sup>: saw a Brig in Shore gave Chace, at 7 D<sup>o</sup>: hoisted out the boats and sent them Man'd & Arm'd in Chace, at 11 D<sup>o</sup>: the Prize join'd us the *Lark* Brig with Fish & Lumber from Newberry for the Cape, found the People had taken their boat & going on Shore, D<sup>o</sup>: Man'd the Prize and sent her to Jamaica.<sup>1</sup>

[*At noon*] Mount Christo SWbs 8 or 9 Lgs

Light Airs & fine W<sup>r</sup>: saw a Sail to the Eastw<sup>d</sup>: at 6 (PM) Isabella Bay ESE 4 Lgs spoke a Schooner from Tenneriff for Jamaica the *Blenhams Prize* a Letter of Mark

D, UklPR, Adm. 51/914.

1. Brig *Lark*, from Baltimore, laden with shingles, etc. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UklPR, Adm. 1/240, 506.

December 20

## JOHN LANGDON TO THE CONTINENTAL MARINE COMMITTEE

Sir

Portsmouth Decem 20. 1777—

I wrote the Honble Committee ꝓ Mr Storer the Express, desiring a sum of money to carry on the Business of the Continent since which I've drawn on the Committee of this date in favour of Stephen Hooper Esq. for Twelve thousand Dollars my being totally out, & some large Bills against the *Ranger* coming in Obliged me to take this Step; the Marine Board at Boston not having any Moneys, could not be supplied from that Quarter, as I intend compleating the Acco<sup>ts</sup>. of the the Honble Committee as fast as possible for settlement while things are fresh in my Mind, must beg the favour of the Committee to furnish the Marine Board at Boston with what moneys I have Received; as I understand it is with them that I am to settle my Acco<sup>ts</sup>, I should be happy to be informed whether I am to receive my Directions in future from the Marine Board at Boston in the Business of Building Ships settleing for Prizes &c or not<sup>1</sup>—It will give me great satisfaction to have the Acco<sup>t</sup> of what Money's I've received, sent down, with Orders; to the Marine Board at Boston to settle my Acco<sup>t</sup> ꝓ return of Post. I am [&c.]

John Langdon  
Agent

L, DNA, PCC, item 78 (M247, roll 98). Addressed: "The Honble/Marine Committee of Congress/York Town/Pennsylvania." Docketed: "Portsmouth D[ecember 20]<sup>th</sup> 1777/John Langdon Esq<sup>r</sup>/reced 26 Jan<sup>y</sup> 1778/referred to the board of treas<sup>r</sup>."

1. The Continental Marine Committee gave the Navy Board of the Eastern Department authority to oversee the construction of ships for the Continental Navy. See Continental Marine Committee to the Continental Navy Board of the Eastern Department, 26 Oct., above.

"VOTES AND RESOLUTIONS OF THE [*CONTINENTAL*] NAVY BOARD  
OF THE EASTERN DEPARTMENT"

[*Boston*] Decem<sup>r</sup> 20. 1777

Voted That Cap<sup>t</sup> Abraham Whipples Acco<sup>t</sup> of Charges and Expences of travelling &c for himself and Six others to Attend the Court Martial & Court of Enquiry relating to Cap<sup>t</sup> McNeill amountg to £204 . . 15 . . 8 be paid—

Voted That Cap<sup>t</sup> J B. Hopkins's Acco<sup>t</sup> of Charges & Expences of Travelling &c to Attend the Court Martial & Court of Enquiry relating to Cap<sup>t</sup> McNeill Amountg to £16 . . 16/ be paid—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Dec<sup>r</sup> 20<sup>th</sup>. 1777—

Order'd, That the Com<sup>y</sup> Gen<sup>l</sup> deliver M<sup>r</sup> Homer<sup>1</sup> for the Brig<sup>t</sup> *Massachusetts*, Cap<sup>t</sup> Lambert,<sup>2</sup> Twenty Barrels Beef.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 129.

1. Robert Homer.
2. Capt. John Lambert.

JOSIAH WATERS TO NATHANIEL SHAW, JR.

[Extract]

Dear Sir

Boston 20 Dec<sup>r</sup> 1777

I wrote you yesterday advising of the Arival of the Prize Ship *Mairmaid* and that agreeable to orders from you, I should proceed upon the Buisness, agreeable hereto I was about Libeling the Ship when I was informed that Cap<sup>t</sup> Chew<sup>1</sup> had appointed another Agent, and untill this matter was ascertained I was advised not to take out a Libel—Upon further enquiry I found that Cap<sup>t</sup> Chew had written to M<sup>r</sup> George Olney of Providence under Cover of Cap<sup>t</sup> Bradford,<sup>2</sup> appointing him Agent in this Matter Cap<sup>t</sup> Jacocks<sup>3</sup> shew me the Letter & fm its Contents I perceive that 'tis expected he will do the Buisness at ½ Commissions tho' should the Cruize be fortunate he will be allowed 3½ p<sup>r</sup> C<sup>t</sup> I have however supply'd Cap<sup>t</sup> Jacocks with money & every assistance in my Power, and stand ready to continue my Services, as no one Else is here as yet to act for the People. . . . You'll wish me Imediately, and if 'tis your Judgment that I should go on you will let me hear from you in a day or two if otherwise you will be pleased to write me in the usual Course by the Post—Every thing in my Power to serve Cap<sup>t</sup> Chew and all concern'd in any Case I shall attend to—I am sorry to inform you that the *Resistance* does not sail as might be wish'd, I hope notwithstanding she will be fortunate and return safely. Have you & Friend Tho<sup>s</sup> rec<sup>d</sup> the Letters I wrote respecting the *Nancy & Revenue*? I am with sincere Esteem Your Friend [&c.]

Josi Waters

P S. I should have mention'd, that by what I can learn there was a full consent of the People &c of the *Resistance*, to your Appoinm<sup>t</sup> except in one or two. If I mistake not a Leitu<sup>t</sup> &c your knowledge of them may point you to the Persons—this with the View of getting the Buisness done at a Lower Rate, than was Expected fm you, I suppose was the Reason of the New appointm<sup>t</sup> under these Circumstances I Judged such conduct as I have observ'd would be most pleasing to you—

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, no. 319. Docketed: "Josiah Waters/Letter/Dec<sup>r</sup> 20 1777." The part extracted relates to his willingness to cooperate with George Olney in libelling ship *Mermaid*.

1. Capt. Samuel Chew of brigantine *Resistance*.
2. John Bradford, Continental Agent for Massachusetts.
3. Midn. Jesse Jacocks, prize master of ship *Mermaid*.

PETITION OF SUSANNAH OLIVER TO THE MASSACHUSETTS COUNCIL

Boston Dec<sup>r</sup> 20<sup>th</sup> 1777

The Petion of Susannah Oliver, in behalf of her Son, a Prisoner at Hallifax, Praying that your Honours will give Orders than One James Malcom a Midshipman, now a Prisoner on Board of One of the Prisonships now in the Harbour of Boston, May be Exchange'd for my Son James Oliver Midshipman, now a Prisoner in Hallifax who was takeing Prisoner on Board of the Ship *Hancock*, John Manley Esq Commander—As in Duty Bound Shall Ever pray

Susannah Oliver

In Council Dec<sup>r</sup> 20<sup>th</sup>. 1777 Read & Ordered that the Commissary of Prisoners be and he hereby is directed to send in the next Cartel bound to Halifax James Mal-

com Midshipman of the *Fox* Frigate now on Board the Prison Ship In order to be exchanged for James Oliver Midshipman now a Prisoner at Halifax who was taken on Board the Ship *Hancock* John Manley Esq Comander

Read & Accepted Jn<sup>o</sup>. Avery D<sup>y</sup> Sec<sup>y</sup>

DS, M-Ar, Mass. Archives Collection, vol. 168 (Council Papers), 95. Docketed: "Petition of Susan-/nah Oliver and Order/thereon Dec<sup>r</sup> 20<sup>th</sup> 1777."

#### DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 20<sup>th</sup> Dec<sup>r</sup>—Frost last night, and this day. Wind N.W.

This harbour is now fuller of Shipping than it has been at any time since our first arrival; there being near 100 sail of Vessels, besides Seven two Decked Ships, (viz<sup>t</sup> *Chatham* 50 Guns, *Somerset* 64, *Raisonable* 64, *Nonsuch* 64, & the *Buffaloe*, *Grampus* & *Tortoise*, formerly line of Battle ships but now employed as Store Ships) and Several Frigates and the *Strombolo* Fire ship.<sup>1</sup>

Mackenzie, *Diary* 1: 225.

1. On 22 Dec. the *Bristol*, 50 guns, joined the fleet, making eight two-deckers in Newport harbor. Ibid., 1: 225. See Major General Joseph Spencer to Rhode Island Council of War, 16 Dec., above.

#### PROVIDENCE GAZETTE, SATURDAY, DECEMBER 20, 1777

Providence, Dec. 20.

State of Rhode-Island and Providence Plantations.

*In Council of War, Providence, December 19, 1777.*

A Very great Fleet of the Enemy's Ships of War and Transports being now in the River, and there being Reason to apprehend that they will soon make an Attempt upon this Place, RESOLVED, That the Inhabitants of the neighbouring Country be earnestly requested to hold themselves in Readiness to march immediately upon the Firing of the BEACON, with the best Accoutrements, warlike Instruments and Stores, to this Town to attack and repulse the common Enemy: They are desired to take Notice, that in case of an Alarm, when the Beacon is fired, we have given Orders for the Discharging of Cannon, that they may be notified to look out for the Beacon; that the discharge of Cannon alone is not to be deemed an Alarm; but that the Firing of the Beacon itself, even without the Discharge of Cannon, is to be considered as an Alarm.

It is further Resolved, That a Copy of this Resolution be inserted in the next Providence Gazette.

By Order, R. J. Helme, Clerk: . . .

On Monday a Flag of Truce returned from Rhode-Island, and brought a Number of Prisoners.

Col. Webb, of the Continental Forces, came in the above Flag on Parole. He embarked the 9th Instant on board a small Sloop<sup>1</sup> at Norwalk, with Col. Ely, of the Connecticut Troops, and 65 Officers and Privates, among which were 2 Adjutants, 1 Captain, and 4 or 5 Subalterns. Next Morning at Daybreak they found they had, through the Inattention of the Skipper, lost Sight of some other Vessels that accompanied them into the Sound, and were then within Gun-Shot of the *Falcon* Sloop of War, of

14 Guns; they immediately altered their Course, but the *Falcon* outsailing them, they endeavoured to run the Sloop ashore on Long-Island, in attempting which she struck on a Reef 3 Miles east of Setalket, where their Boat being stove, and the Enemy keeping an incessant Fire on them, they were obliged to submit. They were taken on board the *Falcon* and brought to Newport.

We learn that Ayscough,<sup>2</sup> who commanded the British Sloop of War *Swan* on this Station, was brought to Newport from Long-Island a few days since, badly wounded.

Within a Week past about 20 Ships, Frigates and Sloops of War have arrived at Rhode-Island from the Westward, with some Transports; 8 of the former are said to be of the Line. Lord Howe, in the *Eagle*, of 64 Guns, also the *Bristol*, of 50 Guns were expected to arrive there on the 15th Instant.

1. Continental Navy sloop *Schuyler*.

2. Comdr. James Ayscough.

#### GOVERNOR GEORGE CLINTON TO GEORGE WASHINGTON

[Extract]

Dear Sir,

Poughkeepsie, 20<sup>th</sup>. December 1777.—

I was not honored with the Receipt of your Excellency's Letter of the 3<sup>d</sup>. Instant before Friday last—I am truly sensible that the Security of the North River is a Matter of the utmost Importance to the United States in the present War & that the Safety of this State in a more particular Manner depends upon it—It gives me real Concern therefore that so little has been yet done to effect it—Works are laid out & began to defend the Cheveaux De Frize & something done towards finishing & sinking such of them as were not compleated when the Enemy came up the River and these are the only Steps that have hitherto been taken.

... I am clearly of Opinion that a strong Fortress ought to be erected either on the opposite Side of the Creek from where Fort Montgomery stood or at the West Point opposite Fort Constitution—The latter I prefer as the most defensible Ground and because the Navigation of the River there is more difficult & uncertain and the River something narrower than it is at the former Place—A new Chain should be procured (if possible) & with the Boom which is nearly compleated stretched across the River—This With a Floating Battery or two & some Gun Boats I am persuaded woud answer the purpose Effectually and in this Opinion I am confirmed as the Enemy chose to risque every Thing for the Reduction of Fort Montgomery rather than to attempt passing it with their Shipping while in our Possession—If West Point should be the place fixed upon it might be of great Advantage to erect a small strong Work on the high Point on the opposite Shore a little above Fort Constitution.

... If the Shipping had been properly Man'd and this was often solicited, the *Congress*<sup>1</sup> at least might have been saved; and even after the Loss of the Forts by a prudent disposition of the Force in this Quarter, which was soon greatly increased by the coming in of the Militia, Kingston might have been saved & the greater Part of the Misschief committed by the Enemy along the Shores of the River prevented. . . . I have the Honor to be [&c.]

Geo Clinton

L, DLC, George Washington Papers, Series 4. The omitted paragraphs concern the importance of having held Forts Clinton and Montgomery on 6–7 Oct. and other related army matters. Addressed at foot of last page: "His Excellency Gen<sup>l</sup>. Washington." Docketed: "Gen<sup>l</sup> Geo. Clinton/Decr 20: 1777—."

1. Continental Navy frigate *Congress*, Capt. Thomas Grennell.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO COMMODORE JOHN HAZELWOOD

In Council

Sir

Lancaster December 20<sup>th</sup> 1777

I rec<sup>d</sup> your Letter by M<sup>r</sup> Bradford dated the 1<sup>s</sup> In<sup>s</sup> 1 and should have answerd it before this time, but expected he would have returnd in a few Days and have been the bearer of it—he has however been detaind on acco<sup>t</sup> the exhausted state of our Treasury—and I am afraid he will not, on that account, be able to leave this for Several Days—the first Money that comes in he shall have for the purpose of paying the Mens Wages, and for the Commissary to purchase Provisions with—

I greatly lament the Situation the Fleet has been reduced to—I know every exertion in your power has been made to render it servicable to your Country—and I am now well convinced, from many Circumstances, that both Officers & Men in Many Boats Merit praise—rather than deserve Censure—the reproaches of some has proceeded, I dare say, from Ignorance of the Orders given or want of knowledge of their circumstances—and of Others from a desire to throw the blame from off their own shoulders on to those of others—when I wrote you from Head Quarters it was in consequence of a Letter shewn to me by His Excell<sup>y</sup> 2 from Gen Varnum, wherein some reflections were cast on some of the Boats as not obeying your Signals—it was proper you should be made acquainted with that Gentlemans Opinion of them, in order that if he was mistaken, you might have an opport<sup>y</sup> to Say so;—if otherwise that the proper punishment might be inflicted on the delinquents—Your Letter to me, which was read in Council, has satisfied them that the Officers & Men of your Fleet, generally, have behaved with a spirit & Vigor that does them great Honor—and that the thanks of their Country is due to their services. there are others, it is too true, who have disgraced the American Arms—but it would be hard that the brave & Virtuous Should bear the Infamy of the base Conduct of cowards and Traitors—

I wrote a few Lines to Coll Bradford, the other Day, & mentiond to him my Opinion with regard to the place where the Fleet should be Secured during the winter 3—I thought the wharfes Near Trenton, of M<sup>r</sup> Richards & Turnar & Hunts, would be as Safe as any I could recollect—but your self & the Navy Board, with your principal Officers are more Competant Judges than Council can pretend to be—

I have sent down for the Use of the Boats Crews 4 hh<sup>ds</sup> Whisky—and 180 P Shoes & as many pair of Stockings—these I hope you have rec<sup>d</sup>—I shall endeavor to procure more Cloathing & send them forward as soon as possible—The bearer is waiting have, therefore only time to request a Line from you as often as convenient—In the mean time—I remain [&c.].

Df, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed at foot of last page: "Commodore Haselwood—." Notation at top of letter: "Council to Comm<sup>o</sup> Hazelwood 1777."

1. Commodore John Hazelwood to Thomas Wharton, Jr., 1 Dec., above.

2. George Washington. The letter referred to here is probably Brig. Gen. James M. Varnum's letter of 16 Nov. to Washington. See above.

3. Pennsylvania Supreme Executive Council to William Bradford, 9 Dec., above.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Saturday, December 20, 1777

*Resolved*, That Mr. Frost be added to the Marine Committee, in the room of Mr. Folsom, who being engaged at the treasury, desires to be excused. . . .

A letter, of the 14, from the navy board at Bordentown, in New Jersey, directed to the Marine Committee, was laid before Congress, and read:

*Ordered*, That it be returned to the Marine Committee, and that they be directed to prepare proper resolutions for supporting the authority of the navy board,<sup>1</sup> and report the same to Congress.

JCC 9: 1040.

1. See Henry Laurens to John Laurens, 20 Dec., below, and Journal of the Continental Congress, 30 Dec., below.

## CONTINENTAL MARINE COMMITTEE TO GOVERNOR PATRICK HENRY

His Excellency Patrick Henry Esq<sup>r</sup>

Governor of Virginia

Sir

[York] December 20<sup>th</sup>. 1777

There has lately arrived in New Hampshire a french ship<sup>1</sup> with a large quantity of Brass Cannon and Military Stores for the United States. The Gentleman who has the direction of the said Vessel has informed Congress that he expects a frigate of 54 Guns with a large Cargo of Cloth part of which is the property of a Company of Merchants in france and the other part we imagine is upon Continental Account, will arrive About this time in Virginia. As it is of great importance to America to encourage a Commerce of this Sort, and to prevent the said frigate from being taken by the British men of war. The Marine Committee have thought it adviseable to give your Excellency this information, referring to your Judgment the propriety of employing one or more fast sailing boats the fidelity of whose hands you can best depend on, to keep a Look out in such manner as you may think best calculated to give the earliest intelligence to the French Frigate of the situation of the British Men of war. We have no doubt of your taking every precaution to prevent this matter from being made public and also of giving such directions as may answer the above design. We have the honor to be [&c.]

LB, DNA, PCC, Marine Committee Letter Book, 19 (M332, reel 6).

1. *Flamand*, Pierre Landais, master.

## CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES NICHOLSON

Captain James Nicholson

Sir

[York] December 20th 1777

Since writing the annexed Letter<sup>1</sup> we have received advice that a large French Ship of 54 Guns ladened with Clothing may be daily expected into Virginia. We think proper to communicate this intelligence to you that should you see this Ship and fall in with her any where in the Bay or on the Coast, you will give the Captain of her full



intelligence of the strength and situation of the enemies Ships of war in the Bay and advise him what measures are best to pursue This we request you will do and that you will keep what we now write you a profound secret from all persons.—We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, 118 (M332, reel 6).

1. Continental Marine Committee to Captain James Nicholson, 19 Dec. 1777, above.

#### HENRY LAURENS TO JOHN LAURENS

[Extract]

My Dear son—

York Town 20<sup>th</sup> December 1777—

... A very alarming & dangerous discord has appeared between the Navy Board & the Naval Commanders at Burdettown,<sup>1</sup> have you heard any thing of it?—I have sent such advices as came this morning to My hands to our Marine Commee & strongly recommended their immediate interposition—...

Henry Laurens.

L, Kendall Whaling Museum, Sharon, Mass., Henry W. Kendall Collection of Laurens Papers. Docketed: "H L to J L/York Town 20<sup>th</sup> Decem 1777."

1. See Journal of the Continental Congress, 30 Dec., note 2, below.

#### VOTES AND PROCEEDINGS OF THE MARYLAND HOUSE OF DELEGATES

[Annapolis] Saturday, December 20, 1777

The house, agreeable to the order of the day, taking into consideration the state of the navy, RESOLVED, That the governor and the council be authorised and empowered to cause the vessel building for a galley now on the stocks at Baltimore-town, also the vessel built for a galley at Joppa, and now sunk in Gunpowder river, to be sold at public vendue to the highest bidder for the benefit of the state, provided the same be not sold for less than they have respectively cost in building; the money to be paid to the treasurer of the western shore, subject to the orders of the governor and the council. Sent to the Senate for concurrence by Mr. Hammond and Mr. Brice.

Brice T.B. Worthington, Esq; from the senate, delivers to Mr. Speaker the foregoing resolve; also the resolve sent up this day by Mr. Somervill and Mr. Chew; and the resolve of this house on the letter from the board of war; severally endorsed; "By the senate, December 20, 1777: Read and assented to.

"By order, A. C. HANSON, cl. sen."

All which were communicated to the governor and the council by Mr. Earle. . . .

On motion, the question was put, That the superintendant to be employed by the governor and the council, for the purpose of fitting, equipping, and managing the vessels of war, and fitting, equipping, and loading the trading vessels belonging to this state, under the direction and controul of the said governor and council, be allowed the yearly salary of five hundred pounds common money for his service and expences? Resolved in the affirmative. . . .

The following resolves were propounded to the house, and the question put on them:

RESOLVED, That the governor and the council be requested to appoint some person well skilled in naval affairs and ship building, to examine and report the state of our gallies, with their tackle, apparel, and furniture, how they are constructed, and whether they will answer the purpose intended of defending our bay and harbours.

RESOLVED, That the governor and the council be authorised and empowered to employ some proper person to superintend the fitting, equipping, and management of the vessels of war, and the fitting, equipping, and loading the trading vessels belonging to this state, under the controul and direction of the governor and the council; and that such superintendant be allowed a salary of five hundred pounds per annum.

That such of the trading vessels belonging to this state as can be got ready for sea, be dispatched with proper cargoes to our agents in the West Indies, thereby to discharge the balance that may be due to them, and for the purpose of importing salt, small arms, and other necessaries.

That such superintendant be upon oath and give bond for the faithful discharge of his trust, and that he be not allowed to trade in any manner on his own account. . . . So they passed in the affirmative.

*Votes and Proceedings of the House of Delegates of the State of Maryland. October Session, 1777 [Annapolis, 1777], pp. 58–59.*

#### COLONEL RICHARD BARNES TO GOVERNOR THOMAS JOHNSON

[Extract]

D<sup>c</sup> Sir

Leo<sup>d</sup>. Town the 20<sup>th</sup>. Dec<sup>r</sup>. 1777

I have been informed, our Enemys Ships,<sup>1</sup> have been and are, in Potomack, near Blaxtons Island<sup>2</sup> for some days past, and that they have landed on the Island, and taken the Stock that was there. The night before last they made an attempt to land at Priests Town, in a Boat, but were prevented by the Militias fiering on them.<sup>3</sup> I rec<sup>d</sup>. a Letter from Cap<sup>n</sup>. Cook dated the 16<sup>th</sup>. at S<sup>t</sup>. Marys, informing me that he should sail up Potomack to endeavour to annoy the Enemy, since which he has as I am informed returned, I have wrote to him and acquainted him that it's supposed the Enemy intend landing on S<sup>t</sup>. Georges Island in order to get Wood & Stock, to prevent which If his Gallys were stationed in S<sup>t</sup>. Georges River it in all probability might enable the Militia to do it. Since which I have not heard from him. . . .

Rich<sup>d</sup>. Barnes

P.S. Since writeing the above I am informed Cap<sup>n</sup>. Cook is near Blaxtons Island with his 2 Gallys & a Virginia one,<sup>4</sup> a few hours ago I heard six Cannon near where they are. I have rec<sup>d</sup>. your Letter informing of your sending one hundred stand of small Arms to M<sup>r</sup>. Hopewells, I wish as many more could be sent, together with a Nine pounder.

R. B.

L, MdAA, Maryland State Papers (Red Books), 4580B-97. Addressed: "To/His Excellency/Thomas Johnston Esqr./Annapolis." Docketed: "20 Decem<sup>r</sup>. 1777/from Col<sup>o</sup>. Barnes/Ships in Patowmack."

1. H.M.S. *Phoenix* and *Emerald*.

2. Also known as Blackstones Island or Clement's Island.

3. For the British account of this operation, see Journal of H.M.S. *Phoenix*, 18 Dec. 1777, above.

4. Maryland Navy galleys *Conqueror* and *Independence* and Virginia Navy galley *Safeguard*.

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

December 1777. At Single Anchor Clément's Isl<sup>d</sup>. EBN ½ a mile  
 Saturday 20<sup>th</sup>. Mod<sup>r</sup> and fair Wea<sup>r</sup> at Sun Sett sent a party of Marines to relieve  
 the Guard on the Island Employed Wooding and Rounding the  
 Cables.

D, UklPR, Adm. 51/694.

JOURNAL OF H.M.S. *EMERALD*, CAPTAIN BENJAMIN CALDWELL

December 1777 Blackstones Island NEBE.  
 Saturday 20<sup>th</sup> Ditto wea<sup>r</sup> [Moderate breezes] employed occasionally, rece<sup>d</sup>.  
 onboard 532 lbs fresh Beef

D, UklPR, Adm. 51/311.

MASTER'S LOG OF H.M.S. *RICHMOND*,  
 CAPTAIN JOHN LEWIS GIDOIN

December 1777 [Off Tangier Island, Chesapeake Bay]  
 Saturd<sup>y</sup> 20 AM at 11 Sent the Barge armd in Chace of a Sloop & Schooner  
 going down the Bay made the Otters Sig<sup>l</sup> to do likewise  
 Light Breezes & f<sup>r</sup> Empd as above PM the Boats Ret<sup>d</sup> with the  
 Above both fm Baltimore Loaded with Iron the Sloop bound  
 to Pocomoce [*Pocomoke*] the schooner for North Carolina took  
 out the Prisoners & anchored them near us—<sup>1</sup>

D, UklPR, Adm. 52/687.

1. On 22 Dec., the log notes: "PM Brought the Schooner alongside & Took the Iron out of the Schooner & Sunk her." The sloop was towed to Hampton Roads and scuttled there on 25 Dec. On 27 Dec., *Richmond* transferred 270 bars of iron to the *Phoenix's* tender to be carried to New York. Ibid.

## JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

[Navy Board Saturday 20<sup>th</sup> Decem<sup>r</sup> 1777—]

The following hand Bill was Ordered to be given to M<sup>r</sup> Timothy & One Hundred Copies directed to be printed Immediately—

Gentlemen Volunteers

Who are willing to Enter on Board the following Vessels in the Service of this State now fitting out upon an Expedition against the Enemies of America, Shall be Entitled to a Bounty of Thirty Dollars ꝑ Man,<sup>1</sup> and such as are Inclined to serve the State for Six Months, Ten pounds more and Twenty One pounds ꝑ Month wages upon applying to the Officers at the Rendezvous—

Ship *Volunteer* of 20 Guns

Ship *Gen<sup>l</sup> Moultrie* of 20 Guns—

Brigg *Notre Dame* of 16 Guns

Brigg *Fair American* of 16 Guns  
 Brigg *Polly* . . . . 14 Guns

By Order of the Board—  
 John Calvert—Cl<sup>k</sup>—

Salley, ed., *South Carolina Commissioners*, 122.

1. Earlier that day the South Carolina Privy Council, in response to subsidies from the Charleston Insurance Company and private sources, had resolved that the bounty be increased. *Ibid.*, 120–21.

#### SOUTH CAROLINA NAVY BOARD TO THE OWNERS OF THE BRIG *FAIR AMERICAN*

Gentlemen

Navy Board 20<sup>th</sup> Decem<sup>r</sup> 1777—

Your proposals relative to the Brigg *Fair American* this Board sent to the President & prevy Council from whom they have received a Letter with the following Resolution<sup>1</sup>—It is Resolved the *Fair American* be taken into the Public Service, that the Owners be Allowed the same Terms as the *Volunteer* & *Gen<sup>l</sup> Moultrie*, and that if the Owners refuse to appoint an Appraiser, the Commissioners of the Navy do appoint both, who may (if they differ) Chuse a Third

The Terms of the *Gen<sup>l</sup> Moultrie* & *Volunteer* are That they be Valued—that the Owners will equip them for a Cruise, in the Public Service as long as may be deemed Necessary, the Public paying the running Expence of the Sh[ip] and such loss or Damage as they may Sustain whilst in this Service, The Public to Compleat the Necessary Number of Men to Man them Your answer is desired who you will Chuse to appoint as an appraiser to Meet M<sup>r</sup> Nathaniel Russell or whether you decline Appointing—Signed—By order of the Board—Josiah Smith Jun<sup>r</sup>. . Chairman

Salley, ed., *South Carolina Commissioners*, 121–22.

1. That letter is printed in *ibid.*, 120–21.

#### December 21 (Sunday)

##### LOG OF THE MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*, CAPTAIN JONATHAN HARADEN

##### Remarks on Sunday December 21<sup>st</sup>. 1777

Latt<sup>d</sup>. P<sup>r</sup>: Observ<sup>t</sup>. 35..35 N<sup>t</sup>.

at 6 AM let the Reefs out of the Top Sails & sat Top Gallant Sails at 10 AM handed Top Gallant Sails and took two Reefs in the Top Sails Broached a Hhd of Water—

[At noon] Latt<sup>d</sup>. P<sup>r</sup>: Observ<sup>t</sup>. 36. . 10 N<sup>t</sup>.

[PM] These 24 Hours begins with a Fresh Breeze of Wind at East at 3 PM saw a Sail sat Top Gallant Sails and Gave Chase at 6 PM came up with her a Schooner from Newfoundland bound to Domineca out 16 Days—Laden with Fish &<sup>ca.</sup> 1 at 7 PM sent Nich<sup>s</sup>. Geffords, & Daniel Felton on Board the Prize and Cap<sup>t</sup> Sampson put a Prize Master & the Remainder of the Crew—and Ordered her to Martineco—took 2 Reefs in the Top Sails

D, MSaE, Log of the Brigantine *Tyrannicide* (November 1777–May 1778).

1. Schooner *Good Intent*, William Dashpar, master, from Havre de Grace, Newfoundland, to Dominica, about 45 tons, with a cargo of 75 hogsheads of fish (containing 600 quintals), 169 bundles of hoops and 12 empty rum puncheons. M-Ar, Mass. Archives Collection, vol. 205 (2d Ser., Revolution Letters), 303–4.

## CAPTAIN JAMES WILLING TO BRIGADIER GENERAL EDWARD HAND

List of sundrys for Expedition to New Orleans—

1 Lieutenant or Ensign

24 Regulars

1 Sergeant

1 Corporal

27—1 Boat to Row 12 or 14 Oars—

Besides these I shall want to take Eight or Ten Volunteers, who must sign the Shipping articles—

30 Kegs of Flour

3500 or 4000 lb. of Biscuit

15 Bbls of Beef of 200 lb. each

15 Bbls of Pork

2 Bushls. of Salt

100 Gl<sup>s</sup> of Wiskey

A Ship Carpenter—on ac<sup>t</sup> of the B[oats] that are to Come up—

2 Swivels

40 Stand of Arms, Compleat Bayonets &<sup>c</sup>—Some of these Riffles

250 lb of Gunpowder

Ball in proportion

100 lb of Iron Ball for Swivels—

Matches & flints

Cartridge paper & some writing

Hides to Cover the Boat

Potts to coock in and fall<sup>s</sup> axes, tomehaws, some Kettles Cloathing for the Men if to be had—

I should be glad the Men might be drafted that they may get Ready being anxious to get off the Season being far advanced, which will oblige your hbl<sup>c</sup> Servant  
Pittsburgh  
Ja<sup>s</sup> Willing

Dec<sup>r</sup>. 21. 1777

L, DNA, RG 93, War Department Collection of Revolutionary War Records, Section 6: Misc. Numbered Records, Document Number 17443. Addressed: "To/Gen<sup>l</sup> Hand." Docketed: "Return of Necessarys/for the Boat/*Rattle Trap*."

## WILLIAM ELLERY TO WILLIAM WHIPPLE

[Extract]

Dear Sir

[York Town Dec 21 1777]

... Our naval force I hope the next Spring will be greater than it is at present, and that department better conducted. The Eastern Navy Board are empowered to suspend Officers and I hope if what is said be true will suspend M<sup>c</sup>Neal. I read the paragraph of your letter relating to Marine matters to the Marine Committee—They liked the Prints but you know that Committee I wish you were here: that Committee particulary wants your services. Your military talents I am not acquainted with, but I know your ability in the Naval Department. It was this, that induced me as you may remember to Solicit you

to Suffer yourself to be nominated one of the Navy Board in the Eastern Department. If you should not come again to Congress I hope I shall have the pleasure of seeing you of that Board, when an opportunity shall offer for electing a member. . . .

W<sup>m</sup>. Ellery

Copy, DLC, Peter Force Transcripts, William Whipple 1774–1789.

CAPTAIN THOMAS COURSEY TO GOVERNOR THOMAS JOHNSON

His Excellency Thomas Johnson Esq<sup>r</sup>  
Sir

part of the riging is Come from Bladensburg which I sent for & received Yesterday I have Likewise tried to geet a flat to Bring our guns Down, & at the Loest price that I am offerd them brought for is £12 . . & that is by a man whose flat is repairing, & he will not bring them without he is paid by me or some person in baltimore. he says that he will not go to Annapolis for it, the Cooper Likewise has made our Woater Casks but say's he must be paid heare or he will not Deliver them The Carpenters say thay will not work without their allowance of whiskey & I applied to M<sup>r</sup> Hollingsworth for a barril who says if you send him An order for it, he will Deliver it but will not charge it to the state I believe if their is No agint heare to furnish us with necessarys I shall not much Longer be able to geet provissions for the people, as what we are suplied with now is but Very indifferent Espessially bread, which is full of Cobwebbs & Very Old M<sup>r</sup> Dugan Says it is flower of the state, which he had to bake, but he has better to sell if I will pay him, for it myself, in short I am forst to beg the trades men to work till your pleasure shall be known, & My Own hands says thay Look on their allowance of whiskey or Beer as their right as much as their weages, & Blames me as being the Cause of its being stoped. should be glad of your Directions about it. Thay say thay Cannot be Expected to ~~fight~~ Do their Duty without their Vittles & Cloaths, their wages Not being sufficent to find them in Cloaths.

I have this Day paid 47/6 to A Shoemaker for shoes for several of them, & have Advanced £30 . . 0 . . 0 to the joiner to pay his men & for plank for the gun Carriages out of my pocket, & have ingaged to pay the flat man for bringing the guns, for fear of its being froze up, and thay not being got Down, I hope your Excellency will give some Directions about paying the trades men or they will not work for the state if any other persons will Employ them, I shall Do what Lies in my power to geet the Vessel fitted as soon as possable & should be glad of Your Orders about the shot & Iorn for Ballist—am [&c.] Baltimore

Dec<sup>r</sup> 21. 1777—

Tho<sup>s</sup> Coursey

L, MdAA, Maryland State Papers (Red Books), 4576-71.

GOVERNOR THOMAS JOHNSON TO MR. MEAGLEY

[Annapolis] In Council 21. Dec<sup>r</sup> 1777

You are to proceed in the *Defences* Tender to M<sup>r</sup> Hopewells there lodge the Chest of Arms you have on Board and send off an Express to Col<sup>o</sup>. Barnes with the Letter directed to him,—You are then to go into St<sup>t</sup>. Jeroms [*Creek*] and get Informa-

tion where the Gallies<sup>1</sup> are and how the Men of War<sup>2</sup> are stationed and if you find you can proceed with Safety with the Tender to join the Gallys do so—if you think you can not proceed with Safety send Cap<sup>t</sup>. Cookes Letter advise him of your Situation & follow his Orders

Th Johnson

L, MdAA, Executive Papers, 6636-8-177A. Docketed: "Instructions to/M<sup>r</sup> Meagley Comm<sup>t</sup>/On board the/Defences Tender/21 Dec<sup>r</sup> 1777."

1. Maryland Navy galleys *Conqueror* and *Independence*.
2. H.M.S. *Phoenix* and *Emerald*.

MARYLAND COUNCIL TO COLONELS FRANCIS WARE AND RICHARD BARNES

Sir.

[Annapolis] In Council 21<sup>st</sup> Dec<sup>r</sup> 1777.

A Report prevails and it has reached us several Ways that many People on Patowmack and particularly between Cedar Point and Wiccomico, have been exchanging Provisions with the Men of War for Salt and other Articles. Whatever temporary Convenience may result to Individuals from such a Practice, none can be ignorant how contrary it is to their Duty as Subjects to this State, or not foresee the pernicious Consequences. We therefore request your utmost Vigilance to put a Stop to all Kind of Intercourse between the People and the Men of War. It is said the Ships are ballasted with Salt which, if true, proves the Intention of their going up Patowmack and if they are treated as half Friends, we may expect enough of their Company. We are &<sup>ca</sup>.

LB, MdAA, State Council Letter Book, 1777–1779, 4007, p. 79. Addressed: "To Col<sup>o</sup>. Ware &/Colo. Barnes."

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

December 1777. At Single Anchor Clement's Isl<sup>d</sup>. EBN ½ a mile  
 Sunday 21<sup>st</sup>. Fresh breezes and Cloudy. Employed wooding at 6 PM The  
 Marines and people returned onboard. Three Row Galleys in  
 sight<sup>1</sup>

D, UKLPR, Adm. 51/694.

1. Maryland Navy galleys *Independence* and *Conqueror* with Virginia Navy galley *Safeguard*. See Colonel Richard Barnes to Governor Thomas Johnson, 20 Dec. 1777, above, and Captain George Cook to Governor Thomas Johnson, 22 Dec. 1777, below.

JOURNAL OF H.M.S. *EMERALD*, CAPTAIN BENJAMIN CALDWELL

December 1777 Blackstones Island NEBE.  
 Sunday 21<sup>st</sup> Ditto Weather, a flag of Truce came onboard from Virginia, at 8  
 AM employed Wooding.  
 Blackstones Island NEBE.  
 Ditto weather, at 6 PM saw 3 Galleys coming up the River,<sup>1</sup>

D, UKLPR, Adm. 51/311.

1. Maryland Navy galleys *Conqueror* and *Independence* with Virginia Navy galley *Safeguard*. See Journal of H.M.S. *Phoenix*, 21 Dec. 1777, above.

## JOURNAL OF THE NORTH CAROLINA SENATE

21 Dec 77

Whereas, it appears to this House that Joshua Hampstead late Commander of the armed Brigantine *Pennsylvania Farmer* has grossly abused the trust reposed in him by this state on a voyage which he lately performed to the West Indies by order of this State, by refusing to deliver the articles which he brought in for public purposes to the persons authorized to receive them and that he has in some instances made sales thereof and applied the monies to a very considerable amount to his own use and has retired to some other State beyond the operation of the Laws of this State.

Resolved therefore that it be recommended to the Delegates of this State to make inquiry after the said Joshua Hampstead and make application to the Executive power of the State where he may be found that he be delivered up to this State, where he may be prosecuted for so gross a breach of confidence or a prosecution instituted against him elsewhere if our delegates shall think proper.

Ordered that the above resolve be sent to the Senate for their concurrence together with the following Message.

Mr. Speaker and Gentlemen of the Senate:

We herewith send for your concurrence a resolve of this House for calling to account a certain Joshua Hampstead.

A. Nash, S. C.

On motion, Resolved, That Joseph Hewes and Robert Smith, Esquires, be appointed Commissioners for procuring arms and woollen clothing for the use of this State<sup>1</sup> and for that purpose that they be impowered to dispose of all the public salt except two-hundred bushels and invest the proceeds thereof in Commodities to be loaded on board the *Pennsylvania Farmer* and *King Tamminy* and sent to some Foreign port to be exchanged for arms for the use of the State and for woollen clothing for use of the soldiers raised by this State for the Continental Service.

Resolved, That the *Washington* Armed Brigantine belonging to this State, her guns, tackle, apparel and furniture be sold by public sale to the highest bidder;<sup>2</sup> and that William Hooper, Esq., and Mr. Henry Toomer, be appointed Commissioners for that purpose, and that the said Commissioners shall give forty days' notice in the Gazettes of South Carolina, Virginia and this State previous to the day of such sale, and that the said Commissioners pay the monies arising from such sale to the Commissioners for procuring arms aforesaid which monies the said Commissioners are hereby required to apply for that purpose.

Resolved also that the Commissioners appointed for the sale of the *Washington* immediately discharge all the officers and men belonging to her except such as may be sufficient to take care of her, first paying them their wages for which purpose the said Commissioners shall be empowered to draw on the Treasury for the amount of such wages.

Ordered that the above resolve be sent to the Senate for their concurrence, together with the following message:

Mr. Speaker and Gentlemen of the Senate:

We herewith send for your concurrence a resolve of this House appointing Joseph Hewes and Robert Smith, Esquires, to load and fit out the *Pennsylvania Farmer* and *King Tamminy* to procure arms, woollens, &c.

A. Nash, S. C.



Clark, ed., *State Records of North Carolina* 12: 419–20.

1. Hewes and Smith declined the appointment. See Journal of the North Carolina House of Commons, 22 Dec. 1777, below.

2. See public advertisement in the *North Carolina Gazette*, 24 Dec. 1777, below.

JOURNAL OF H.M.S. *SOUTHAMPTON*,  
CAPTAIN WILLIAM GARNIER

Dec<sup>r</sup> 77

Sunday 21<sup>st</sup>

Isabella Point SE 7 or 8 Leagues

at 8 (AM) Saw a Sloop to the E<sup>t</sup>:w<sup>d</sup>: gave Chace, Fir'd a Gun & brought too the Chace, the *Susannah* Sloop, w<sup>th</sup>: Fish & Lumber from Cape Ann, our Prize—sent her Mann'd to Jamaica—<sup>1</sup>

[At noon] Isabella Point SSW 5 or 6 Leagues — —

D<sup>o</sup>: W<sup>r</sup>: [Mod<sup>d</sup>: W<sup>r</sup>:] saw a Sail to the Eastward, gave Chace, at ½ Past 6 (PM) lost sight of her

D, UKLPR, Adm. 51/914.

1. Sloop *Susannah*, Parsons, master. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 506.

VICE ADMIRAL JAMES YOUNG TO  
PHILIP STEPHENS

[Extract]

N<sup>o</sup>. 1

Antigua 21<sup>st</sup>: December 1777.

Sir

My last Letter to their Lordships was dated the 16<sup>th</sup>: Inst<sup>:1</sup>, and transmitted You p<sup>r</sup>: the Packet Via Jamaica (Duplicate of that; and what I wrote their Lordships the 22<sup>d</sup>: October last marked N<sup>o</sup>. 1 @ 6<sup>2</sup> come likewise by this Conveyance) In farther Answer to their Lordships Sundry Letters received by the October Packet. I am to desire You will be pleased to acquaint my Lords Commissioners that the Two Dutch Ships called the *Water Geus*, and the *De Hoop* (mentioned in their Letter dated the 16<sup>th</sup>: september last,<sup>3</sup> to be taken by the *Seaford*) are those I wrote their Lordships concerning, the 12<sup>th</sup>: June,<sup>4</sup> & 21<sup>st</sup>: July last;<sup>5</sup> The *De Hoop* having Gun Powder & Warlike Stores on board, was detained in pursuance of their Lordships Orders to me dated the 15<sup>th</sup>: Feb<sup>r</sup>: last,<sup>6</sup> and the *Water Geus* on information that a great part of her Cargo was American produce, however they were both acquitted and released by the Sentence of the Judge of the Vice Admiralty Court at this Island, they to pay Costs, as the Judge pronounced just Cause for detention; and the Ships were released accordingly.

In respect to the Extract from Lord Macartneys Letter to Lord George Germain;<sup>7</sup> I can send no other Answer to their Lordships, But that I have always given every protection in my Power to the different Islands, on this very extensive station; and as much so to Tobago; and those under Lord Macartneys Government; as to any of the others, and having Answered His Lordships Letters to me on that Subject, I presume he has sent Copies of them to the Secretary of State; what His Lordship mentions, to have one Ship Constantly employed to attend the Island of Tobago would by no means effect the Service He expects, as such Ship could not be in every part of the Island at the same Time, and from the extraordinary Currents about that Island She

would soon be drove off unless she remained at Anchor and could then prove of no Service to the Island. . . . I am [&c.]

Jam<sup>s</sup> Young.

L, UKLPR, Adm. 1/310. Addressed below close: "Philip Stephens Esq<sup>r</sup>." Noted on first page: "R 10 feby/Ans<sup>d</sup> 6 Mar." The three paragraphs not printed address complaints of masters of three French vessels.

1. Above.
2. Young wrote six letters dated 27 Oct. 1777, and none on 22 Oct. See UKLPR, Adm. 1/310; and above.
3. NDAR 9: 641.
4. NDAR 9: 102-3.
5. UKLPR, Adm. 1/310.
6. NDAR 8: 590.
7. NDAR 9: 267-69.

#### VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS

(N<sup>o</sup>: 3.)

Antigua 21<sup>st</sup>: December 1777.

Sir

I am to request you will be pleased to lay before my Lords Commissioners of the Admiralty, the inclosed Copy of a Letter I received two days ago from Governor Shirley of Dominica,<sup>1</sup> by which their Lordships will in some measure perceive the behaviour of the French, who have now in these Seas a 64 Gun Ship, and about Six large Frigates; and it is said a 74 Gun Ship is arrived with the last Troops that came from Europe to Martinica about Ten days since; they Cruize with their Frigates and say it is to protect their Trade; Two of them passed this Island last Week, with Eight or Nine Sloops and Schooners under their Convoy, all of which I apprehend to have been American Vessels and bound to the Continent; the French Frigates returned after seeing them clear of this Island. I hope if it was so; some of them may fall into our hands, as We have two or three Cruizers Stationed in their Track to America; if they should be so lucky to take any of them it will prove more fully the treacherous behaviour of the French, which I am sorry to say is at present in all respects very bad; and I do not doubt but they Cruize for the American Vessels in Order to make French bottoms of as many as they can meet at Sea; hitherto We have had no dispute with any of them on that score; but I think it very likely (if what I suspect is true) it will not be very long before it may happen between some of Our Cruizers and theirs; as I am told they talk in a high and menacing Strain.

Within the last Week I am informed five American privateers from Boston are arrived at the French Islands; and it is said are intended to Cruize to Windward of the Islands to intercept the Convoys expected soon to arrive at these Islands from England and Ireland, I shall therefore directly send the *Yarmouth* to Cruize to Windward of the Island Barbados to look out for the Trade that may be coming here from Europe; and as soon as the *Seaford* and *Ariadne* arrive (whom I expect daily) I will dispatch them on the same Service; as the safe Arrival of those Convoys will be of the utmost Consequence both to these Islands and the Squadron under my Command; for should they miscarry We shall soon be in want of Provisions, and are now in great want of Naval Stores of all kinds at the Kings Yard here.

I hope their Lordships will be pleased to send out more Ships to this Station, and some good going Ones; as the American Privateers very much Outsail Our Ships except the *Ariadne* and *Portland*; should any particular behaviour of the French in

these Seas require immediate information to be sent home, I shall dispatch One of His Majestys Ships Express to England on the Occasion; In the mean time I flatter myself, their Lordships will believe that every thing in my power shall be done for the good of the Service, and to protect the different Islands and their Trade within the limits of my Command. I am [&c.]

Jam<sup>s</sup> Young.

L, UklPR, Adm. 1/310. Addressed below close: "Philip Stephens Esq<sup>r</sup>." Endorsed: "10 Feby/Copy to L<sup>d</sup> G. Germain/for his Maj. informat—/send it in again." Docketed: "Rec<sup>d</sup>. 10 Feby & Ans<sup>d</sup> 6 Mar."

1. Thomas Shirley to Vice Admiral James Young, 16 Dec. 1777, above.

“A LIST OF VESSELS TAKEN BY THE SQUADRON UNDER COMMAND OF VICE ADMIRAL YOUNG AT BARBADOES  
& THE LEWARD ISLANDS 21ST DECEMBER 1777.”

776

By what Ship	Time When	from Whence	Name of the Vessel	Name of the Master	Sort of Vessel	N <sup>o</sup> of			To what Country or Place belong <sup>s</sup>	Lading	where sent	Particulars relating them & Cause of Seizure
						Guns	Tons	Men				
<i>Ariadne</i>	Octo <sup>r</sup> 1777	Marti- nique	"	"	Sloop	"	"	4	Barbados	Flour, Butter Bread, Tobacco Brandy, Coffee & Cocoa	Barbadoes	Want of Papers, Contra- band Goods.
<i>Ariadne</i>	17 Octo <sup>r</sup> 1777	Georgia	"	"	Sloop			6	Georgia	300 Tierces Rice 6 M: Staves	d <sup>o</sup> :	
<i>Fly</i>	19 Octo <sup>r</sup> 1777	Demarara	"	"	Schooner	"	"	—	Barbados	Rum, American Staves &ca	d <sup>o</sup> :	on infor- mation of her landing a Quantity of Rum, & being pre- viously seized at Sea by the <i>General Morris Pri-</i>

												vateer of St. Vincent whose Peo- ple they had rose on.
<i>Portland</i>	20 <sup>th</sup> Nov <sup>r</sup> :	Newberry	<i>Sampson</i>	Tim: Jarvis	Brig		100	7	Newberry	Lumber &ca	Antigua	being Laden w <sup>th</sup> : American Produce
<i>Portland</i>	19 Nov <sup>r</sup> :	New Jersey	<i>Success</i>	Jn <sup>o</sup> : Burrows	Schooner		50	5	New Jersey	Flour & Tar	d <sup>o</sup> :	d <sup>o</sup> :
<i>Portland</i>	21 Nov <sup>r</sup> :	Baltimore	<i>Peggy &amp; Katy</i>	W <sup>m</sup> : Roundtree	Brig		80	7	Baltimore	Tobacco & Staves	d <sup>o</sup> :	d <sup>o</sup> :
<i>Seaford</i>	6 Decem <sup>r</sup> :	"	<i>Brothers</i>	W <sup>m</sup> : Cun- yngham	Schooner				"	Tobacco	d <sup>o</sup> :	d <sup>o</sup> :
<i>Portland</i>	12 <sup>th</sup> Decem <sup>r</sup> :	Salem	<i>Maria</i>	Israel Fost <sup>r</sup> Omer	Sloop		60	7	Boston	Lumber	d <sup>o</sup> :	d <sup>o</sup> :

Jam<sup>s</sup>: Young.

D, UKLPR, Adm. 1/310. Enclosed in Vice Admiral James Young to Philip Stephens, 21 Dec. 1777, letter no. 2, UKLPR, Adm. 1/310. Docketed: "No. 3 List of Vessels taken by the Squadron under Comm<sup>d</sup>. of Vice Adm<sup>l</sup>. Young."

JOURNAL OF H.M. SLOOP *BEAVER*, CAPTAIN JAMES JONESDecemb<sup>r</sup> 1777Deseada NW  $\frac{1}{2}$  W, 5 Lea<sup>s</sup>.Sunday 21<sup>st</sup>.

5 AM saw a Ship to the wward bore up & made Sail after her, She hoisted American Colours & fired 2 Stern Chace's, which we returned with a broad side—Deseada SWbS, 4 Lea<sup>s</sup> Chace 3 Miles NbW—

Deseada SWbS, 4 Lea<sup>s</sup>.

D<sup>o</sup>. Wea<sup>r</sup> [Fresh breez<sup>s</sup>. and Hazey] at 3 PM Chace 2½ Leag<sup>s</sup>. 8 PM Tack<sup>d</sup>. Ship

D, UKLPR, Adm. 51/93.

## December 22

"VOTES AND RESOLUTIONS OF THE [*CONTINENTAL*] NAVY BOARD  
OF THE EASTERN DEPARTMENT"

[*Boston*] Decem<sup>r</sup> 22<sup>d</sup>. 1777

Voted That Cap<sup>t</sup> Joseph Olneys Acco<sup>t</sup> of Charges & Expences in Attending the Court Martial and Court of Enquiry relating Cap<sup>t</sup> McNeill Amount<sup>g</sup> to £28 . 13/ be paid—

Voted That the sum of twelve pounds be paid to M<sup>r</sup> John Haworth on Acco<sup>t</sup> of his wages on board the Sloop *Sachem* a Continental Vessell taken by the Enemy and Carried into New York.<sup>1</sup>—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. Taken by H.M.S. *Perseus* on 5 Apr. 1777. See *NDAR* 8: 277–78.

## PETITION OF DANIEL MCNEILL TO THE MASSACHUSETTS COUNCIL

State Massachusetts Bay

To the Hon<sup>ble</sup>. y<sup>e</sup> Council[*Boston*] Dec<sup>r</sup> 22. 1777

Your Petitioner having a Brother that was First Lieu<sup>t</sup> of Mereans<sup>1</sup> of the Ship *Boston* under the Command of Hector McNeill Esq<sup>r</sup> and was Order'd by him on Board the *Fox* to Command the Mareans

And as there is a Cartel bound to Halifax your Petitioner begs your Honours would be pleased to grant a Parole to M<sup>r</sup> Donald McBean a Volentear of the 71 Reg<sup>t</sup> to go down in the Cartel, to try if he can be Exchanged for my Brother, and your Petitioner as in Duty bound shall ever Pray—

Dan<sup>l</sup> McNeill

State of Massachusetts Bay

Council Chamber Dec<sup>r</sup> 22. 1777.—

Ordered that the Commissary of Prisoners be and hereby is directed to send, Donald McBean a Volunteer in the Seventy first Regiment now Prisoner on board the Guard ship, to Halifax in the next Cartel Bound there, to be given in Exchange for Liet McNiele taken on board the *Fox* Frigate and now Prisoner at Halifax. And the Commissary of Prisoners is hereby directed to take the parole of the said McBean engaging to return in Exchange Liet McNiele by the Cartel *Favourite* or Return himself.

read & Accepted Jn<sup>o</sup>. Avery Dy<sup>r</sup> Sec<sup>y</sup>

DS, M-Ar, Mass. Archives Collection, vol. 168 (Council Papers), 101–101a. Docketed: “926/Petition Dan<sup>l</sup> McNeill/w<sup>th</sup> order thereon/Dec<sup>r</sup> 22<sup>d</sup>: 1777.”

1. Lt. Robert McNeill, Continental Marines.

*THE BOSTON-GAZETTE, AND COUNTRY JOURNAL*, MONDAY, DECEMBER 22, 1777

Boston, December 22, 1777.

The Ship [*Illeg.*], Captain Watson arrived at New York from Bermuda [?] and brings an Account of an American Privateer called the *Republic*, of 14 Guns, being overset on John o’Groat’s Rock, near the Orkneys, and every Soul perishing.—Also of the *Speedwell* Privateer of this Port, falling in with an English frigate, and upon receiving the first Broadside, a shot took her between wind and water, and she immediately foundered, and all her Crew (the Mate excepted) perished from the accident. The *Speedwell* had been formerly in the Jamaica station, mounted 14 carriage guns, and had near 90 men on board.

Thursday a prize ship from Scotland bound to the West Indies,<sup>1</sup> with dry goods, &c. arrived in a safe port; she was sent in by a Continental privateer,<sup>2</sup> Capt. Chew, belonging to the State of Connecticut.

1. Ship *Mermaid*, James Cockran, master.
2. Continental Navy brigantine *Resistance*.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*,  
CAPTAIN JONATHAN HARADEN

Remarks on Monday December 22<sup>nd</sup>. 1777—

Latt<sup>d</sup>. P<sup>r</sup>. Observ<sup>t</sup>. 36 . . 10 N<sup>t</sup>.

Middle Part a Fresh Breeze—at 4 AM saw another Sail and spoke with her a Brig<sup>t</sup>. from Newfoundland, bound to Barbadoes out 15 Days Laden with Fish &c<sup>ca</sup> <sup>1</sup> at 10 AM sent W<sup>m</sup>. Campbell on Board Prize Master and John Frye John Widger, & Rich<sup>d</sup> Pendrick as Hands & Cap<sup>t</sup> Sampson put a Mate and the remainder of the Hands then Order’d her for Martineco—Broached the 2<sup>nd</sup>. Hhd of Water & a Barr[el] of Pork

[At noon] Latt<sup>d</sup>. No Observ<sup>t</sup>. to Day

[PM] These 24 Hours begins with a Moderate Breeze & Cloudy Weather

D, MSaE, Log of the Brigantine *Tyrannicide* (November 1777–May 1778).

1. Brigantine *Polly*, Walter Stevens, master, from St. Johns, Newfoundland, bound to Barbados, about 180 tons, with a cargo of 284 hogsheads of cod fish, 50 barrels of herring, 20 casks of oil and 4,250 feet of pine boards. M-Ar, Mass. Archives Collection, vol. 205 (2d Ser., Revolution Letters), 303–4.

*THE NEW-YORK GAZETTE: AND THE WEEKLY MERCURY*, MONDAY, DECEMBER 22, 1777

New-York, December 22.

On Monday also arrived his Majesty’s Sloop of War the *Sphinx*, Anthony Hunt, Esq; Commander; she sailed from the Delaware the Beginning of November, as Convoy to the *Harriot* Packet, bound home to England, with Dispatches from Lord and General Howe, with Col. Cuyler,<sup>1</sup> on board, and left her the 11th ult. 300 leagues to the Eastward, in Lat. 43, all well.

The 30th of November, Capt. Hunt took the *Eagle* Privateer, belonging to Dartmouth, N. E. of 8 Carriage Guns, and 12 Swivels;<sup>2</sup> and on the 1st Instant, he came up with, and also took the *Rover* Privateer, belonging to Salem:<sup>3</sup> Neither of them had taken any British Vessels, tho' they were long from Port, and had but 69 Men on board both Vessels; one a Schooner the other a Sloop; the former Capt. Hunt ordered to be burnt, and the latter sunk, but the Crews were brought in with the *Sphinx*.

1. Lt. Col. Cornelius Cuyler.  
2. Rhode Island privateer schooner *Eagle*, Mowry Potter, commander. See Captain's Journal of H.M.S. *Sphinx*, 30 Nov. 1777, above.  
3. Massachusetts privateer sloop *Rover*, John Mitchell, commander. See Captain's Journal of H.M.S. *Sphinx*, 1 Dec. 1777, above.

CAPTAIN JAMES WILLING TO BRIGADIER GENERAL EDWARD HAND

[Fort Pitt, Pennsylvania]

A list of men's names belonging to the 13 Virginia Redgment

1	Sergt John Marny	16	Greenbury Shores	}	Cap <sup>t</sup> Sulevan Comp
2	Corp Tho <sup>s</sup> Love	17	Nathan Hendrson		
3	Leaven Sprigs	18	Richard Rody		
4	Jn <sup>o</sup> Walker	19	Henry Haut		
5	Rich <sup>d</sup> Murray	20	Tobias Haut	}	Cap <sup>t</sup> O. Harow Comp
6	Mark Foley		Indepandant Comp.		
7	Jn <sup>o</sup> . Ash	21	Thomas Beard Serg <sup>t</sup>		
8	Dan <sup>l</sup> Whitaker	22	Nathaniel Down		
9	Lazarus Ryan	23	James Kery [Curry]	}	Cap <sup>t</sup> Heth Comp
10	Phillp Huph	24	Alexander Chambers		
11	John Gouldin	25	Will <sup>m</sup> White		
12	Lawrence Kanan	26	John Rowland		
13	Sam <sup>l</sup> Taylor	27	James Ryan	}	Cap <sup>t</sup> Heth Comp
14	John Harwood	28	Ruben Hamilton		
15	James Taylor	29	John Cardonis		

Return of Men who Voluntarily entered to Serve on the Expedition To New Orleans  
Dec<sup>r</sup> 22<sup>th</sup>. 1777—Ja<sup>s</sup> Willing Capt<sup>n</sup> Navy

L, DNA, RG 93, War Department Collection of the Revolutionary War Records, Revolutionary War Rolls, 13th Virginia Regiment. Addressed: "B<sup>r</sup> Gen<sup>l</sup> Hand." Docketed: "Ret. of *Rattletrap*'s/crew,—/under the Commd/of Cap<sup>t</sup> Willing."

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Decem<sup>r</sup> 1777                      Anch<sup>d</sup>. of Windmill Island.  
Monday 22<sup>d</sup>                      at 3 AM people Employd Occasionally    at 8 sent the Cutter to  
   Chester with the Admirals Bagage    the *Viper* Schooner came up  
   from the Forageing party and anchord here—  
   D<sup>o</sup>  
   Light Airs inclinable to a Calm    5 PM the *Cornwallis*'s Galley  
   came up from the forraging party and Anchord here

D, UklPR, Adm. 52/1964.



## JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Monday 22<sup>d</sup>. December 1777.

The General Assembly having passed a Resolution for the Sale of the Ship *Defence*<sup>1</sup> and allowing Liberty to any of the Marines to enter into the Matross Companies or onboard the Gallies—The Commanding Officer onboard the *Defence* is to discharge any of the men who inlist with Captain Campbell or enter on board the Gallies on his being furnished with a Certificate of such Inlistment on entering onboard either of the Gallies and the Officer who inlists any of the said men is directed immediately on the Inlistment to send such Certificate on board the *Defence* that the Officer there Commanding may know that the absent men are engaged in the Public Service according to the Intention of the Assembly.

D, MdAA, Governor and Council (Proceedings), 1777–1779, 3842, p. 145.

1. See "Votes and Proceedings of the House of Delegates of the State of Maryland," 11 Dec. 1777, above.

## VOTES AND PROCEEDINGS OF THE MARYLAND HOUSE OF DELEGATES

[Annapolis 22 December 1777]

Ordered, That the marshal of the court of admiralty account with the board of auditors for the money due this state on sale of the prizes taken by the ship *Defence*, and that he pay the balance of such account to the treasurer of the western shore for the use of the public,

Ordered, That the clerk make out a copy of the above order, also of the order on commissary of stores, and board of auditors, to be served on them respectively by the sergeant at arms. Which was done.

*Votes and Proceedings of the House of Delegates of the State of Maryland. October Session, 1777* [Annapolis, 1777], p. 63.

## MARYLAND COUNCIL TO CAPTAIN GEORGE COOK

Cap<sup>t</sup> George Cooke.

Sir

In Council Annapolis 22<sup>d</sup>. Dec<sup>r</sup>. 1777.

We yesterday sent off the *Defence*'s Tender with 100 small Arms for Col<sup>o</sup>. Barnes and some Provisions for the Gallies.<sup>1</sup> The small Arms to be landed at Hopewell's on Patuxent and the Tender to call at S<sup>t</sup> Jerom's to learn your and the Enemy's Situation before she proceeds into Patowmack unless, in Patuxent, she is well ascertained that she may safely proceed without Delay. M<sup>r</sup> Vanbibber tells us he has a Quantity of Cordage amongst it some Cables, at Fredericksburg in Virginia, any Part of Which he is willing to spare us, if we can assist him to get it up. We therefore send you the inclosed Letter to Col<sup>o</sup> Lewis; we believe it is on the Subject of the Cordage. If you think it will be safe, we would have you send the Tender on this Business, if otherwise, return us the Letter again by some Opportunity or, if none offers before, when you come up again. We are desirous of getting the Cordage up, if you think it may be safely attempted, as we do not know how we shall otherwise get furnished with

some much wanted. We are in Hopes, before this Time, you have been joined with two Gallies from Virginia,<sup>2</sup> and that you have been able at least to prevent the infamous Intercourse which we hear has been carried on by our People with the Men of War—If the Ships should have gone down, we shall expect to see the Gallies up, if not, advise us of your Situation and of what it may be necessary to furnish you with. We are Sir &<sup>ca</sup>.

LB, MdAA, State Council Letter Book, 1777–1779, 4007, pp. 79–80.

1. Maryland Navy galleys *Conqueror* and *Independence*. See Gov. Thomas Johnson to Mr. Meagley, 21 Dec. 1777, above.

2. Cook's force was joined by the Virginia Navy galley *Safeguard* on 21 Dec. See Capt. George Cook to Gov. Thomas Johnson, 22 Dec. 1777, below.

#### MARYLAND COUNCIL TO COLONEL GEORGE DASHIELL

Sir.

In Council Annapolis 22<sup>d</sup>. Dec<sup>r</sup>. 1777.

We have not heard whether you have got the Arms from the Cherry Stones or not, if you have, we wish you to retain for the Use of Somerset County, as many Boxes as make 100 Stand, to deliver as many Boxes, for the Use of Worcester County to Col<sup>o</sup>. Joseph Dashiell, as make 100 Stand. We would not have the Boxes broke and the Arms picked, we suppose there are 25 in a Box; the Remainder, if you think it safe, send up in the *Baltimore* Galley Cap<sup>t</sup>. Walker, who we would also have bring up what Goods you and Col<sup>o</sup>. Jos. Dashiell may have pruchased with the Invoices.

If you think there is too much Risk in sending the Arms and Goods in the Galley, we wish you and your Brother to get Carriage and forward them higher up, where the Galley may, prudently take them in. This galley or another shall return again soon. We are Sir &<sup>ca</sup>.

LB, MdAA, State Council Letter Book, 1777–1779, 4007, p. 80. Addressed: "George Dashiell Esq<sup>r</sup>/L<sup>t</sup> of Somerset County."

#### MARYLAND COUNCIL TO COLONEL JOSEPH DASHIELL

Sir.

In Council Annapolis 22<sup>d</sup>. Dec<sup>r</sup>. 1777.

We have desired Col<sup>o</sup>. George Dashiell to retain 100 Stand of Arms for Somerset<sup>1</sup> and to deliver to you as many for Worcester County and have requested that the Remainder, with the Goods you and he have purchased may be sent up in Cap<sup>t</sup>. Walker's Galley. We wish you, if not too inconvenient, to consult together and dispatch the Galley. The Woollens, of which you sent us Samples of the Width, we suppose, are bought much to our Satisfaction and will be very useful. We think with you that the Purchase of Goods would have been easier and cheaper with Cash in Hand than on Drafts, but the Assembly have chose the latter Way which, in large Sums, will make no great Difference. We shall be obliged to you to have an Eye to the Inlets for Woollens, Shoes & Hats, which are by much the most wanted We are &<sup>ca</sup>.

LB, MdAA, State Council Letter Book, 1777–1779, 4007, p. 81. Addressed: "Joseph Dashiell Esq<sup>r</sup>/L<sup>t</sup> of Worcester County."

1. See Maryland Council to George Dashiell, 22 Dec. 1777, above.

## MARYLAND COUNCIL TO CAPTAIN THOMAS WALKER

Sir. In Council Annapolis 22<sup>d</sup>. Dec<sup>r</sup>. 1777.

We have wrote to Col<sup>o</sup>. Jos.<sup>1</sup> & Geo. Dashiell<sup>2</sup> to send up, in your Galley,<sup>3</sup> Part of the Arms landed at the Cherry Stones & some Goods, and to lade them when you may safely & prudently take them in. Take a Memorandum of every Thing you receive and, as soon as you get the Things, make all the Dispatch you can to this Place. The Things are of great Value and the utmost care & Attention is expected. We are &<sup>ca</sup>

LB, MdAA, State Council Letter Book, 1777–1779, 4007, p. 80. Addressed: “Cap<sup>t</sup> Tho<sup>s</sup>. Walker.”

1. Maryland Council to Joseph Dashiell, 22 Dec. 1777, above.
2. Maryland Council to George Dashiell, 22 Dec. 1777, above.
3. Maryland Navy galley *Baltimore*.

## MARYLAND COUNCIL TO ARCHIBALD BUCHANAN

Sir [Annapolis] In Council 22<sup>d</sup>. Dec<sup>r</sup>. 1777.

The General Assembly having ordered the Galley now in Gunpowder River to be sold,<sup>1</sup> not under her Cost, we request you’ll furnish us with an Account of her Cost as soon as possible, as we may give Directions as to the Sale of her—We are &<sup>ca</sup>.

LB, MdAA, State Council Letter Book, 1777–1779, 4007, p. 81. Addressed: “M<sup>r</sup> Archibald Buchanan/Baltimore.”

1. See Votes and Proceedings of the Maryland House of Delegates, 20 Dec. 1777, above.

## MARYLAND COUNCIL TO GEORGE WELLS

Sir. [Annapolis] In Council 22<sup>d</sup>. Dec<sup>r</sup>. 1777.

The General Assembly have ordered the Galley, now on the Stocks in Bal<sup>to</sup>, to be sold as she now is.<sup>1</sup> We therefore request you will not proceed in finishing her, but furnish us with an Account of her Cost as soon as you possibly can, below which she cannot be sold and, of Course, not ‘til we are furnished with the Account. We are Sir &<sup>ca</sup>.

LB, MdAA, State Council Letter Book, 1777–1779, 4007, p. 81. Addressed: “M<sup>r</sup> George Wells/Bal<sup>t</sup> Town.”

1. See Votes and Proceedings of the Maryland House of Delegates, 20 Dec. 1777, above.

## CAPTAIN GEORGE COOK TO GOVERNOR THOMAS JOHNSON

Sir *Independance* in Brittons Bay 22 Dec<sup>r</sup>. 1777

I had the Honour of writing you by Cap<sup>n</sup>. Harrison & inform’d you of what we had done; <sup>1</sup> We at that time expected every day the Enemy’s coming down to land on S<sup>t</sup>. George’s Island, but seeing them at anchor a day or two opposite to Blackston’s Island & a fair wind down, suspected their design was to plunder, made three attempts before this to get near them but was disappointed by the failure of wind & night coming on, & I thought it imprudent to risque these Gallies, unless a good oppertunity. I have been inform’d they have plunder’d Blackstons Island & made an attempt on Preist Town but was beat off, without their doing any damage.<sup>2</sup> We were joined Yesterday by the *Safe-guard* Galley, of Virginia. I have no doubt of preventing the Enemy from doing any further damage, as we shall endeavour to make their Situation uneasy to them.<sup>3</sup> I can’t help

mentioning that we have since in this River been obliged to buy all the provisions for the Galleys which have been attended with great inconveniency & scantily supplied, if the want of provisions does not oblige me to quit, shall keep near the Enemys Ships as long as they stay in this River, unless You should order it otherwise. I cou'd wish my Tender could be sent with Bread, Beef & Pork for the use of the Galleys but they must be carefull they do not fall in with the Enemy should they be before us which may be prevented by their calling at St<sup>t</sup> Jeoram's & then at St<sup>t</sup> Marys for information—I am [&c.]

Geo: Cook

P.S. We have lost two Men (who died) one on b<sup>d</sup> the *Conqueror*, & one last night on b<sup>d</sup> this Galley we have Six Sick four on b<sup>d</sup> this Galley & 2 on b<sup>d</sup> the *Conqueror*

G. C.

L, MdAA, Maryland State Papers (Red Books), 4576-71. Addressed: "on Publick Business/His Excellency Tho<sup>t</sup> Johnson Esq<sup>r</sup>/or Council/Anapolis." Docketed: "22<sup>d</sup>. Decem<sup>r</sup> 1777/from Capt George Cooke.—/Ships in Patownack."

1. Capt. George Cook to Gov. Thomas Johnson, 14 Dec. 1777, above.
2. See Col. Richard Barnes to Gov. Thomas Johnson, 20 Dec. 1777, above.
3. H.M.S. *Phoenix* and *Emerald* left the Potomac River and sailed down Chesapeake Bay on the morning of 23 Dec. 1777. UkLPR, Adm. 51/694.

#### JOURNAL OF H.M.S. *PHOENIX*, CAPTAIN HYDE PARKER, JR.

December 1777. At Single Anchor Clement's Isl<sup>d</sup>. EBN ½ a mile  
Monday 22<sup>d</sup>. AM saw them<sup>1</sup> at Anchor on the North side of the Island. At 10 AM Weighd. and Came to Sail. At ½ p<sup>t</sup> the Galleys weighd and followed, they fired several Shot.  
So. Point of Clement's Isl<sup>d</sup>. NWBW 4 Miles  
At Noon Ragged Point SEBE and the Southerm<sup>t</sup> Point of Clement's Island NWBW 4 Miles. The *Emerald* and Tenders in Company. First part fresh breezes, middle light winds, latter Mod<sup>t</sup> breezes. At Sun Set Point look out NW 2 Miles. Hoisted in y<sup>c</sup> Longboat. At 6 PM made the Signal for Anchoring [½] past Came to with Best Bower in 7 F<sup>m</sup>. in Company as before. Smiths Point SW ½ S<sup>o</sup>. & Point look out NWBW ½ W [5] or 6 Miles<sup>2</sup>

D, UkLPR, Adm. 51/694.

1. See previous day's entry, above.
2. On the morning of 23 Dec., *Phoenix* and *Emerald* weighd anchor and set sail down Chesapeake Bay. UkLPR, Adm. 51/694.

#### JOURNAL OF THE NORTH CAROLINA HOUSE OF COMMONS

22 Dec 77

Resolved that Henry Montford and Charles Bonfield, Esquires, be appointed Commissioners for loading and fitting out the Brigantine *Pennsylvania Farmer* as soon as possible for some foreign port, for the purpose of purchasing arms, clothing, &c., for the use of this State; and for this purpose the said Commissioners are hereby authorized and empowered to sell all the public salt at Edenton (one hundred bushels excepted) and to invest the proceeds thereof in tobacco and other commodities to be shipped on board said Brigantine.

Resolved, also, that Robert Bignall and Nathan Keaise, Esqrs., be appointed Commissioners for loading and fitting out the Brigantine *King Tamminy*, so soon as she shall return from the voyage she is now on, for some foreign port for the purpose of purchasing arms, clothing, &c., for the use of this State; and for this purpose the said Commissioners are hereby authorized and empowered to sell all the public salt at New Bern (one hundred bushels excepted) and to invest the proceeds thereof in tobacco and other commodities to be shipped on board said Brigantine.

Ordered that the above resolve be sent to the Senate for their concurrence together with the following Message:

Mr. Speaker & Gentlemen of the Senate:

We herewith send for your concurrence a resolve of this House empowering certain Commissioners therein mentioned to sell a part of the public salt at Edenton and New Bern, and to invest the proceeds thereof in tobacco, &c., to be shipped on board the *Pennsylvania Farmer* and *King Tamminy*, to be sent to some foreign port for certain purposes therein mentioned.

We are informed that Messrs. Hewes and Smith are agents here for the United States, and would not wish to be concerned in fitting and loading out the above mentioned vessels, which hath induced us to send you this resolve.<sup>1</sup>

A. Nash, S. C.

Clark, *State Records of North Carolina* 12: 425–26.

1. Hewes and Smith were appointed by the Senate the day before. See *Journal of the North Carolina Senate*, 21 Dec. 1777, above.

#### JOURNAL OF H.M.S. *SOUTHAMPTON*, CAPTAIN WILLIAM GARNIER

Dec<sup>r</sup> 77

Monday 22<sup>d</sup>

Isabella Point SSW 5 or 6 Leagues — —

at 6 (AM) saw the same Chace in close in shore, brought her too, the Ship *Speculation* from Newburey with Lumber, we found, the hands had taken their Boat in the Night, & gone on Shore, all but Master & Mte, D<sup>o</sup>: Shifted the Men and bore away for Jamaica, w<sup>th</sup>: the Prize in C<sup>o</sup>: in Tow—<sup>1</sup>

[At noon] Mount Christo SbE 6 Lgs.—

D<sup>o</sup>: W<sup>r</sup>: [Mod<sup>t</sup>: W<sup>r</sup>:] saw a Sail to the N<sup>o</sup>:ward, cast off the Tow, & gave Chace, at 4 (PM) bro<sup>ht</sup>: too the Chace, it Prov'd to be y<sup>c</sup>: *Terpischord* a French Frigate on a Cruize, of 30 Guns on one Deck, made Sail & took the Prize in Tow

D, UKLPR, Adm. 51/914.

1. Ship *Speculation*, Pike, master, from Newport (i.e., Newburyport). Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 506.

#### JOURNAL OF H.M.S. *GLASGOW*, CAPTAIN THOMAS PASLEY

Dec<sup>r</sup> 1777

Monday 22

The SW. End of Porto Rico NWBW 8 Leagues

At 6 (AM) 4 Sail in sight, Gave Chase to one of them, At 9 falling little Wind, Armd the Pinnacle and sent the Lieut<sup>t</sup> in Chase, Wore and gave Chase to a Brig, Armd the Cutter, sent her to assist the

Pinnacle the Schooner having fired several Shot at her, Fired a Shot at her to which she struck

[At noon] S<sup>t</sup>. Germain NNW 8 Leagues

Light Breezes and Fair still in Chase, At 3 (PM) the Pinnacle returnd with the Prisoners finding the Schooner to be a Prize, Bound to Virginia from Martinique,<sup>1</sup> Continued the Chase 'till midnight & then Declind it

D, UKLPR, Adm. 51/399.

1. Schooner *Happy Return*, laden with salt, rum, etc. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 506.

#### JOURNAL OF H.M.S. *DAPHNE*, CAPTAIN ST. JOHN CHINNERY

Decem<sup>r</sup> 1777

D<sup>o</sup>. [Cape Antony] N 41° W 43 leagues

Monday 22

at 6 AM Made sail & Gave chace to the So<sup>rd</sup> at, 10 fired a shott, & brought too the chace D<sup>o</sup>. Shortned sail & took Possession of her she proved to be the *Comet*, Continental Privateer Brigg (at Present a Snow) of 16 Guns & 100 Men fitted out at Charles town South Carolina Took the Prisoners on B<sup>d</sup>. & Joined the Convoy<sup>1</sup>

D<sup>o</sup>. NNW<sup>l</sup>. ¼ W<sup>l</sup>. 30 leagues

Moderate & Cloudy W<sup>r</sup> our Convoy &<sup>ca</sup>. in C<sup>o</sup>, made & short<sup>d</sup>. sail occasionally for them

D, UKLPR, Adm. 51/227.

1. H.M.S. *Daphne* sailed from her position off the west coast of Cuba to Pensacola, where the crew of the South Carolina Navy snow *Comet* was placed on other vessels. The prize and her captain, James Pyne, who had surrendered without firing a shot, were sent to New York. *Newport Gazette*, 19 Mar. 1778; *Pennsylvania Gazette*, 18 Apr. 1778; Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 484. See above, South Carolina Navy Board to Captain James Pyne, 24 Oct. 1777, for Pyne's instructions to undertake a cruise of three months.

#### December 23

#### JOURNAL OF H.M.S. *GREYHOUND*, CAPTAIN ARCHIBALD DICKSON

December 1777

Cape Sambrough N 6° E 47 Leag<sup>s</sup>:

Tuesday 23<sup>rd</sup>:

at 1. AM. hand'd fore top sail. at 7 set the main sail—

Cape Sable N 17° W 38 Leag<sup>s</sup>.

First & Middle parts Fresh Gales & clear Weath<sup>r</sup> with snow at times, Latter Strong Gales & thick Weath<sup>r</sup> at 1. PM. saw a sail in the SW. Q<sup>r</sup> made sail & gave chace, at 2. PM. Lost a Logg & one line. at 3 PM fir'd one nine pounder to bring the chace too, which prov'd to be a Snow from Teneriff taken by an American privateer,<sup>1</sup> hoist'd out the Cutter & sent a Petty Officer & 4 Men on board her, & took out 8 Prisoners, Close reefed the fore & Main top sails & hand[ed] Miz<sup>n</sup>. top Sail—hoist'd the Cutter in & made sail, got down top Gall<sup>l</sup> yards, at 6 PM Lost sight of the Prize, at 12 PM hawl'd the Main sail up.

D, UKLPR, Adm. 51/420.

1. Snow *Scipio*, Samuel Kirkman, master, owned by Paul Graves, from Tenerife to London, with wine, recaptured in lat. 41° . . 30', long. 64° . . 40', sent to Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 484. She was captured on 15 Nov. bound from Tenerife to London by the Massachusetts privateer ship *Mars*, Thomas Truxtun, commander, and the Massachusetts privateer brigantine *Fanny*, John Kendrick, commander. *Scipio* was libelled on 3 Jan. 1778 in the Vice Admiralty Court of Nova Scotia and was declared a recapture on 20 Jan. CaNSHP, vol. 496, Vice Admiralty Court Register, vol. 6, 106–8.

COMMODORE MARRIOT ARBUTHNOT TO LORD GEORGE GERMAIN

My Lord

The accident that has befallen General Burgoyne, has induced me to make application, to Major Gen<sup>l</sup> Massey<sup>1</sup> and Sir George Collier to remove out of this Province the Rebel Prisoners, amounting to near 400; because the whole Force for its protection, consists of no more then 600 Marines, without Grenadiers, 400 Highlanders under the comand of Major Small an Officer of distinguished merit,<sup>2</sup> who has taken infinite pains, with his Battallion.

The other two Gorehams<sup>3</sup> & Legges,<sup>4</sup> very Young, & very incomplete; & I presume not to be reckoned upon.

I have been thus particular my Lord in inumerating the state of the Province that you may provide for its security if Circumstances may make it necessary in the Spring.

In the mean time I have made a requisition to Sir George Collier to send two Frigates or other force to Winter at Annapolis, & two others to winter at the mouth of S<sup>t</sup> Johns river for the protection of those places against the incursions of the Rebels about Machias, who are allmost continually harrassing our frontier settlers, and as a Guard to the province to which those posts are the key; & where our enemies wish to establis a post. I shall only add that if it was thought advisable to let me have the direction of three small vessels, Cutters or swift sailing Bermudas Sloops Carrying 12 Guns each with 50 or 60 Men I think I could be answerable for the protection of the Trade in a great measure for I am realy distressed to see our trade cut up in this manner by villains in vessels without force

I beg your Lordships pardon, I want no addition to my business, but for the disinterested service of my Country, many obsticles there are to this Hint, I know which has dropped from my pen allmost imperceptably. I am [&c.]

M<sup>t</sup> Arbuthnot

Halifax December  
December 23<sup>d</sup> 1777

L, UKLPR, C.O. 217/54, 15–16. Addressed below close: “[The Right Honorable] Lord Geo: Germaine—London.” Arbuthnot was lieutenant governor of Nova Scotia.

1. Maj. Gen. Eyre Massey.
2. Maj. John Small, commanding the Royal Highland Emigrants.
3. Lt. Col. Joseph Goreham, commanding the Royal Fencible Americans.
4. Gov. Francis Legge of Nova Scotia, commanding the Loyal Nova Scotia Volunteers.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, [*Boston*] Decem<sup>r</sup> 23<sup>d</sup> 1777

Order'd, That Cap<sup>t</sup> Hopkins receive from the Office all the Sail-Needles that came by Cap<sup>t</sup> Harreden in y<sup>e</sup> Brig<sup>t</sup> *Tyrannicide* see Invoice 14—EM.—

Order'd, That the Com<sup>y</sup> Gen<sup>l</sup> deliver Cap<sup>t</sup> Rich<sup>d</sup> James for the Ship *Union*.—the follow<sup>g</sup> Articles, viz:—

4 Barrels Pork—	600 <sup>lb</sup> Bread—
5 Barrels Beef—	1 Barrel Flour
20 <sup>lb</sup> Candles—	20 <sup>lb</sup> Tallow—
2 Bushels Beans or Peas	2 Bushels Salt
150 <sup>lb</sup> Rice—	½ C <sup>wt</sup> Rice—
4 Quintals Fish—	½ C <sup>t</sup> Sugar—
20 <sup>lb</sup> Coffee	

(Ent'd in Waste Book at end of y<sup>e</sup> Month)

Order'd, That Cap<sup>t</sup> Richard James's Portage Bill for Ship *Union* & also other disbursements on said Ship am<sup>g</sup> to £303 .. 10/. be p'd. . . .

Order'd, That Cap<sup>t</sup> Chapman<sup>1</sup> be paid on Account Brig<sup>t</sup> *Nantes*—£60 .. — . . . .

Order'd, That Cap<sup>t</sup> Hopkins<sup>2</sup> deliver Cap<sup>t</sup> Richard James for the Ship *Union*, the following Articles, viz:—

1 Coil Spun yarn,	20 yards old Canvas,
20 fath <sup>m</sup> . 5 Inch Rope,	40 y <sup>d</sup> s—d <sup>o</sup> . for mend <sup>g</sup> Sails,
120 d <sup>o</sup> . 3½ d <sup>o</sup> .	1 Side Sole Leather, (this Country)
2 Coils small Rigging—	an Assortment of Nails—
1 Coil Rattling	1 Pump Hammer—
4 <sup>lb</sup> Twine—	2 Water Pails—
1 Top Maul—	2 Canns—
1 doz: Sail Needles—	3 Logg-Lines—
6 Bolt Rope d <sup>o</sup> —	12 Ships Arms & Ammunition—
1 Compass—	1 Mizen—
1 large Pewter Bason—	1 Mizen Topsail—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 131–33.

1. Capt. Joseph Chapman.

2. Caleb Hopkins.

#### BRIGADIER GENERAL WILLIAM MOULTRIE TO MAJOR GENERAL ROBERT HOWE

Dear Sir,

Charlestown, Dec. 23d, 1777.

The council, (those of them that I could get together) are still of opinion that we cannot spare any troops: I sent a copy immediately to the president of the proceedings and opinions of the court.

I waited on the president, and had some conversation with him on the matter; he asks 150 men for the expedition: I have altered my opinion, and wish you would allow me to grant the request, and order the men; it may be attended with good consequences, if otherwise, the state must take it upon themselves, as they have so earnestly requested the detachment. I send this by express, at the request of the president: I hope you will soon dispatch him, as they are impatient to know wether you will assist them or not.

I am, &c.

Maj. Gen. Howe.

William Moultrie.

William Moultrie, *Memoirs of the American Revolution*, 2 vols. (New York: David Longworth, 1802; reprint ed. New York: Arno Press, 1968), 1: 196–97.



INTELLIGENCE FROM PRISONERS WHO ESCAPED FROM  
CHARLESTON TO H.M.S. *CARYSFORT*

The following Account of the Rebel Armed Vessels at Charles Town, Captain Fanshawe obtained from Persons who had been long Prisoners there, and who escaped from Prison to the *Carysfort* the 23<sup>d</sup>. December 1777.

*Randolph*—Congress Ship.<sup>1</sup> Biddle, Master. Mounts 26 twelve pounders and 10 Six-pounders, with 4 Cohorns in each Top, and has upwards of 300 Men, mostly old Country Men, One third of the whole tolerable Seamen.

*General Moutray*. A Ship hired and fitted by the State of South Carolina—Johnston, a Scotchman Master, Built for an Armed Ship—Upright, plain Stern in Boards—fashioning pieces on the Quarter—quick sheered—small Head—taunt but not square rigged—never at Sea—Very deep waisted—about 200 Tons,—carries 12 short and 6 long Six pounders on the Main Deck; uncertain if any on the Quarter Deck and Fore-castle, supposed to carry about 80 Men.

*Voluntier*—An old Guinea-man, fitted by a Volunteer Company for the use of the state—Sullivan Master—A short, high Ship about 170 Tons, taunt and square rigged—plain Stern-quarter Badges—a large projecting Head—Carries 14 Guns on the Main Deck, 4 on the Quarter Deck and 2 on the Forecastle and about 130 Men.

*True Briton*—A Ship lately taken by the *Randolph*<sup>2</sup>—About 300 Tons—a lofty Ship Masts and yards proportioned for the Merchants Service—has Quarter Galleries—is to carry 18 nine pounders (the *Acteons* Guns)<sup>3</sup> on the Main Deck—has very small ports, is very crank when light and a heavy Sailor.

*Notre Dame*—A Brig belonging to the State of South Carolina—about 130 Tons—taunt and square rigged—long built—plain Stern with yellow Mouldings—no quarter pieces—projecting Figure Head—Sails well—carries 16 six pounders on the Main Deck, uncertain if any others—About 120 Men—Hall Master.

*Fair American*. A Brig Charles Morgan Master—Bermudian built—short and broad—taunt and square rigged—her Round House taken off, and has now a Light Quarter Deck—A small Figure head—no Badges or fashioning pieces on the Quarters, but has small Scuttles for Light—Sails well—About 150 Tons—carries 120 Men and 20 Guns.

*Polly*—A Brig hired and fitted by the state of South Carolina—Antony—Master, pierced for 18 Guns—low Built, taunt rigged, but not square,—A Prime Sailor, number of Men not known.

— A Sloop of 14 Guns, belonging to M<sup>r</sup> Dorsius of Charles Town.

— A Brig of 12 Guns, formerly a Letter of Marque and taken by the *Comet*.

Besides the foregoing, the King's Frigates have chased into Charles Town, two Armed Brigs and two Armed Sloops. And there is good reason to suppose several other Privateers are in the Harbour: where there are several large French Ships, said to be laden for France, and intended to push out with the Fleet; also many American Vessels laden and so destined.

The Accounts variously obtained (on first coming on the Station) agreed that the Rebels had several Gallies upon the inland navigation in Carolina and Georgia, some of them large, others very small.

An Intelligent Negro Bricklayer, who worked on the public Works on and about Sullivan's Island, is now on board the *Carysfort*. He says that Fort Moutray is finished, and has in it Barracks for 350 Men (the usual Guard on Sullivan's Island) he cannot

give a particular description of the Fort—He says a Bridge is thrown across from the North part of the Island to Haddrell's point: that there is a Battery at each end, and in the middle of the Bridge a double Battery, having a Face each way. That nearest to the Island is a draw-bridge to admit the passage of small Vessels; and that in this opening is about 9 feet at low Water. He does not know if there be such Depth throughout the inland navigation, but that Schooners of 200 Barrels of Rice pass at high Water. He says that on and about Haddell's point are two more Batteries of 6 or 7 Guns each, besides that for the Guard of the Bridge. On the point of Sullivan's Island, near Long Island is also a Battery of which he does not know the Force, and a Guard always kept at it (this Battery I have seen and I think it has about 5 or 6 Guns) On the Main-land about 2 Miles from the Bridge, a Barrack is lately built, having three sides, each 358 feet long, and two Stories high—25 feet wide—The middle is for Officers and the two Wings for the Soldiery. Of Fort Johnson, he only knows that it has been raised with Palmeto-Logs and Mud and has now two tier of Guns. He heard of an Intention to erect Works below Fort Johnson but they were not begun when he came away (the 18<sup>th</sup>. December last) That since the Attack by the King's forces, many Batteries have been erected along the Extent of the Front of the Town and also others on the back part facing Ashley River and near the Road leading from the Town to the Country.

Accounts seem to agree that the Number of regimented Troops in and about Charles Town is about 1500, besides the Charles Town Militia forming a Battalion of 600 or 700. It is supposed that those Corps together with the Militia of neighbouring Districts, amount to about, 4,000 men.

Copy, UklPR, Adm. 1/488, 211–12. Enclosed in Vice Admiral Lord Howe to Philip Stephens, 23 Apr. 1778, UklPR, Adm. 1/488, 207–10.

1. The names of the vessels were written in the left margin.

2. See *NDAR* 9: 919–20.

3. H.M.S. *Actæon* ran aground and was burned during the British attack on Charleston, 28 June 1776. See *NDAR* 5. In April 1777 eighteen of her guns were salvaged. *NDAR* 8: 293.

VICE ADMIRAL CLARK GAYTON TO  
COMTE D'ARGOUT

*Antelope* in port Royal Harbor Jamaica 23<sup>d</sup>. Dec<sup>r</sup>. 1777—

Sir,

In Answer to Your Letter of 14<sup>th</sup>. November last,<sup>1</sup> wherein You complain of Hostilities committed by the *Palliser* and *Holten*, two Tenders belonging to His Majesty's Ships under my Command, I am to acquaint your Excellency that in regard to the Vessels His Britannic Majesty's Ships and Tenders are directed to cruize against, it is impossible for them to ascertain whether those they meet with, are going to, or coming from the Rebel Colonies in North America, without first inspecting into their Cargoes and being thereby convinced, as no dependance can be put on the papers they produce, for, of 212 prizes that have been taken by His Britannick Majesty's Cruizers, under my Command, many have been cleared for S<sup>t</sup>. pierre, Macquillon, and other French places, which have proved to be bound to the Rebel Colonies, either from a strict examination or discovery being made by some of the people where the papers were secreted, in consequence thereof, they have been tried in the Court

of Admiralty and legally condemned, but this as an Admiral I have not any thing to do with, it being the business of the Civil power; however, as a particular Instance of its being practised I refer Your Excellency to that affair of the Ship Mulint,<sup>2</sup> who was discovered to be a lawful prize, by one of the people informing where the papers were concealed that proved she was bound to the Rebel Colonies.

The Orders I give are such as I received from the King my Master and the Ministry in consequence of an Edict issued by their most Christian and most Catholick Majesty's at the commencement of the present rebellion, deeming all French or Spanish Vessels, liable to confiscation, that may be found trading to, or, from the Rebel Colonies and the proceeds of their Cargoes liable to be forfeited to the Captors belonging to His Britannic Majesty's Cruizers

In Answer to your Excellency's Letter inclosing sundry papers respecting the pollacca the *providence*,<sup>3</sup> I am to enclose You a Copy of the said polloccas condemnation with the judge of the Court of Admiralty's reasons for condemning her, there being certain papers on board which were sufficient for that purpose

I am now to acquaint your Excellency that I have received a Letter from Captain Garnier of His Britannic Majesty's Ship *Southampton*, dated 7<sup>th</sup> Ins<sup>t</sup>.<sup>4</sup> who, after advising me that he had met with 7 Sail of large Ships, full of Troops bound to your Island under the Convoy of two Frigates, informs me that he had pursued a Brig with Rebel Colours Flying till she got very near the Shore when he sent his Boats to her, but she being armed fired a Broadside at them, and he finding her too strong for the Boats, ordered them to return, at this time there was a French Frigate in Sight a great distance off, who fired a Shot a Stern of His Brittanick Majesty's Ship on which Capt<sup>n</sup> Garnier sent his Second Lieutenant on board the French Frigate to know whether the Shot was fired at him, or whether he meant it as an affront to the British Flag, and to ask whether he was ordered to protect the Americans in the open Seas, to all which the Captain of His Most Christian Majesty's Ship, replied he did not fire the Shot at His Britannic Majesty's Ship, neither did he mean it as an affront to the British Flag, but, that his Orders were to protect all Nations in sight of his Colours and that he was cruizing there for that purpose: I am to acquaint Your Excellency that the Commanders of His Britannic Majesty's Ships, under my Command, are directed to cruize against all Vessels trading to or from the Rebellious Colonies and that they must put those Orders in Execution

I shou'd be very sorry that your Excellency shou'd conceive that I wou'd make an attempt to break through the peace and Harmony which subsists between the Two Crowns, as I assure your Excellency no Officer can be more desirous than I am of preserving or more tenacious than myself in that point—In regard to your complaints against the Officers of the Tenders I have given the Necessary and proper Orders to their respective Captains and they will be severely reprimanded

In behalf of the King my Master I acquaint your Excellency that the 14<sup>th</sup>. October last, His Britannic Majesty's Sloop the *Racehorse* of 10 Guns and 38 Men cruizing off the Northside this Island, fell in with a Rebel privateer called the *Guest* of much superior Force, and 100 Men, who were all Subjects to His most Christian Majesty, except the Captain, whose Name is M<sup>c</sup>Eller and calls himself a New York Man, This privateer was fitted out at the Cape by one Clement (as I suppose a Merchant there) she had 16 Men Killed & 40 Wounded and was carried by boarding.<sup>5</sup> I shall send all these Frenchmen to England agreeable to my instructions and shall at the same time

transmit to the British Court, many blank Commissions from the Congress, for privateers to be fitted out at the Cape, which have been intercepted going to Hispaniola: I assure your Excellency I do not believe you are acquainted with these proceedings on the contrary I am confident you are entirely a stranger to them, as I am convinced You cou'd not suffer, so open a Violation of the Treaty subsisting between the Two Courts or Acts to be committed so contradictory to every assurance of Friendship His Britannic Majesty has from the French Court: Your Excellency ever ready to redress all grievances that are properly represented to You, will I hope take this into consideration and put a stop to such proceedings in future.

His Britannic Majesty's Subjects have received their Effects which were plundered by Hague and which your Excellency was pleased to cause to be restored,<sup>6</sup> I have given Captain Sellon a proper discharge for these agreeable to your Excellency's desire, I am exceedingly oblig'd to your Excellency for the trouble You took on this occasion and shall return this very great mark of your attention & Civility when ever I have an opportunity I have the honor to subscribe myself with great respect Your Excellency's Most obedient and Most humble Serv<sup>t</sup>:

a True Copy

Clark Gayton

Copy, UkLPR, Adm. 1/240, 480–83. Addressed at foot of first page: "His Excellency Le Comte Dargout." Docketed: "23<sup>d</sup> Dec<sup>r</sup> 1777—/Copy of Admiral/Gaytons Letter to His/Excellency Le Comte/Dargout, Governor of/Hispaniola/(N<sup>o</sup>. 4)." Docketed in another hand: "In Adm<sup>l</sup> Gayton's Letter/of the 27<sup>th</sup> Dec<sup>r</sup> 1777."

1. Above.

2. *Lamulant*, captured by H.M.S. *Winchelsea*, 19 May 1777. NDAR 8: 999.

3. See above, Comte d'Argout to Vice Admiral Clark Gayton, 27 Nov. 1777.

4. Above.

5. For details of this engagement, see above, Acting Lieutenant Charles Jordan to Vice Admiral Clark Gayton, 19 Oct. 1777.

6. See above, Comte d'Argout to Vice Admiral Clark Gayton, 27 Nov. 1777.

JOURNAL OF H.M. BRIG *PELICAN*,  
LIEUTENANT JOHN P. ARDESOIF

Dece<sup>r</sup> 1777

Tuesday 23

[*Roseau Bay, Dominica*]

at 6 Unmoor<sup>d</sup> ship & Sailed in Comp<sup>y</sup> with the *Spike* Indiaman  
At 8 spoke His Majesties Sloop *Comet*—

The S<sup>t</sup> End of S<sup>t</sup> Lucia NE distance 5 or 6 Leagues  
Fresh Breezes & Squally W<sup>t</sup> at 2 PM Saw a Sail to Leeward Standing to the S<sup>o</sup> gave Chace at 4 PM She Hoisted American Colours & not Striking to his Majesties Brig the first shot we fired a broad side of round grape & Canister shot & 2 rounds of Musquetry which Made her Strike she proved to be from Piscataque bound To Martinico Loaded with Lumber Staves &c<sup>a</sup> sent a Masters Mate & 6 handes on board her & Made Sail in Comp<sup>y</sup>.<sup>1</sup>

D, UkLPR, Adm. 51/4284.

1. *Snow York*, Ebenezer Brown, 180 tons, with 11 men, out of Portsmouth, N.H. The prize was sent to Grenada. Young's Prize List, 29 Nov. 1777–14 Mar. 1778, UkLPR, Adm. 1/310.

December 24

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Dec<sup>r</sup> 24<sup>th</sup>. 1777

Order'd, That Col<sup>o</sup>. Crafts<sup>1</sup> deliver Cap<sup>t</sup> Richard James Six pounds powder, for the Ship *Union*.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 133–34.

1. Col. Thomas Crafts.

## PETITION OF WILLIAM NAYLOR TO THE MASSACHUSETTS COUNCIL

State of Mass<sup>a</sup>. BayBoston Dec<sup>r</sup> 24<sup>th</sup>. 1777To the Hon<sup>ble</sup> Council

The petition of W<sup>m</sup> Nailor Humbly sheweth that your Petitioner was taken with Cap<sup>t</sup> Forsyth in the Brig *Nancy* & have been detain'd as prisoner on board the *Rising Empire*<sup>1</sup> Where I was knowing to a Conspiracy the Prisoners had agreed upon to secure the Guards & take an armed Brig<sup>n</sup>. which lay in the Harbour, almost ready for a Cruize, they having heard that but five men slept on board s<sup>d</sup>. Briganteen And I fearing they would Commit murder in carrying this Scheme into Execution, & I was very uneasy & could not rest untill I let the Captain of the Guard know of their design, Whereupon the Commissary Ordered me on shore & enquired into this matter—They swear if ever they have an opportunity they will kill me Therefore I most earnestly beg & entreat that I may not be sent Of[f] in the Cartel<sup>2</sup> for I had much rather tarry in America and promise to behave well If your Honors would grant me Liberty to stay in this Country, Your Petitioner as in Duty bound will ever Pray—

William Nailor

State of Massachusetts Bay

Council Chamber Dec<sup>r</sup> 24. 1777.

Ordered that the Commissary of Prisoners be and he hereby is directed to Permit William Nailor who was taken Prisoner on board the Brig<sup>n</sup>. *Nancy* to go at large untill the further order of this Board he behaving orderly & peaceably  
read & accepted

Jn<sup>o</sup>. Avery D<sup>y</sup> Sec<sup>y</sup>

DS, M-Ar, Mass. Archives Collection, vol. 168 (Council Papers), 109–109a. Docketed: “929/Petition of William/Nailor with Order/thereon to Commissary/of Prisoners to go at/large—/Dec<sup>r</sup> 24<sup>th</sup>. 1777.”

1. Massachusetts State prison brigantine, William McClure, master.

2. Cartel brigantine *Favorite*.

## CAPTAIN JOSEPH CUNNINGHAM TO ROBERT MORRIS

Sir

Boston Dec<sup>r</sup> 24. 1777—

Having sent you two Letters before this, & had no Answer since I came in from Sea; I should be glad if you would send me Word what I shall do with the Schooner;<sup>1</sup> & what you think of the Snow that I sent in here;<sup>2</sup> whether she will be a Prize or not.—

M<sup>r</sup> Rowe declines fitting the Schooner out again 'till he hears from you: <sup>3</sup> I should be glad if she is not to go out again that you would send Orders to M<sup>r</sup> Rowe or somebody else to Discharge me and settle my Accounts; for I want to go out again.—

M<sup>r</sup> Rowe tells me that you are dissatisfied about the Account of Sails of our Prizes in Martinico; but I do not see how that can be: I had but three Eighths allowed me and that was my proportion according to Guns & Men; and it was left to three Captains to divide it & they call'd the fourth Man: Likewise the Accounts were overhaul'd by M<sup>r</sup> Bingham and he said they were right: The Guns & Rigging that I took out of the Snow, were worth about six times what they were valued at; and I think that was in your Favor.—But I should be glad to see you myself, and satisfy you that I am right; and I am very sorry Sir that you should think hard of me, when I have strived both by Day & Night to serve you & your Interest; and I hope ever shall be able to serve any Gentleman that I sail for without any Difficulty.—

I don't know but what I told M<sup>r</sup> Rowe, that he did not assist me as he ought to do for your Interest; and I suppose that affronted him: But it's true I should have sail'd last Cruize long before I did had any body else fitted me out.—

As for the Portuguese Snow that I took I said I had Orders for so doing; My Orders were if I heard of their taking any of our Vessells, in that case to seize any of theirs: I heard so ten times by French & Dutch both; and likewise the Capt himself; <sup>4</sup> when I came up with him I hoisted English Colours he hoisted Portuguese Colours; I told him to come on board; he did so; he asked me if I was an English Cruizer; I told him I was; he told me he had been chased by an American Privateer, two days before, but she could not come up with him, and desired me to go after him, telling me what course he steered, and all that; I ask'd him what was the reason the Portuguese did not take the American Vessells; he said they did & that he knowed of five that were taken by the Portuguese in Fyall & sent to Lisbon and Sold; then I gave him his Papers, ask'd him on the Quarter Deck & shewed him my American Colours, his Answer was—I am your Prisoner, and delivered his Papers to me again.

The next morning I carried him on board his own Vessell to get his things, and while I was down in the Cabbin, he was on the Quarter Deck & took a large packet inclosed in lead out of his Trunk & hove it overboard; That, his own Men have sworn to, and likewise swore that he knowed of two Vessells belonging to America carried out of Fyall to Lisbon and sold by the Portuguese.—I am [&c.]

Joseph Cunningham.

L, NHpR, Naval History Collection, no. 61.

1. Massachusetts privateer schooner *Phœnix*.
2. *Nostra Senhora de Carmo e Santo Antonio*.
3. John Rowe.
4. João Garcia Duarte.

#### JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

Dec<sup>r</sup> 1777  
Wednesday 24

At an Anchor off Spiken-devel Creek up Hudson's River  
d<sup>o</sup>. W<sup>e</sup> [Fresh breezes with a hard Frost]

The Ice began to drive about the River, at 11 A.M. Weigh'd & Came to Sail and left the *Spitfire* Galley off Spiken-devel Creek,<sup>1</sup> at ¼ after struck on the Chevaux de Frize off Fort Knyphawsen,<sup>2</sup>

set the Chain & hand Pumps Working, but found the Ship made 7 feet Water in less then Ten Minutes

At ½ past 12 [PM] perceived the Ship was sinking fast by the head, I thought it most adviseable (as did the Officers) to run her on shore above Blowmandale<sup>3</sup> (7 Miles from New york) carried the Stream Cable on Shore and made it fast & Fixed Spars to keep her upright; but finding the Water pour in fast, and her stern not touching the ground; at 3 the Tide of Flood making strong, She very soon filled, carried away the stream Cable & Spars, and fell over on her Larb<sup>d</sup> side in very deep Water.—

R. Tucker, W<sup>m</sup>. Gower & W<sup>m</sup>. Shelland Marines were drowned in the Ship

J: Montagu

D, UklPR, Adm. 51/600.

1. Spuyten Duyvil Creek.
2. Fort Knyphausen, formerly Fort Washington.
3. Bloomingdale.

#### PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO COMMODORE JOHN HAZELWOOD

In Council

Sir

Lancaster December 24<sup>th</sup>. 1777

I had the pleasure of writing to you of the [ ]<sup>1</sup> Ins<sup>t</sup> but have since rec<sup>d</sup> none of your Letters—One from Coll Bradford; of the Navy Board, dated the 19<sup>th</sup> In<sup>t</sup><sup>2</sup> came to hand this day in which he informs me that the four Hhds of Whiskey and the shoes & stockings sent by Council, for the Use of the Fleet of this state was rece<sup>d</sup>.—Mr Crispin, the Commissary, also Acknowledges their receipt; and I have no doubt that a proper distribution will be made of them. I am very anxious for the safety of the Fleet; especially as our Army is oblig<sup>d</sup> to return so far from the Delaware, to occupy convenient Quarters, that they cannot afford immediate relief in case the Enemy should think it advisable to attempt its destruction—

suppose You should order the Gallies &c. to be immediately stript,—and the Sails Riggins &c—with the Guns & stores to be removed to a distance, in some place of safety—after which the Gallies to be scuttled in some safe Creek, where they can be raised at a convenient time—? this I hint for the Consideration of You & the Navy Board—: But perhaps some more eligible plan may be Adopted by you & them, to whom this matter is refered.—It is pleasing to Council to know that there still remains five Hundred Men belonging to the Gallies.—These Men are well worth preserving—: they have been tryed—and deserve well of their Country, & should be kindly treeted, The most favorable attention Council have no doubt they will meet with—As you are in possession of small Arms & Amunition, as well as Cannon, some of which would Answer for Field Pieces—those men could be trained to the Use of Small Arms & the Working of Cannon, and soon be enabled if a proper Breast Work were thrown up, to defend the Craft against a much greater Number of the Enemy; And it would be the means of keeping those People & their Officers together, so that they may render essential service to their Injured Country while they remain in Jer-

sey, thro the Course of the winter; & be ready to obey the Call of Council in the spring, as early as the season will admit—At this distance I can not advise respecting those Officers of the Boats who have no Command; or of those, who merit none: Time will no doubt provide for some; and a proper treatment will discharge the others—

I hope in a short time to be enabled to furnish Mr Bradford Paymaster with Money—as well as the Commissary to furnish the seamen with Provisions during the Winter—I am [&c.]

Herewith is some News Papers for you, & you Officer Perusal.

The enclosed letter<sup>3</sup> to his excellency Governor Livingston you will please to forward to him by a safe hand the contents of which you will see by the copy thereof, also enclosed

Df, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Notation at head of letter: "Council to Comm<sup>e</sup> Hazlewood 1777."

1. A blank space appears in the text here. Wharton probably meant the Council's letter to Hazlewood of 20 Dec., above.

2. Pennsylvania Navy Board to Thomas Wharton, Jr., 19 Dec., above.

3. Pennsylvania Supreme Executive Council to William Livingston, 25 Dec., below.

#### JOURNAL OF THE CONTINENTAL CONGRESS

[York] Wednesday, December 24, 1777

A petition from Samuel Mifflin, by his proctor, William Lewis, relative to the brig *Sally*, captured by Samuel Champlin, commander of the privateer *American Revenue*, condemned in the court of admiralty in the State of North Carolina, which condemnation it is alleged was wrongfully obtained by a tortious and fraudulent act of Captain Champlin, and praying to be allowed the privilege of an appeal, was read:<sup>1</sup>

*Ordered*, That the consideration thereof be postponed.

JCC9: 1052.

1. For Mifflin's arguments concerning ownership see NDAR8: 275–77. Mifflin's petition to Congress asserted that Champlin forcibly detained the *Sally's* master and pilot and did not allow them to testify to the North Carolina Admiralty Court or to make an appeal. An endorsement to Mifflin's letter to Congress states that the matter was to be referred to the legislature of North Carolina. PCC, item 42, volume 5, 59–61, 65–66 (M247, roll 55).

#### CAPTAIN IGNATIUS FENWICK TO GOVERNOR THOMAS JOHNSON

Sir

Mouth of Piscataway Creek, Dec<sup>m</sup> 24<sup>th</sup> 1777

The Ship *Lydia* is now at this place the British Ships being in the River<sup>1</sup> & the Difficulty of procuring hands to tranport the Ship has prevented her from gitting down here untill this day

The small Success I met with at Baltimore & the heavy Expence that attends it prevents my making a second attemp to get hands there—I have now only a mate, & him not fully agreed, Carpenter & one Seaman properly belonging to the Ship—I have a Promise of one Seaman more from Alexandria is all I have any Chance of getting this way—I have allso three jobbers on b<sup>d</sup> two of which are Cap<sup>t</sup> Keltys' Servants which I judge wold be best (but have not money) to Discharge I am Extreemly Sorry to find Every Expence so high I have gave for Beef for the Ships Use from 9<sup>d</sup> to 13<sup>d</sup>



⌘ lb & Every other Expence in proportion, I have Rec<sup>d</sup> from Coll<sup>o</sup> Hoe Seven Barrells beef & one of pork belonging to the Ship, three or four Barrells more Will be Sufficient, pork Will be best

M<sup>r</sup> Ridgely the mate I was Speaking of I met with in Baltimore with Some Difficulty prevailed on him to Come down but wold agree to go the Voyage fearing we shold be Long Detained I have Since under tooke to offer him 20<sup>£</sup> ⌘ mo. & two hh<sup>ds</sup> Tob<sup>o</sup>. privelidge but will not agree unless he has his River pay that is all the wagers due at the time of Leaving the River Exclusive of his months advance at both places; which I Cold not Undertake to do without your approbation

M<sup>r</sup> Ridgely is an American both in birth & Sentiment a Carefull Industrious man and a good Seaman fully Capable of taking Charge of the Ship if Necessity Requir'd it; mates are hard to get, & a bad one is wors than none, All I have Urg'd in favour of M<sup>r</sup> Ridgely I am well Acquaintd with by Sailing his mate about Seven years ago in the Brig W<sup>m</sup>. & *Hopewell* belonging to M<sup>r</sup> Vernon Webb—I Believe its the offers he has had to go master, Prevents his Accepting of mine

Its not Posible to get Seaman for the Ship Unless furnishd out of the State Ships of war—

She must have Seamen—

I have no boat as yet & am much distress'd for one, I find it Necessary to Calk her sides & have Set the Carpenter ab<sup>t</sup> it. She also wants Some Spars which will be best to order at S<sup>t</sup> Marys if the Ship Stays here any time it will be proper to Unreave the Riging & at any rate to Discharge the Jobbers—to all of which I Shall wait your further orders & am [&c.]

Piscataway Town

Ignat<sup>s</sup> Fenwick

Mund<sup>y</sup> 24<sup>th</sup>.

Extream Cold & Likely for a Severe frost—

L, MdAA, Executive Papers, 6636-10-45D. Addressed: "To/His Excellency/Tho<sup>s</sup> Johnson Esq<sup>r</sup>/Anopolis." Docketed: "Dec<sup>r</sup> 24. 1777./From Ignatius Fenwick/Ship *Lydia*."

1. H.M.S. *Phoenix* and *Emerald* entered the Potomac River on the morning of 28 Nov. 1777. They left the river on 23 Dec.

# JOURNAL OF H.M.S. *ST. ALBANS*, CAPTAIN RICHARD ONSLOW

Decemb<sup>r</sup> 1777

Moored in Hampton Road Virginia

Wednesday 24<sup>th</sup>.

at 9 AM Saw Sev<sup>l</sup>. Sail without the Horse [*Shoe*] & a Brig Coming [*into*] this Channel. Man'd & Arm'd the Schooner and Sent her in Chase of the Brig.

Moored in Hampton Road Virginia

Fresh Breezes & Cloudy. the Schooner was obliged to return the Brig being a Privateer & had fired Sev<sup>l</sup>. Guns at her but on the advance of the afterment<sup>d</sup>. Ships She run ashore<sup>1</sup> at 10 PM anch<sup>d</sup>. here H.M: Ships *Phoenix*, *Emerald* & *Richmond* with two Tenders The *Otter* anch<sup>d</sup>. without ⌘ Sig<sup>l</sup> to watch the Brig

D, UKLPR, Adm. 51/828.

1. Probably a Virginia Navy brig or a brig-rigged galley.

## ACTS OF THE ASSEMBLY OF NORTH CAROLINA

[New Bern, December 24, 1777]<sup>1</sup>

## CHAP. XVI.

*An Act to impower the Court of Admiralty of this State to have Jurisdiction in all Cases of Capture of the Ships and other Vessels of the Inhabitants and Subjects of Great Britain, to establish the Trial by Jury in the said Court in Cases of Capture.*

I. Whereas the Continental Congress, by several Resolves, have declared that all Ships and Vessels, as well Ships of War and Transports as Merchant Ships and Vessels, their Tackle, Apparel and Furniture, and all Goods, Wares and Merchandize, belonging to any Inhabitant or Inhabitants of *Great Britain*, or to any Subject or Subjects of the King of *Great Britain* (except the Inhabitants of *Bermuda* and *Providence*, or *Bahama* Islands) taken on the High Seas, or between high and low Water Mark, by any armed Vessel, fitted out by any private Person or Persons to whom Commissions shall be granted, or by any of the Vessels of War of these United States, or by any Vessel of war fitted out by, and at the Expense of any of the United States or which shall happen to be taken near the Shores of any of these States by the People from the Country, or Detachments from the Army, shall be deemed and adjudged lawful Prize; and whereas the said Congress have recommended to the several Assemblies or Legislatures in the said States as soon as possible to erect Courts of Justice, or to give Jurisdiction to those already established in the said States, for determining concerning the Captures to be made as aforesaid, and also recommended that all Trials in such Case be had by a Jury, under such Qualifications as to the respective Legislatures shall seem expedient:

II. *Be it therefore Enacted by the General Assembly of this State, and by the Authority of the same*, That the Court of Admiralty of this State shall have Jurisdiction, and may proceed to the Trial and Condemnation of all such Ships and Vessels, their Tackle, Apparel and Furniture, and all Goods, Wares and Merchandize, on Board thereof, as are herein before mentioned; and the Judge of the said Court for the Time being is hereby authorized and required, on Petition to him for the Purpose, to appoint a Court to be forthwith held, that only one Monition shall issue, returnable on the Fourth Day from the Time of instituting the Suit, and on the Return of the said Monition, that the Judge shall order a Jury to be summoned, returnable within Four Days thereafter, previous to all Claims to any Ship or Vessel, Goods, Wares or Merchandize, shall be duly entered and made in the usual Form, and attested on Oath on the Return of the said Monition, and not after; and the Claimant or Claimants shall, at the Time of exhibiting the same, give sufficient Security, to be approved of by the Judge of the said Court, to pay double the Costs necessarily incurred by exhibiting his or their Claim, to the Captor or Captors of such Ships, Vessel, Goods, Wares or Merchandize, if the Jury shall find the same to be lawful Prize, and his or their Claim be dismissed; if no Claim be entered within the Time limited, the Jury shall nevertheless be sworn to try the Cause, and their Verdict, with the Decree of the Judge founded thereupon, shall be final and conclusive.

III. *Provided nevertheless, and it is hereby further Enacted, by the Authority aforesaid*, That if any Captor or Captors, Claimant or Claimants, shall not rest satisfied with the Judgment, Sentence or Decree, given in such Court of Admiralty, it shall and may be lawful for the Party or Parties thereby aggrieved to appeal from the same to the Continental Congress, or to such Person or Persons as they shall appoint for the Trial of

Appeals, so as the same be demanded within Five Days after definitive Sentence, and lodged with the Secretary of the Congress within Forty Days afterwards, except in Case of the Death of the said Secretary during the Recess of Congress, in which Case the said Appeal shall be lodged in Congress within Twenty Days after the Meeting thereof; and provided the Party appealing shall give good and sufficient Security that he or they will effectually prosecute such Appeal, and answer the Condemnation, and also pay treble such Costs as shall be awarded, in Case the Sentence of such Court of Admiralty be affirmed. *Provided always*, That the Execution of any Sentence so appealed from as aforesaid, shall not be suspended by Reason of such Appeal, in Case the Party or Parties appellant shall give sufficient Security, to be approved of by the Court in which such Sentence shall be given, to pay the full Value thereof to the Appellant or Appellants, in Case the Sentence so appealed from shall be reversed.

IV. *And be it further Enacted, by the Authority aforesaid*, That every Judge of Admiralty in this State, when any Cause shall be depending in his Court, shall have Power, and is hereby authorized and required, to issue his Precept, directed to the Marshal, commanding him to summon Twenty Four Freeholders to serve as Jurors, which Precept the Marshal shall execute; and any Person summoned, neglecting or refusing to appear, or appearing shall refuse to serve, the Jury in any Cause then ready for Trial shall be subject and liable to a Fine of Forty Shillings, to be imposed by the Court, which shall be levied by Warrant of Distress and Sale of the Offenders Goods and Chattels, under the Hand and Seal of the Judge of the said Court for the Time being, to be directed to the Marshal, and when recovered shall be paid into the Treasury, and applied to the Use of the State; and the Jurymen who shall serve in the several Courts of Admiralty in this State, shall be allowed Six Shillings *per* Day for their Attendance.

V. And whereas in the said Resolves it is declared that all Ships or Vessels, with their Tackle, Apparel and Furniture, Goods, Wares and Merchandize, belonging to any Inhabitant or Inhabitants of *Great Britain*, or any Subject or Subjects of the King of *Great Britain* (except the Inhabitants of *Bermuda* and *Providence*, or *Bahama* Islands) which shall be taken by any Vessel of War fitted out by, and at the Expence of any of the United States, shall be deemed forfeited, and divided in such manner and Proportions as the Assembly of such State shall direct; *Be it therefore Enacted, by the Authority aforesaid*, That all Ships and Vessels, except Vessels of War, with their Tackle, Apparel and Furniture, Goods, Wares and Merchandize, belonging to any Inhabitant or Inhabitants of *Great Britain*, or any Subject or Subjects of the King of *Great Britain* (except the Inhabitants of *Bermuda* and *Providence*, or *Bahama* Islands) which shall be hereafter taken by any Vessel of War fitted out by, and at the Expence of the State, shall be divided, one Half thereof amongst the Officers, Seamen and Mariners, or Persons acting as such, belonging to, or on Board such Vessel of War, in the following Proportions, that is to say, To the Captain, Two Sixteenth Shares; to the Lieutenants and the Officer of Marines, One Sixteenth Share; to the warrant Officers, One Sixteenth Share; to the petty Officers, One Sixteenth Share; and to the Seamen and Marines, or other Persons acting as such, Three Sixteenth Shares; and the other Half to the Use of this State. *Provided always*, That Vessels of War belonging to the King of *Great Britain*, or Privateers fitted out for the Purposes of cruizing against the Subjects of the United States of *America*, and not for Trade, with their Guns, Tackle, Furniture, Apparel, and all Merchandize found on Board, taken as aforesaid, shall after Payment of the Fees of Condemnation, be wholly divided and shared to and

amongst the Officers, Seamen and Marines, or Persons acting as such, on Board of, or belonging to such Vessel of War, fitted out by, and at the Expence of this State, in the following Manner, that is to say, Four Sixteenths to the Captain; to the Lieutenants and Officer of Marines, Two Sixteenth Shares; to the warrant Officers, Two Sixteenth Shares; to the petty Officers, Two Sixteenth Shares; and to the Seamen and Marines, or other Persons acting as such, Six Sixteenth Shares.

VI. *And be it further Enacted, by the Authority aforesaid,* That if any Ship, Vessel or Boat, or any Goods therein, belonging to any Person or Persons residing in, or owing Allegiance to the free United States of *America*, hath been, or shall hereafter be surprized and taken by any Ships or Vessels of War belonging to the King of *Great Britain*, or the Ships or Vessels of any of his Subjects thereto authorized by him, and the same shall be retaken and brought into this State by any Ship or other Vessels of War, fitted out under the Authority of the Continental Congress, or by any particular State, or at the Expence and Risk of Private Persons of any of the said States, and the former Owner or Owners of such Ship, Vessel, Boat, or Goods, or any Person or Persons on their Behalf, shall exhibit his or their Claim or Claims in the said Court or Admiralty within the time herein before limited for Exhibition or Claims, and on the Trial of the Cause shall establish and prove the same to the Satisfaction of the Jury, they shall find a Verdict in Favour of such Claimant or Claimants, and the Judge of the said Court is hereby enjoined and required thereupon immediately to order the said Ship, Vessel, Boat, or Goods, to be restored to such former Owner or Owners, he or they paying for, and in Lieu of Salvage, One Eighth part of the true Value of the Vessel and Cargo, or either of them, if the same hath or have been in Possession of the Enemy Twenty Four Hours, One Fifth Part, if more than Twenty Four Hours, and less than Forty Eight Hours, One Third if more than Forty Eight Hours, and less than Ninety Six Hours, and One Half, if more than Ninety Six Hours, together with the Costs of Suit (unless such Vessel and Cargo shall after the Capture have been legally condemned as a Prize by some Court of Admiralty, in which Case the Recaptors shall have the whole) which Salvage shall be divided by the Captains, Officers, and others respectively intitled thereto, if fitted out by this State, in the same Proportion as Prizes are herein first before directed to be divided.

VII. *And be it further Enacted, by the Authority aforesaid,* That all Books, Papers and Writings, found in any Ship or Vessel taken as Prize, shall without Delay, on Oath of the Captor, be brought into the Register of the Court of Admiralty wherein such Ship or Vessel may be proceeded against in order to Condemnation, and until such Condemnation or Acquittal, the Ship or Vessel, and her Cargo, shall be under the joint Care of the Captor and the Marshall of the Court of Admiralty, subject nevertheless to such Rules and Orders as the Judge of the said Court shall think proper to make in the Premises.

VIII. *And be it further Enacted, by the Authority aforesaid,* That no Register or Deputy Register, or any Marshal or Deputy Marshal, of or belonging to the Court of Admiralty of this State, shall either directly or indirectly act, or be concerned in any Manner, either as an Advocate or Proctor, in any Cause, Matter or Business whatsoever, that shall be depending in the Court to which such Register or Deputy Register, Marshal or Deputy Marshal, shall belong; and that every such Register or Deputy Register, Marshal or Deputy Marshal, who shall be guilty of such Offence, being thereof

lawfully convicted on Indictment, shall from thenceforth absolutely forfeit his respective Office and Employment in and belonging to the said Court.

IX. *AND be it further Enacted, by the Authority aforesaid,* That there shall not be paid unto or amongst the Judge, Register, and Marshal of the said Court, for, towards, or relating to the adjudging or condemning of such Capture as aforesaid, as lawful Prize, or acquitting the same, more than the Sum of One Hundred and Sixty Dollars, to be divided amongst them in the following Proportions, *viz.* To the Judge, Eighty Dollars; to the Register, Fifty Dollars, except in Cases of Appeal, when he shall be allowed the usual Fees for Copies of the Proceedings; and to the Marshal, Thirty Dollars; and the Marshal shall be intitled to receive *Two per Cent.* on all Sales of Captures, Vessels or Cargoes, condemned in any of the said Courts; and the whole cost of such in every Cause, including the Fees of the Judge, Marshal and Register, and also the Wages of the Jury, shall be paid by the Libellants, in Case the Cause shall be determined against them; and in Case it shall be determined in their Favour, then the said Fees and Wages shall be paid out of the Sales of such Capture, unless where there shall be a Claim or Claims, in which Case the Claimant or Claimants against whom the Cause shall be decided, shall pay such Costs; and the Judge shall also tax to the Marshal his Bill, for all reasonable Costs and Charges for his Care of any Vessel or Cargo committed to his Custody, and also for Storage of Goods, and other necessary Expences, &c., which shall be paid in the same manner as other Costs.

X. *And be it further Enacted,* That if any Commander or Commanders, Officer or Officers, Seamen, Marines, Soldiers or others, shall break Bulk on Board, or embezzle any of the Money, Jewels, Plate, Goods, Wares, Merchandize, Tackle, Furniture or Apparel, of or belonging to such Vessel, Prize or Prizes, so taken such Commander, Officer, Seamen, Marine, Soldier or other shall forfeit treble the Value of the Thing embezzled, one Third Part thereof to the Use of this State, and the other two Third Parts thereof to him or them who shall sue for the same, by Action of Debt, Bill or Plaint, in any Court of Record in this State, wherein no Essoin, Protection, or Wager of Law, or more than one Imparlane,<sup>2</sup> shall be allowed; and shall likewise forfeit all his Share of such Prize to this State.

XI. *And be it also Enacted, by the Authority aforesaid,* That Payment shall be made to the respective Persons intitled thereto, or their Agents, of the several and respective Shares of the Prize or Prizes that they may be intitled to, within Twenty Days after the Sale thereof, by the Marshal as aforesaid, and that Five Days previous Notice of such intended Payment be given by them in the Public Gazette of this State, if there be any Gazette, and if not, then by affixing up such Notice in Writing at the most public Place where such Court shall be held.

XII. *And be it further Enacted, by the Authority aforesaid,* That the present marshals of the Courts of Admiralty, immediately after the passing of this Act, and all future Marshals previous to his or their entering upon the Execution of their respective Offices, shall give Bond, with two Sureties, in the Penal Sum of Two Thousand Pounds, to the Governor for the Time being, for the due and faithful Execution of his Office, and also for the Payment of Proceeds of all Prizes that may come into his Hands, within Twenty Days after the sale of such Prizes respectively; which Bond shall be lodged in the Secretary's Office of this State, to be put in Suit on the Application of any Person aggrieved by the said Marshal in the Execution of his Office: And upon the Condemnation of any Prize of greater Value than the above mentioned Penalty, the Judge of the Court

of Admiralty, before the Sale of such Prize, shall cause the Marshal of such Court to enter into Bond, with sufficient Security, in such Sum as will be sufficient to secure the Payment of the Produce of the Sales of such Prize; and if the Marshall shall be unable or unwilling to give them such Security, he may be suspended, and another appointed, from Time to Time, until the Sitting of the General Assembly.

XIII. *And be it also Enacted*, That if the Marshal of the Court shall refuse and neglect to publish such Notice as is herein before directed to be given, they; and every of them, for every such Offence, shall forfeit and pay the Sum of Ten Pounds; to be recovered by any Person who shall sue for the same, in any Court of Record in this State, wherein no Essoin, Protection or Privilege, shall be allowed.

XIV. *And be it further Enacted, by the Authority aforesaid*, That in all Distributions of Prize Money, the Rules, Regulations, Provisions, and Restrictions, made at any Time, and in Force, by Resolutions of Continental Congress, shall be observed, except in such Cases where the Owners and Crews of private Ships of War shall by particular Contract otherwise provide.

XV. And whereas in some Cases properly maritime, the Jurisdiction of the Court of Admiralty may hereafter be called in Question; *Be it therefore Enacted, by the Authority aforesaid*, That all Suits for Freight, Mariners Wages, Breach of Charter Parties for Voyages to be made, so as the Penalty be not demanded, and Suits for building, repairing, saving, or the necessary Victualing for a Ship, against the Ship or Vessel, and not against any Party by Name, but such as may choose to make himself a Party, and all Disputes concerning Salvage, and all Matters and Transactions that are in their Nature maritime, shall be tried and determined in the Court of Admiralty.

*The Acts of Assembly of the State of North Carolina*, [Session Laws, 1777], (Newbern, N.C., 1778), pp. 62-64.

1. "Read Three Times and ratified in General Assembly the Twenty-fourth Day of December, 1777." Clark, ed., *The State Records of North Carolina* 24: 153.

2. *Essoin*: an excuse for not appearing in court at appointed time; *protection*: exemption from all personal and some real suits for a specified time while absent from the country on public service; *wager of law*: a pledge to take and abide by the result of some action; *imparlance*: time given a party before pleading a lawsuit, for making an amicable settlement, or the delay or continuance of a suit.

#### JOURNAL OF THE NORTH CAROLINA SENATE

24 Dec 77

On motioned resolved that the Governor for the time being be and he is hereby impowered to make such additional Allowance to the wages of the seamen of the ship *Caswell* as may be sufficient to induce men to enter into the service so that such allowance does not exceed twenty dollars per month to each man and that he be further impowered to give the commander of the said ship such assistance as may be necessary and he shall think proper.

Ordered the above resolve with the following Message be sent to the House of Commons:

Mr. Speaker and Gentlemen of the House of Commons:

We herewith send for your concurrence a Resolve of this House for allowing a Bounty to seamen, &c.

S. Ashe, S. S.

... Rec'd from the House of Commons the following Message:

Mr. Speaker & Gentlemen of the Senate:

We herewith return the resolve of your House allowing a bounty to seamen, &c., concurred with.

A. Nash, S. C.

Clark, ed., *The State Records of North Carolina* 12: 257, 260.

NORTH-CAROLINA GAZETTE, FRIDAY, DECEMBER 26, 1777

Newbern, December 24.

*By virtue of a resolve made at Newbern by the Assembly at their last session,<sup>1</sup> will be sold by public vendue, at Wilmington, the 17th of February next.*

The armed Brigantine *Washington*, with her guns, stores, tackle, apparel and furniture. The terms of sale will be prompt payment, and the property not to be altered til the money is paid. She is a swift sailer, well calculated for a privateer or merchant vessel, and well found. An inventory will be produced on the day of sale.

William Hooper }  
Hen. Toomer } Commissioners.

1. See Journal of the North Carolina Senate, 21 Dec. 1777, above.

MAJOR GENERAL ROBERT HOWE TO BRIGADIER GENERAL WILLIAM MOULTRIE

Dear Sir,

Savannah, Dec. 24th, 1777.

My sentiment respecting the determination of the council of war, coincide, in a great measure, with their opinion, but the importance of protecting the trade of your state, from which almost all America, at present, derive their supplies; joined to the earnest request of the executive authority of the state, which I, as a citizen, ought ever to respect, and when possible, attend to; induces me to consent to furnish the 150 men desired by his excellency the president.

I am, &c.

Robert Howe.

Gen. Moultrie.

William Moultrie, *Memoirs of the American Revolution*, 2 vols. (New York: David Longworth, 1802; New York: Arno Press, 1968), 1: 197-98.

"COPY OF A LETTER FROM HIS EXCELLENCY GOVERNOR TONYN TO  
BRIGADIER GENERAL PREVOST DATED S<sup>t</sup> AUGUSTINE THE 24<sup>TH</sup> DECEMBER 77"

[Extract]

Sir

... I had the honour to communicate to you Letters from Captain Fanshawe, and his Plan for supplying His Majesty's Ships on the Southern Station with Water, and Provisions from S<sup>t</sup> Mary's River, and I shall be happy in cooperating with you upon any measure you will please to adopt to forward the execution of this important and desireable object. ...

The *Rebecca* Sloop being essentially of Service for the internal Defence of the Province will also assist in Captain Fanshawe's Plan, you will give me leave to request of you Sir to encourage the measure by strengthening her Armament with fixing a Serjeant's Command of Eighteen Private on board of the *Rebecca*, or any number you may conveniently spare. . . .

I shall ever be happy to testify to you, Sir, that I have the honour to be with respect and Esteem [&c.]

(Signed) Pat: Tonyn.

Copy, UKLPR, C.O. 5/558, 15–20. Addressed below close: "Brigadier General Prevost." Docketed: "East Florida/Copy/His Excellency/Governor Tonyn/to/Brigadier Gen<sup>l</sup> Prevost." Docketed in another hand: "In Gov<sup>r</sup> Tonyn's (N<sup>o</sup> 48)/of 26 Dec<sup>r</sup> 1777." See Tonyn to Lord George Germain, 26 Dec. 1777, *ibid.*, 10–12. Eight pages of this document are not printed. In those sections, Tonyn discusses whether the East Florida Rangers were under the direct authority of the province or the British Army, and he expresses his desire for an eventual attack on Georgia.

## December 25

### LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz.—

In Behalf of William Cole, Commander of the armed Brigantine *Oliver Cromwell*, and all concerned therein, against the Brigantine *Endeavour*, of about 130 Tons burthen, Robert Hoggell, late Master; against the *Snow Easterly*, of about 180 Tons burthen, William Anstric, late Master; against the Brigantine *William and Mary*, of about 150 Tons burthen, ———, late Master; and against the Sloop *Three-Brothers*, of about 70 Tons burthen, Mathew Malone, late Master; In Behalf of William Steward, Commander of the armed Schooner *Lizard*, and all concerned therein, against the Schooner *Ainslie*, of about 60 Tons burthen, Samuel Peper, late Master; In Behalf of William Preston, Commander of the armed Schooner *Washington*,<sup>1</sup> and all concerned therein, against the Schooner *Elizabeth*, of about 100 Tons burthen, John Young, late Master; In Behalf of Samuel Chew, Commander of the armed Brigantine *Resistance*, in the Service of the United States,<sup>2</sup> and all concerned therein, against the Ship *Mermaid*, of about 160 Tons burthen, James Cockrane, late Master; In Behalf of John Buffington, Commander of the Brigantine *True-American*,<sup>3</sup> and all concerned therein, against the Brigantine *New-Exeter*, of about 80 Tons burthen, Richard Broad Manning, late Master; and against the Brigantine *Joanna*, of about 80 Tons burthen, Richard Shea, late Master. All which Vessels, their Cargoes &c so libelled, are said to have been taken and brought into the Middle-District aforesaid; and for the Trial of the Justice of these Captures, the Maritime-Court for said District, will be held at Boston, on Tuesday, the 13th Day of January, A.D. 1778, when and where the Owners of said captures, and all concerned, therein, may appear and shew Cause, if any they have, why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.



*Independent Chronicle* (Boston), 25 Dec. 1777.

1. Massachusetts privateer schooner *Washington*, William Preston, commander, mounting 6 carriage guns and 10 swivels with a crew of 35 seamen, was commissioned on 5 Sept. 1777 and was owned by Thomas Jones, John Stickney and Joseph McWan [Marquand], of Newburyport. M-Ar, Revolutionary Rolls, vol. 7, 289, 290.

2. Continental Navy brigantine *Resistance*.

3. Massachusetts privateer brigantine *True American*, John Buffinton, commander, mounting 7 carriage guns and 4 swivels with a crew of 25 seamen, was commissioned on 7 May 1777 and was owned by Andrew Cabot of Salem. M-Ar, Mass. Archives Collection, vol. 168 (Council Papers), 237.

# JOURNAL OF H.M. SLOOP *KINGSFISHER*, COMMANDER ALEXANDER GRAEME

December 1777

Thursday 25<sup>th</sup>.

Ditto [At Anchor in the Seakonnet passage Rhode Island]

at 1 A:M: saw the flashes and heard the report of several guns from Fogland ferry supposed it to be a Rebel vessel Coming down the [*Sakonnet*] river ½ after 1 A:M: slipt our small bower and got under way immediatly and stood towards the Rebel shore at [2] saw a Ship coming down which proved to be her fired at from our Battery<sup>1</sup> sett studding sails the Chase being just a head, we fired a Bow gun at her and she returned us three shot ½ after 2 fresh breases and D<sup>o</sup> W<sup>c</sup> [Clear] the Chase leaving us fast at 3 the Chase most out of sight carried away our fore top mast studding sail boom down studding sails and reefd the top sails made sail and stood to the N.W. at ½ after 4 hove the M: Yd Sail to the mast & laid to at 6 made sail tacking occasionally and beating to windward in the Seak<sup>et</sup> pass.

Light winds and cloudy weather 4 P.M: came too in the entrance of Seakonnet passage With the best Bower anchor and veared to a Stay Peek the Cormorant Rock bearing W.b.S. Black point N.b.W. the Seakonnet rocks S.E. 11 P.M: Down top gallant yards

D, UklPR, Adm. 51/506.

1. Rhode Island privateer ship *Marlborough*, George W. Babcock, commander. She was commissioned on 11 Dec. and owned by John Brown of Providence. *Marlborough* was of 250 tons burthen, mounted 20 carriage guns and was navigated by a crew of 125 men. Letters of Marque and Reprisal, NjMoHP, Lloyd W. Smith Collection. *Marlborough* set sail from Swansea, Mass., on 23 Dec. and anchored for the night at Fall River. On 24 Dec. she "weighd anchor and went through Seconnett passage got a ground & Lay 3 hours we got off[f] and afterwards Engage[d] the *kingfisher*." *Marlborough* anchored in Tarpaulin Cove, Martha's Vineyard, on the evening of 25 Dec. and the next day put into Holmes Hole [Woods Hole], seeking seamen. She returned to Martha's Vineyard on 29 Dec. to recruit more men before departing on her cruise on 2 Jan. 1778. "Journal of A Voyage in the Good Ship *Marlborough* George Wt: Babcock Commander Bound On A Five Months Cruize Against the Enemies Of The United States of America from Rhode Island", Lloyd W. Smith Collection, NjMoHP.

## DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 25<sup>th</sup> Dec<sup>r</sup>—Hard frost. Wind N.W.

About 12 o'Clock last night two Rebel vessels<sup>1</sup> attempted to go to Sea by Fogland ferry, the night being very dark and the wind fair. They were soon discovered by our Galley<sup>2</sup> stationed near our battery and were fired at. One of them, a brig, in

standing too close to their shore, run ashore on the N. point of Fogland;—the other got clear, notwithstanding she was chased by The *Kingsfisher*. But as the *Kingsfisher* is a remarkably bad Sailer, and the Rebel vessels are generally light and clean when they attempt to go out, it is not surprizing she escaped. The *Kingsfisher* returned to her Station this morning, the Rebel vessel having got safe into Bedford.

Sir Peter Parker applied to The General this Morning for a Detachment of the Hessians stationed near Fogland, to burn the vessel on shore, but as there are no boats on that side, nothing could be done until something comes round from Newport. The Galley should have made the attempt early this morning.

Mackenzie, *Diary* 1: 226–27.

1. Rhode Island privateer ship *Marlborough* and brigantine *Peggy and Betsy*.
2. H.M. galley *Alarm*.

ADVERTISEMENT FOR SEAMEN AND MARINES FOR RHODE ISLAND  
PRIVATEER SHIP *BLAZE-CASTLE*

The Ship *BLAZE-CASTLE* now lying at New-London, commanded by James Monro, Is in want of a few good Men, Seamen or Marines.—The said Ship is a fine Vessel and well fitted with 18 Six-pounders and 4 Howits, will sail in a few Days on a Cruize of four-Months. Those that incline to try their Fortune that Way in said Ship must be on Board very soon.

Dec. 25, 1777.

N.B. Capt. Monro is to be seen at Capt. Hinman's.

*Connecticut Gazette*, 26 Dec. 1777.

CAPTAIN JAMES MONTAGU, R.N., TO COMMODORE WILLIAM HOTHAM

Copy  
Sir,

*Fowey* off Blowmandol Hudson's River  
the 25<sup>th</sup>. Decemb<sup>r</sup> 1777

Agreeable to your Order, I proceeded down Hudson's River in His Majesty's Ship *Mercury* (under my Command) on the 24<sup>th</sup>. Instant, with an Intent to anchor off Blowmandol [*Bloomingdale*], as the Ice began to make its' Appearance; but unfortunately the Ship struck on the Chevaux de Frize off Fort Knyphausen,<sup>1</sup> which in less than ten Minutes occasioned seven Feet Water in the Hold; and finding it gain on the Chain and Hand pumps and the Ship going down fast by the Head, thought it most advisable (as did the Officers) to run her onshore above Blowmandol; when I ordered everything in my power to keep her upright; but the Water coming in so fast, and her Stern not touching the Ground; She very soon filled and fell over on her Larboard Side and it was with the greatest Difficulty that I saved the Ship's Company's Lives. The Loss from this unhappy Accident, was three Marines who were so exceedingly drunk, that they were unable to help themselves.

I am afraid from the Situation the Ship is in, as she sinks very fast in the Mud, that very few of the Stores can be saved; but be assured everything in my power shall be done for the Good of the Service.

From the Knowledge and good Opinion I have of the pilot, I cannot think this Accident was through his Neglect, but believe it owing to the Cheveux de Frize shifting. I am. [&c.]

(Signed) J: Montagu.

Copy, UKLPR, Adm. 1/488, 150–51. Addressed at foot of first page: “Commodore Hotham.” Docketed: “Copy./Letter from Cap<sup>t</sup> Montagu to/Comm<sup>o</sup> Hotham, giving Account/of the Loss of the *Mercury*./Dated 25<sup>th</sup> Decem<sup>r</sup> 1777./In Lord Howe’s Letter/N<sup>o</sup> 51.” Enclosure no. 6 in Viscount Howe’s letter No. 51 to Philip Stephens, 20 Jan. 1778.

1. Formerly Fort Washington.

#### COMMODORE WILLIAM HOTHAM TO GOVERNOR JONATHAN TRUMBULL

Sir

*Preston off New York 25<sup>th</sup> Decem<sup>r</sup> 1777.*

I am to acquaint You in answer to Your Letter proposing the Exchange of Captain Judd<sup>1</sup> for M<sup>r</sup> Manley<sup>2</sup> late Commander of the *Hancock*, That as the former was taken when a Passenger onboard the *Weymouth* Packet and then in no Military Character, My Lord Howe thinks the Proposition for that Reason inadmissible.

His Lordship has not yet sent me any Answer respecting the Exchange of M<sup>r</sup> Flynn late Commander of the above Packet.<sup>3</sup> I am [&c.]

W: Hotham

L, Ct, Jonathan Trumbull Papers, vol. 7, 250a. Addressed at foot: “Hon<sup>ble</sup>: Governor Trumbull.”

1. Capt. William Judd, R.N.
2. Capt. John Manley, Continental Navy.
3. Capt. Paul Flynn.

#### PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO GOVERNOR WILLIAM LIVINGSTON

In Council

Sir,

Lancaster December 25. 1777

Commodore Hazlewood will be under a necessity of laying up our little Fleet in some place in New-Jersey, for the Winter: Council have recommended him, with your Excellency’s approbation to employ the men belonging to it, which will probably consist of about five hundred, in throwing up a breast-work in some convenient place where they may defend the cannon stores &c until the spring. We shall be happy in cooperating w<sup>th</sup> your Excellency in any plan you may devise wherein these men may be employed for the service of the General cause, either in conjunction with the militia or otherwise. The Commodore will lay before you, for your approbation, the measures which he may propose to adopt. Should your Excellency think proper to order the militia of your state to afford the Commodore any assistance, in case the enemy should attack him, the council will thank you for a communication of such parts of the order as may be necessary, to the commodore, that he may be able to act in conjunction with them—I am &c

T W. &c

Df, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed at foot of page: “To His Excellency/William Livingston Esq<sup>r</sup>/Gov<sup>r</sup> of New Jersey.” Docketed: “1777 Dec<sup>r</sup> 25th/Excellency Governor/Livingston.” Notation at top of page: “Council to Gov<sup>r</sup> Livingston 1777.”

## NOTICE TO SAILORS

[December 25, 1777]

ALL GENTLEMEN  
SAILORS,Desirous of rendering themselves useful to their Country, let them repair on  
Board His Majesty's armed Ship the  
*VIGILANT*,Captain CHRISTIAN,  
COMMANDER,

WHERE they will be received, and every Indulgence given that their Merit can entitle them to. The said Captain will engage his Word of Honor, that the Persons so entering, shall not be carried out of America without their Consent.

*PHILADELPHIA*. PRINTED BY JAMES HUMPHREYS, JUNR.in *Market-Street*, between *Front* and *Second-streets*.

Broadside.

BRIGADIER GENERAL WILLIAM SMALLWOOD TO  
GEORGE WASHINGTON

[Extract]

D<sup>r</sup>. Sir,Wilmington Decem<sup>b</sup>. 25<sup>th</sup>. 1777—

... The *Eagle* & 25 topsail Transports with 5 Sloops & Schooners passed down yesterday, & anchored abreast and below Newcastle, in the Cove above reedy Island, Lord Howe is on board I imagine from the Flagg being hoisted on the foremast head; I dispatch'd a trusty Spy to Newcastle to discover if possible their Destination, who returned in the Evening with no other Intelligence but their Mooring & a few Boats Landing about two Miles below Newcastle, I detached a good Officer with 100 Men & a guide last Night at 7 Oclock, to scour the Shores, intercept such as might Land, & to make discoveries, who has not yet returned.—The Evening before last I received Intelligence of 20 Sail standing up the Bay, & that they had come to, off Bomby Hook; by a Person who I had sent the Day before to discover whether there were any Ships below, & whether they had landed any Troops as was reported here, these 20 Sail got as high as Newcastle yesterday, & are now going up the River by this Place; I cannot learn where they came from, or that any Troops have been landed on this Side the Delaware below; I inclose the Informn. received from a Person who was landed by one of the Transports about five Miles above this Yesterday. ... I have the honor to be [&c.]

W. Smallwood

L, DLC, George Washington Papers, Series 4. Five paragraphs and a postscript are not printed here. They discuss the failure of the Delaware Militia to join Smallwood's forces, fortifications under construction at Wilmington, and other topics. Addressed: "His Excellency/General Washington." Docketed: "Genl Smallwood/Wilmington./22<sup>d</sup> & 25 Decem 1777./inclosing Genl Pattersons."

JOURNAL OF H.M.S. *PERSEUS*, CAPTAIN GEORGE KEITH ELPHINSTONEDec<sup>r</sup> 1777Thursday 25<sup>th</sup>D<sup>o</sup>. [At a single Anchor off Ch<sup>s</sup>. Town, the Light-house NW  
½ W 2½ Leagues]

at 7 AM Saw 2 Sail in the NE and chased by Signal with the *Carysfort*, at 10 it inclining to calm, got the Sweeps out rowed the Ship; at Noon in chase.

Spencers Inlet NNW 4 or 5 Miles.

Moderate and cloudy w<sup>e</sup> at ½ past 4 PM arrived up with the chase which proved the *Marquis De Pezay*<sup>1</sup> from Bourdeaux to Charles Town with dry Goods, sent an officer and men on board, and took charge, and brought the French-men on board; at 8 Saw a sail in the NW Quarter, gave her chase as did the *Carysfort*; at 9 fired and brought her too, she proved the Ship *Thomas* from Providence to Charles-Town, in Ballast.<sup>2</sup>

D, UkLPR, Adm. 51/688.

1. Jean Chamolleau, master, owned by Sieurs Reculès de Basmarein & Raimbeaux of Bordeaux. The ship *Marquis de Pezay*, laden with powder, arms, and dry goods, was sent to St. Augustine. Howe's Prize List, 23 Apr. 1778, UkLPR, Adm. 1/488, 239.

2. William Earle, master, owned by John Horne of Cranston, R.I. The ship *Thomas* was destroyed off Cape Romain. Ibid.

*THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE*, THURSDAY, DECEMBER 25, 1777

Charlestown, December 25.

Two of the enemy's ships have been frequently seen from town since our last. Last Thursday two canoes with 8 negroes, were taken off the bar by a sloop, who was in company with the two men of war. The same sloop was taken on the morning following by the Continental sloop *Providence* Capt. Rathburne, after a short engagement, in which the enemy had three men killed and one wounded. She is the *Gouverneur Tonyn*, carries 10 guns, is commanded by Capt. Demas, and fitted out as a privateer from St. Augustine. Both the *Providence* and her prize are in port. Six of the negroes abovementioned were on board the sloop when taken.

## LORD MACARTNEY TO LORD GEORGE GERMAIN

Duplicate

Tobago

My Lord

N<sup>o</sup>: 50

Scarborough 25<sup>th</sup>. December 1777.

In my last of the 7<sup>th</sup>. Instant,<sup>1</sup> I had the honor to acquaint your Lordship, of my intention of setting out immediately to visit this part of the Government. I accordingly embarked that day on board the *Fly* Sloop of War, commanded by Captain Edward Garner, and had a tedious passage, during which we touched at Barbados, where I stayed a few days.—I arrived here yesterday, and on my landing received an account from M<sup>r</sup> Lucas,<sup>2</sup> the President of the Council at Grenada, commanding there in my absence, that on the 11<sup>th</sup>. Instant, a Rebel Privateer, called the *Henry*, mounting four

pounders, had cut out two small Vessels at Duquesne Bay, in the Road of Grenada, upon which the Government Sloop, which was then repairing in the Harbour, was got ready, as soon as possible, and dispatched in pursuit. I have the pleasure to inform your Lordship, that she came up with the Privateer, on Friday the 19<sup>th</sup> in the afternoon, and after a very smart engagement, which lasted above an hour and a half took her and brought her into St. Georges. Munro,<sup>3</sup> the Rebel Captain and six of his people were killed in the Action, and nine were wounded some of which are since dead; on board the Government Sloop, there was only one man killed, but most of the Officers were severely wounded and I am sorry to find among the number, Captain James Connor whom I had given the command of the Sloop, on the former Captain's returning to England last October. He was shot in the Temple with a Musket ball, and it is feared he cannot recover. His behaviour and that of all his people, cannot be too much commended. The Government Sloop mounted only eight 3 pounders, but there were ten Soldiers and a Corporal from the Garrison, on board, who did great execution with their Musketry, and to that circumstance, a considerable part of the success may be attributed. Inclosed I have the honor to send you a List of Rebel Privateers in this part of the World, and have the honor to be [&c.]

Macartney

[Enclosure]

A List of Rebel Privateers now cruising in these Seas and fitted from Martinico.

The *St. Pierre* Ship of 22 Guns<sup>4</sup>

The *Revenge* Brig of 18 Guns

The *General Washington* Brig of 18 Guns

The *Rambler* Sloop of 18 Guns

A List of Rebel Privateers now fitting out at Martinico

The *Retaliation* Brig of 14 Guns

The *Rattlesnake* Ship of 18 Guns

Two Sloops of 18 Guns each

Besides several small Vessels and Schooners

L, UklPR, C.O. 101/21, 140–42. Addressed at foot of first page: "Lord George Germain." Docketed: "Tobago 25<sup>th</sup> Dec<sup>r</sup> 1777./Lord Macartney./(N<sup>o</sup>. 50)/R 16<sup>th</sup> March 1778./(1 Inclosure.)/Ent<sup>d</sup>." Enclosure Docketed: "R."

1. Ibid., fols. 144–45.

2. William Lucas. Ibid.

3. Nathaniel Monro. See above, Monro to William Patterson, 13 Nov. 1777.

4. *St. Peter*.

## December 26

### MASSACHUSETTS BOARD OF WAR TO CAPTAIN RICHARD JAMES

Capt<sup>n</sup> Richard James

Sir

War Office Boston Dec<sup>r</sup>. 26<sup>th</sup>. 1777

You being Master of the Ship *Union* now loaded and ready to Sail, Our orders are that you embrace the first good opportunity and proceed for Nantes in the Kingdom

of France[,] deliver your Letters to Mess<sup>rs</sup>. Morris Pliarne Penet & Comp<sup>y</sup> Merchants there to whom you are consigned follow their orders for your further proceedings.—

When you have discharged your present Cargo you are to get your Ship fitted and in order with the greatest dispatch to take in a Load of Salt and Four thousand Blanketts which your Merchants will furnish you with taking particular Care to lay Boards over the Salt under the Blanketts to prevent Dampness

We have desired your Merchants in France to furnish you with the Money for paying yourself and Men as p<sup>e</sup> agreement also for other Disbursments but we recommend to you to be as frugal as possible.—

You are to make the first Port in this State or New Hampshire from whence you are to give the earliest Notice to this Board by Express.—We wish you a good Voyage & are Yr Friends &c.

By Order

Sam Phps Savage Pr[es<sup>t</sup>]

The above I acknowledge to be Copy of my Orders which I promise to follow—

Rich<sup>d</sup> James

Df, M-Ar, Mass. Archives Collection, vol. 205 (2d ser., Revolution Letters), 266.

#### MASSACHUSETTS BOARD OF WAR TO WILLIAM FROST

M<sup>r</sup> W<sup>m</sup>. Frost

Sir

War Office

Boston Dec<sup>r</sup> 26<sup>th</sup> 1777

Capt<sup>n</sup>. James<sup>1</sup> the Bearer being appointed to command the Ship *Union* you will therefore deliver him all the Ships Stores and give him all the assistance he may want. please to make out an Invoice of the Ships Cargo and inclose it in the open Letter to Mess<sup>rs</sup>. Morris Pliarne Penet & C<sup>o</sup>. inclosing with it the Bills of Lading for the same[.] the other you are to bring to the Board with a Copy of the Invoice which we desire may be only the Contents of the Cargo without any Price and the first time you come to Boston you will bring it with you, which hope will not be long.—We are [&c.]

By order of the Board

Sam<sup>l</sup> Phips Savage

President

N B As Capt<sup>n</sup>. James is appointed to command the Ship *Union* he has an order for the Spars mark'd for Capt<sup>n</sup>. Haynes<sup>2</sup> and the Board will account with you for them—

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), 146.

1. Capt. Richard James.

2. Capt. William Haynes.

#### SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL

Hon<sup>d</sup> Sir

Boston 26 Dec<sup>r</sup> 1777—

By favor of Coll Trumbull,<sup>1</sup> I pend my accounts as far as the present date, it is impossible for me to compleat them untill the many Workmens bills are brot in and discharg'd, the continual Applications from each Vessell renders it impossible for me to bring them to a period.—When the Ships are out it shall be my first business to wait

upon your Excellency with All the Accounts, and the proper Vouchers—These accounts begin with Captain Smedleys prises,<sup>2</sup> I am sorry to Say it, but Capt Bradford<sup>3</sup> has never handed me an Account of the disposals of the three Scotch Transports<sup>4</sup> taken by Capt Harding.—as soon as they are obtain'd I will transmitt them to Lebanon.—Coll Trumbull inform'd me, he had wrote to the Council for a Sett of six pound Cannon for the Ship *Defence*, I hope they will be forwarded soon, as it will take some time to fix Carriages &c: for them—I have lately been under some concern for fear the bread brot in by Capt Harding in the *Honor*, would not arrive in season for the Vessells it was carried to Hyannas, which Harbor is now shut up, it would be for the advantage of the State to have 50 or 60. or more bbs flour forwarded immediately to be bak'd for the States use, Should the bread arrive from the Hyannas, I should have near enough, but if it should not arrive the Ships must be detain'd for it.—

We have been put to great difficulty in obtaining Duck for the *Defences* Sails—Capt Deshon<sup>5</sup> has given me encouragement that the Navy board will lend me some for a Short [time] if I obtain it we shall be able to gett the *Defence* to sea almost as soon as the *Cromwell*.—I have purchas'd many articles necessary for their respective Cruizes, I laid myself out in this difficult season, to procure conveniences, and (having lain aside all other business) have so embarras'd my circumstances, as to be oblig'd to request leave to draw for Cash from the State.—

The Accounts not being compleat I could not guard against errors, which perhaps may be in the Accounts I remain [&c.]

Sam Eliot J

L, Ct, Connecticut Archives, 1st Series, vol. 9, 216. Addressed at foot: "Gov<sup>r</sup> Trumbull."

1. Col. Joseph Trumbull.

2. The enclosed accounts are for the brig *Grog*, snow *Swift*, brigantine *Anna*, and bark *Lydia*.

3. John Bradford, Continental Agent for Massachusetts.

4. *Annabella*, *George* and *Lord Howe*. See NDAR 5.

5. John Deshon, of New London, a member of the Continental Navy Board of the Eastern Department.

#### JOSIAH WATERS TO NATHANIEL SHAW, JR.

Dear Sir

Boston 26 Dec<sup>r</sup> 1777

I wrote you the 19<sup>th</sup> Inst. acquainting you of the arival of the Prize Ship *Mermaid*, and on the 20 wrote also Informing what had ocured and how far I had proceeded

Agreeable to my expectation M<sup>r</sup> Olney came to town, to whom I proposed acting in Consort which as I expected was not to his acceptance—In consequence I am waiting your orders—

This will be forwarded you by Cap<sup>t</sup> H Billings<sup>1</sup> who came Passenger in the *Three-Square-Gimblet*,<sup>2</sup> Letter of Marque Brig<sup>t</sup> fm Martinico John Lamb Commnd<sup>r</sup>

The Brig I expect up to town this day: wind &c Permiting when I shall imediately wait on Cap<sup>t</sup> Lamb Cap<sup>t</sup> Billings acquaints me, that on Board the Brig. is a Number of Articles for the Continent to your address—such as Brass Field peices, Gun Powder &c as also a Number of other Articles for your own acc<sup>t</sup>

As soon as the Vessell comes up, I shall recommend the taking out of her Powder, and wait your com<sup>ds</sup>. for further Proceedings—unless upon Conversing with Cap<sup>t</sup> Lamb it should be thought more advisable to unlade her, in which case due care shall



be taken of Matters—Cap<sup>t</sup> Billings I expect will return Immediately, by him or otherwise, you'll favour me with directions—I am [&c.]

Josi Waters

L, C<sup>t</sup>, Nathaniel and Thomas Shaw Letters and Papers. Addressed: "To Nathaniel Shaw Jun<sup>r</sup> Esq<sup>r</sup>/Continental Agent/ New London/Cap<sup>t</sup> Billings." Docketed: "Josiah Waters/Letter/Dec<sup>r</sup> 26 1777."

1. Henry Billings, formerly a lieutenant in the Connecticut Navy.
2. *Irish Gimblet*.

ADVERTISEMENT FOR SEAMEN FOR THE  
RHODE ISLAND PRIVATEER SHIP *MARLBOROUGH*

Bound on a Cruise against the Enemies of the United States, the Ship *Marlborough*, mounting 20 Guns, George W. Babcock, Commander, now lying at Bedford, having fought her Way out by the British Ship<sup>1</sup> and Galley<sup>2</sup> at Fogland; and had Capt. Babcock been fully manned, he would undoubtedly have taken the Enemy's Ship and carried her into Port. All Seaman and others who incline to take a Cruise in the *Marlborough*, are desired to repair to said Ship at Bedford immediately, as she will certainly sail by the 4th of January next.

Providence, December 26, 1777.

*Providence Gazette*, 27 Dec. 1777.

1. H.M. sloop *Kingsfisher*.
2. H.M. galley *Alarm*.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 26<sup>th</sup> Dec<sup>r</sup> Frost. Wind N.W.

The Rebel brig<sup>1</sup> remains on shore at Fogland. An attempt was made this day by the Galley<sup>2</sup> to burn her, but as the Rebels had brought two pieces of Cannon down, and fired on the Galley, she was obliged to draw off. The Galley & our battery fired several shot at the brig, and hulled her four or five times. Our Galley being ill fitted out weakly manned, and a bad Sailer, it was not though safe to venture so near the shore as she should have done to have effected the service intended. From the unaccountable delays which have happened, it is probable the Rebels will get the vessel off before we can destroy her. If a Single boat had attempted it yesterday morning early, it might have been effected with ease.

Mackenzie, *Diary* 1: 227.

1. Probably brigantine *Peggy and Betsy*, Stephen Clay, master.
2. H.M. galley *Alarm*.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMMOND

Decem<sup>r</sup> 1777

Along Cuthberts wharf [*Philadelphia*]

Friday 26<sup>th</sup>

AM at 8 loosed Sails at 10 several Forrage Vessals Arrived from  
Tinnicum<sup>1</sup> at Noon furl'd Sails

D<sup>o</sup>

Fresh Gales with Snow & rain PM Got down the Gall' Yards D°  
several Forrage Vessels returnd

D, UKLPR, Adm. 52/1964.

1. These vessels were part of a fleet of thirty transports taking on forage at Tinicum Island. Three of them became icebound in the Delaware River and were burned by the Americans after they had run aground near Gloucester, N.J. See Master's Journal of H.M.S. *Roebuck*, 29 Dec., below, and, Capt. Andrew S. Hamond, R.N., to Vice Admiral Viscount Howe, 1 Feb. 1778, ViU, Hamond Papers, Letter Book, 1778-1779, 9-11.

RUTH ROGERS TO GOVERNOR THOMAS JOHNSON AND THE MARYLAND COUNCIL

To the Honorable his Excellency the Governor and  
Council of the State of Maryland.—

The Humble Petition of Ruth Rogers of Baltimore Town  
Humbly Sheweth

That my Husband Jeremiah Rogers, took charge of your Schooner *Ninety-two*, on the 19th November 1776 and shortly after sail'd as Master of her to the West Indias; where he arrived safe. But on his Homeward Bound Passage was taken by one of the King of Englands ships and is yet kept Prisoner with them.<sup>1</sup> I expected long 'ere this time he wou'd have been releas'd, and cou'd then settle his accounts with you but having waited so long and thinking an exchange for him wou'd soon happen. And as I fear he is now sent from this Continent, your Petitioner Pray that your Honors will please to take my Case into Consideration and beg you'l please to advance me about Sixty Pounds on the Acc<sup>t</sup> of M<sup>r</sup> Rogers my Husband, as I have been and am at present much distressed on account of non Assistance from my Husband he being alone my Earthly Dependence, and now thus Kept from Rendering me any support.

Your Honors taking the Premises under your Serious Consideration Humbly Hopes you will in your Great Wisdom Grant your Petitioner her Humble Request and she as in duty bound shall ever Pray &c<sup>e</sup>

Ruth Rogers

Baltimore the 26th Dec<sup>r</sup> 1777

L, MdAA, Executive Papers, 6636-8-181. Docketed: "26 Decem<sup>r</sup> 1777./Ruth Rogers/Petition."

1. The schooner *Ninety-Two* was taken on 2 Mar. 1777 by H.M.S. *Phoenix*. NDAR 8: 23.

CAPTAIN BENJAMIN CALDWELL, R.N., TO VICE ADMIRAL VISCOUNT HOWE

My Lord

*Emerald* in Hampton Road the 26<sup>th</sup> Dec<sup>r</sup> 1777

Captain Parker having acquainted me, (this morning) by Letter, that Your Lordship desires an answer to your Letter of the 6<sup>th</sup> September relative to the loss of the *Solebay's* Boats in August last.<sup>1</sup> I beg leave to inform your Lordship, that on Thursday the 28<sup>th</sup> August, laying with the *Solebay*, between the Tail of the Horse Shoe Shoal and Cape Henry about 3 PM a Schooner Boat, attempted to run up to Hampton, upon which Captain Symonds sent three Boats in chace of her; she immediately run on shore; the Boats followed, when a sudden and violent squall immediately coming on, two of the Boats were instantly stove upon the Beach; The wind continuing to blow fresh all night, prevented my sending any assistance, and the remaining Boat from

coming off untill next morning; at which time the *Phœnix* was coming in, and Captain Symonds, acquainted Captain Parker with the particulars of the loss, of the *Solebays* Boats and men. I have the honor to be [&c.]

B.C.

LB, UKLNMM, Benjamin Caldwell Papers, CAL/110. Addressed: "To/The Viscount/Howe."

1. See NDAR 9: 844. There Lt. Edmund Joshua Moriarty's first name is incorrectly identified as Sylvester.

## December 27

### "VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD OF THE EASTERN DEPARTMENT"

[*Boston*] December 27. 1777

Voted That in Compliance with the Judgment of the Court of Enquiry held at Boston for Examing into the Conduct of Hector McNeill Esq<sup>r</sup> Commander of the Ship *Boston* during his last Cruise That the said Hector McNeill Esq<sup>r</sup> be Suspended from being a Captain in the American Navy till such time as he shall be honorably acquitted by a Court Martial to be hereafter called and that a Letter be wrote to Inform him thereof—

Voted That Samuel Tucker Esq<sup>r</sup> a Captain in the Continental Service & pay be appointed to take the Command of the Ship *Boston* now lying in the harbour of Boston and that Cap<sup>t</sup>. McNeill be directed to deliver the said Tucker all the Stores belonging to that Ship in his Custody and also a list of all such officers & men as belong to the Ship &c—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

### CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO CAPTAIN SAMUEL TUCKER

Navy Board Eastern department

Boston Decem<sup>r</sup> 27<sup>th</sup>. 1777

Sir

Whereas you have been Appointed by the Hon<sup>ble</sup>. Congress a Captain in the Navy These are to Impower and direct you to take the Command of the *Boston* Frigate now in this harbour You are therefore to repair on board and Exert your self to Equip her for the Sea with all possible Expedition You are to Employ your utmost Endeavours to man her and to return us as soon as possible a list of such men as are Suitable for your Lieutenants, and other officers having regard to such as have Served in the Navy and the Rank they have borne and to do all such Matters and things as shall promote the Service with the Utmost dispatch and when the Ship is Equipped and Manned apply to us for further orders.—

W<sup>m</sup>. Vernon

J Warren

John Deshon

L, MH-H, Commodore Samuel Tucker Papers, fMS Am812. By permission of the Houghton Library, Harvard University. Addressed at the foot of the page: "To Cap<sup>t</sup>. Samuel Tucker."

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, [Boston] Dec<sup>r</sup> 27<sup>th</sup>. 1777—

Voted, That Col<sup>o</sup>. Glover<sup>1</sup> be desir'd to Ballast the Schooner *Hannah* and send her to Boston as soon as possible. . . .

Order'd, That the Com<sup>y</sup> Gen<sup>l</sup> deliver M<sup>r</sup> Homer<sup>2</sup> twenty Barrels Beef, for Brig<sup>t</sup> *Massachusetts*, Cap<sup>t</sup> Lambert Commander.—(See Commiss<sup>y</sup> Devens Acco<sup>t</sup> for Sundrys dld the Brig.)

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 137–38.

1. Col. Jonathan Glover.

2. Robert Homer.

JOURNAL OF H.M.S. *APOLLO*, CAPTAIN PHILEMON POWNOLLDec<sup>r</sup> 1777

Saturday 27

Moord off the Town of N: York

at 8 AM unmoored Ship, at 10 weighed and got further out, Anchord with the N<sup>o</sup>. River open in 8 fam<sup>s</sup>. Water [came] on board M<sup>r</sup> White Agent,<sup>1</sup> and paid the Foremast Men each 3½ dollars as prize Money for the Brig *Freedom*.<sup>2</sup>

At Single Anchor off the Town of N. York  
Fresh Breezes with Snow PM the *Venus* came out of the East River, & anchored of[f] the Staten Island,

D, UkLPR, Adm. 51/52.

1. Henry White.

2. Massachusetts Navy brig *Freedom* was captured by the *Apollo* on 16 Sept. 1777 and was condemned on 31 Oct. in the Vice Admiralty Court of New York as a lawful prize. UkLPR, Minutes of the Vice Admiralty Court of the Province of New York, H.C.A. 49/93 (Sept. 1777–Feb. 1778), 84.

MASTER'S LOG OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMMONDDecem<sup>r</sup> 1777Saturday 27<sup>th</sup>D<sup>o</sup> [Along Cuthberts wharf *Philadelphia*]

AM Employd in Washing the Ship

D<sup>o</sup>

First part Moderate with Frost & Snow latter fresh Gales & a Heavey fall of Snow PM The *Viper* attempted to go down the River to the Assistance of a Ship<sup>1</sup> at Wilmonton but was prevented by the Ice and the Ship fell into the Enemies hands

D, UkLPR, Adm. 52/1964.

1. Army transport brig *Symmetry*.

## DIARY OF ELIZABETH DRINKER

[Extract]

[*Philadelphia*]

[*December*] 27 . . . a certain something a peice of Clockwork, a Barrel with Gunpowder, &c was found in our River, which blew up near the *Row-buck* Man of War, and

distroyd a boat near it<sup>1</sup> several others they say are found, thought to be the contrivance of some designing evel minded person or persons, against the Shipping. . . .

Elizabeth Drinker, *The Diary of Elizabeth Drinker*, edited by Elaine F. Crane, 3 vols. (Boston: Northeastern University Press.), 1: 270–71.

1. This explosive device was the work of David Bushnell. It was probably similar to the type of mine he used against H.M.S. *Cerberus* off New London, Conn., earlier that summer. *NDAR* 9: 740–41, 746–47. For additional documentation on Bushnell's plan, see Jonathan Trumbull to Colonel William Worthington, 4 Nov., Colonel William Worthington to Jonathan Trumbull, 20 Nov., and Jonathan Trumbull to Brigadier General Samuel H. Parsons, 21 Nov., above.

# JOURNAL OF THE CONTINENTAL CONGRESS

[York] Saturday, December 27, 1777

A letter, of 6th December, from Thomas Cushing, Esq<sup>r</sup> at Boston, with a bill of exchange enclosed, in favour of Andrew and James Caldwell, for 13,359 dollars drawn by the said Thomas Cushing on the Hon'ble H. Laurens, president of the Marine Committee:

*Ordered*, That it be referred to the Marine Committee.

JCC 9: 1055.

## BRIGADIER GENERAL WILLIAM SMALLWOOD TO GEORGE WASHINGTON

[Extract]

Dear Sir,

Wilmington Decem<sup>b</sup>. 27<sup>th</sup>. 1777—

A Fleet of 59 Ships, inclusive of a Frigate of 28, & a Sloop of 16 Guns came down the River Yesterday, & Anchor'd of the Mouth of Christiana Creek in the Evening, & from the Number of Boats attending them, & stopping short of the Admirals Ship, when both Wind & Tide favored, I was induced to think the Enemy had in View an Attack on this Post last Night, but the Weather proved too unfavorable; two Incidents contributed to increase my Suspicion, these Ships having mostly from two to three Boats after each, the others I wrote you of had, their Boats all on Deck except the *Eagle*, from Information that Gen<sup>l</sup> Howe had changed his Position, & advanced a few Miles, his right & Left extending from the Providence Road to the white Horse on the Chester Road, & fronting towards Chester; but this may not be so, (for I am in such a disagreeable Situation for want of light Horse, & Persons of Integrity to detach, that I cannot depend on any Intelligence I receive, but shoud this be fact, I thought the Positions wou'd favor their Views in Advancing, & securing their Retreat by way of the Boats, in a very Capital manner; & therefore made every necessary disposition to obviate their Designs, or at least to guard against a surprize, & being surrounded by superior Numbers. . . . I have the honor to remain [&c.]

W. Smallwood

P.S the *Eagle* & 92 Sail lye a little below this a few more heaving in Sight a Deserter just came in but gives no acct thats new a Sailor taken yesterday says he belonged to the *Roebuck* but can give nothing new—

L, DLC, George Washington Papers, Series 4. Eighteen lines of this letter are not printed here. Addressed: "(on Public Service)/His Excellency—/General Washington/Commander in Chief of the Forces of the United States/in/America/favor'd by Cap<sup>t</sup> Longstreet/W. Smallwood." Docketed: "Wilmington 27<sup>th</sup>: Dec<sup>r</sup>/1777/from/Gen<sup>l</sup> Smallwood."

## SOUTH CAROLINA NAVY BOARD TO CAPTAIN THOMAS GRIMBALL

Sir/

Navy Board. Decem<sup>r</sup> 27<sup>th</sup> 1777—

The Commissioners of the Navy being in want of a Number of Cartridges for the Different Vessels now fitting Out on a Cruise, they will be much Obligated to you if you will Engage some of the Artillery Company under your Command to make and fill with powder Eight Hundred Six pound, Twelve Hundred four pound, & Two Hundred Three pound Cartridges for which the Commissioners will pay them whatever you may think reasonable; they would not by any means have Troubled you on this Matter, but that the Service of the State requires the greatest Dispatch, and that they are well Assured that you will do Everything in your power to promote it—I am [&c.]

Edw<sup>d</sup> BlakeSalley, ed., *South Carolina Commissioners*, 125.JOURNAL OF H.M.S. *ÆOLUS*, CAPTAIN CHRISTOPHER ATKINSdecem<sup>r</sup>

[Port Royal Harbour, Jamaica]

Saturd<sup>y</sup> 27

A.M. arrivd here his Majesty's Ship *Southampton* with two prizes'—also a Brigg prize to the *Glasgow*—

[At noon] D<sup>o</sup>. Weather [Mod. W<sup>e</sup>] PM. arrivd a Schooner from Cape Ann,<sup>1</sup> Prize to our Tender the *Dolphin*—

D, UKLPR, Adm. 51/4107.

1. Schooner *Dolphin*, Babson, master, from Gloucester, laden with fish, lumber, etc. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 506.

## December 28 (Sunday)

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAMDecem<sup>r</sup> 1777

Off Kensington

Sund<sup>y</sup> 28<sup>th</sup>

Off Kensington

Fresh Breezes & Clear W<sup>e</sup> At 2 PM Weigh'd & sail'd down the River to assist a Brig<sup>1</sup> aground off Wilmington At 6 Anch<sup>d</sup>. in 5 f<sup>m</sup>.

D, UKLPR, Adm. 51/4385.

1. Army transport brig *Symmetry*. She ran aground on 27 Dec.

JOURNAL OF H.M.S. *ST. ALBANS*, CAPTAIN RICHARD ONSLOWDecemb<sup>r</sup> 1777

Moored in Hampton Road Virginia

Sunday 28<sup>th</sup>.

Fresh Gales with drizzling Rain y<sup>c</sup>. *Otter* made y<sup>c</sup>. Sig<sup>l</sup>. for Seeing a Sail in the NE made the Sig<sup>l</sup>. to chace at 5 AM Saw a S<sup>l</sup>. endeavouring to pass us fir'd Sev<sup>l</sup>. Guns at her when She run on Shore sent our Boats & brought her off found her to be the *Duke of Grafton* from S<sup>t</sup>. Eustatia for this Place<sup>1</sup> ab<sup>t</sup>. the same time

the other Ships brought too a French Sloop<sup>2</sup> Saw 3 S<sup>l</sup> Coming from Ja<sup>s</sup> River<sup>3</sup> sent ye. Boats in Chace

Moored in Hampton Road Virginia

Light Airs the Boats returned after being fired at from a Row Galley and the Vessels getting In within the Bar, the Vessels the Boats went in Chace of were a Brig and Schooner and a Row Galley.<sup>4</sup>

D, UKLPR, Adm. 51/828.

1. Sloop *Duke of Grafton*, Nicholas Henson, master, owned in Philadelphia, a crew of 5 seamen, from St. Eustatius to James River, with rum and salt, sent to New York, prize credited to *St. Albans*. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 240. She was libelled on 9 Jan. 1778 in the Vice Admiralty Court of New York and condemned as a lawful prize on 4 Feb. UKLPR, H.C.A. 49/93, 193, 222–23.

2. Sloop *Le Courier de Miquelon* (*Miquelon Pacquet*), Lewis Busson (Busson Duvergée), master, owned by Delaroche and Hugon of Port-au-Prince, a crew of 8 seamen, from Port-au-Prince to Virginia, with rum and molasses, taken in Hampton Roads, sent to New York as prize of *Emerald*. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 239. She was libelled by Capt. Richard Onslow on 9 Jan. 1778, in the Vice Admiralty Court of New York and condemned on 6 Feb. as a lawful prize of *St. Albans*. UKLPR, H.C.A. 49/94, 1–2, 193.

3. Most likely including Virginia Navy armed galley *Hero*.

4. The Master's log of *Richmond* adds: "PM the Com<sup>r</sup> made the Sig<sup>l</sup> for the Boats to Chace 3 Vessels to the SW Sent our B<sup>s</sup> swayed up TGt. mts. ½ p<sup>t</sup> 3 the Boats Ret<sup>d</sup> one of the Above Vessels being a Galley & fired Several Shot at the Bts (wn<sup>d</sup> 1 Seamn. & 5 Marines)." UKLPR, Adm. 52/687.

#### COLONEL CHARLES COTESWORTH PINCKNEY'S ORDER BOOK

Gen<sup>l</sup> Orders by Gen<sup>l</sup> Moultrie Dated Head Quarters Charles Town Decem<sup>r</sup> 28<sup>th</sup> 1777 Orderd that when any men of war are of [*off*] this Barr that a guard Boat be kept at night Going from Fort Johnston to Fort Moultrie & so on from Each Fort to the other that there may be no Communication Between the Town & the Enemy that Way—as also to take up any Suspected persons going out

D, ScHi.

#### JOURNAL OF H.M. SLOOP *BADGER*, LIEUTENANT MICHAEL J. EVERITT

December 1777 the S<sup>o</sup> End of Long Island WbN dis<sup>t</sup> 3 Leagues.—  
 Sunday 28<sup>th</sup> 6 A.M Saw the Chace.<sup>1</sup> made Sail, & Gave Chace. Noon Fir'd 16 Four Pound<sup>rs</sup>. Round Shot. & 4 Four Pound<sup>rs</sup>. Round & Grape. Bro<sup>d</sup> her too. she proved to be a Brig from Cape Nicholas Bound to Boston, sent an Officer and Boat on Board & took Possession of Her.<sup>2</sup> the Marapavos WbS dist<sup>ce</sup>: 2 Leagues;—  
 P.M Mod<sup>t</sup> fair Weath<sup>r</sup> People employ'd makeing Mats for y<sup>e</sup> Yards In T Gall<sup>t</sup> Sails & Jibb—Prize in Comp<sup>y</sup> 9 hove the Lead no Soundings.

D, UKLPR, Adm. 51/78.

1. The previous day, at 6:30 A.M., H.M. sloop *Badger* sighted a sail and gave chase; at 7:00 P.M. the British "Lost Sight of the Chace." Ibid., 27 Dec. 1777.

2. Brig *Elizabeth*, laden with dry goods. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 506.

## WILLIAM BINGHAM TO CONTINENTAL FOREIGN AFFAIRS COMMITTEE

[Extract]

Gent<sup>n</sup>

December 28th 1777

Herewith I have the honor to hand you Copy of my last Respects<sup>1</sup> Since which I have had an opportunity of trying what Effect the new Arrangement mentioned in my last would have upon our Affairs, & am happy to inform you, that I find the General<sup>2</sup> equally well disposed to continue to us the same Services & Protection—Our Prizes have not only been publicly received, but Privateers have been armed in the Ports, & no Restrictions have been laid upon shipping Arms or Ammunition on Board any American Vessel

Altho this new Arrangement may have had the Appearance of being the Result of pusillanimous Councils, I am now convinced that the soundest Policy dictated it; for France only wanted Time to garrison her Islands, & put her Navy on a respectable Footing, & had recourse to this Expedient as a *Coup de Politique*, merely of a temporary Nature;—it was a sacrifice of Pride to Interest, intended to amuse her Enemy, & thereby answer the Purposes of the Day—

I have not only shipped Arms on board the American Vessels, but have procured a Frigate to convoy them clear of the British Cruizers amongst the Islands—Twelve Sail of Merchant Vessels destined for the Continent took the Benefit of this Convoy;—They passed by Roseau the Capital of Dominica, & put the whole City in an Alarm & Consternation, as their conscious Weakness led them to fear an Attack from the American Privateers but as it was discovered to be a French Frigate conveying our Vessels, they were filled with Resentment, & exclaimed loudly against the Conduct of our General;—Indeed, every W India Gazette abounds in Abuse & Invective, which they liberally bestow on him & at the Same Time threaten him in the Severest Terms with the Vengeance of his Court—

There are a Number of Articles that are subjected to a Duty of 1 ⌘ % on the Importation into this Island, which forms a Part of the Revenues of the Crown—Hitherto the Prize Goods that have been introduced here have altogether escaped the Payment of it, but from a Hint that the Intendant threw out some Time ago, that he Saw no reason why they should be exempted, I immediately closed in with his Proposal of paying it & it has been received on Several Cargoes of Prize Goods that have lately been brought in;—Several political Advantages to be derived from this Arrangement induced me to acquiesce in it, at the Expence of a small Deduction on the Sales of our Prizes—as it will not only interest the Government in the free Admission of them in their Ports, by partaking a Share of the Spoils of the Enemy, but it will make our Prize Goods have the Appearance of a regular Entry in the Custom house, which when once known, will afford a happy Circumstance to quicken the Resentments of the English. . . . I have the honor of inclosing you the latest Gazettes that I could procure & to be [&c.]

L, DNA, RG 59, Records of the Department of State. Territorial Papers, vol. 1. October 13, 1777–December, 1811. Docketed: "Dec<sup>r</sup> 3. 1777/Dec 28/W<sup>m</sup> Bingham." Two paragraphs, in which Bingham commented on European reactions to the British capture of Philadelphia, are not printed.

1. See above, William Bingham to Continental Foreign Affairs Committee, 3 Dec. 1777.

2. Marquis de Bouillé.



## WILLIAM BINGHAM TO CONTINENTAL CONGRESS SECRET COMMITTEE

(Quaduplicate.)

Gentlemen,

Saint Pierre, Martinique Decem 28<sup>th</sup> 1777.

Herewith I have the Honor of handing you Copy of my last Respects,<sup>1</sup> since which has arrived here the Brig<sup>a</sup>: *King Tamany* Cap<sup>t</sup> Jarvis loaded with 53 Hogsheads of Tobacco, some Fustic & Pymonto on Account of the United States of America She was bound to Nantes but after meeting with some very bad Weather which did her considerable Damage she was forced to bear away for this Island in Distress. Indeed it was a lucky Circumstance that she arrived here in Safety as She was but weakly Manned & the Captain had been deprived of his Senses during the whole Voyage. I have this Day disposed of the Tobacco at livres 100 ~~per~~ % (except two Hhds damaged) which is the greatest Price ever obtained here for this Article. A great scarcity of West India Produce & an uncommon demand for it has occasioned a sudden Rise in the Price of Tobacco, which I imagine will continue nearly on a Par with the Prices of France, making Allowance for the Charges of Freight Insurance Duty &c<sup>a</sup>; as the Produce of this Island affords the Prospect of making losing Remittances. The Fustic & Pymonto are very unsaleable Articles which I imagine I shall be under the Necessity of shipping to France. I shall retain the Nett Proceeds of this Cargoe in my Hands Subject to your Orders.

As this Vessel is a very fast sailing Bermudian Brig<sup>a</sup>: & as I have procured a Frigate to convoy her clear of the Islands I have shipped on board her the remaining part of the Fusils taken out of the Ship *Seine* being 26 Cases, likewise 20 Bales of Tents & Cloth & 48 Cases of Muskets containing 1164 being part of a Quantity that I had given Encouragement to some Merchants to import upon my Arrival here. Having Orders from the Honorable the Committee of Secret Correspondance to make a Purchase of 10,000 Stands of Arms & finding but a small part of them in this Place, & those enormously dear, I thought it would be most advisable to procure an immediate Importation of them from France, being the surest & speediest Method of obtaining such an essential Article; I accordingly applied to an established House in this Place, & gave them the greatest Encouragement to make the Importation—They accordingly effected it. The want of sufficient Funds, & the arrival of the Ship *Seine*, out of which I had taken upwards of 200 Cases, prevented me from paying any Attention to them; but, as the Arms have been lying a considerable Time past in Store, the Importers have at length become very importunate on the Subject. Did they demand any unreasonable Advance on the Cost of these Arms I should altogether decline the Purchase, but, on the contrary, they are very moderate in their Prices: They have shewn me the Original Invoices, & I find they will gain but very little on this Speculation. Invoice & Bill of Lading are inclosed. I have contracted for them at six Months Credit, when I hope I shall be enabled to fulfil my Engagement. The Arms are excellent. The Parcel consists of about 5,000; As I cannot imagine the Congress can have any pressing Demand for them I shall endeavour to procure a Sale for the remainder in this place, which, if I cannot effect, I shall be under the Necessity of sending them forward. My Letters to the Honorable Committee of Secret Correspondance under Date of Septem<sup>r</sup>: 24<sup>th</sup>, 1776 & 13<sup>th</sup> October<sup>2</sup> make mention of this Arrangement I have the Honor to be [&c.]

W<sup>m</sup> Bingham

L, DLC, Continental Congress Miscellany, Box 1780-1790. Addressed at foot of first page: "Hon<sup>ble</sup>: Secret Committee of Congress." Docketed: "William Bingham—St<sup>e</sup> Pierre/Martinique 28<sup>th</sup>. December 1777./Answ<sup>d</sup>. 15<sup>th</sup>. April 1778."

1. See above, 11 Dec. 1777.

2. The former letter has not been found; for the latter, see above, William Bingham to Continental Foreign Affairs Committee.

## December 29

### "VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD OF THE EASTERN DEPARTMENT"

[*Boston*] Decem<sup>r</sup>. 29. 1777

Voted That a Letter be wrote to Daniel Tillinghast Esq<sup>r</sup> desiring him to pay M<sup>r</sup> John Wait the ballance of money left in his hands

Voted That a Letter be wrote to Cap<sup>t</sup> Richard Palmes requiring him to repair on board the ship *Boston* there to act and do duty as a Cap<sup>t</sup> of marines

Voted That a Letter be wrote to Lieu<sup>t</sup> Hezekiah Welch desiring & directing him to repair on board the Ship *Boston* and there do duty as Second Lieutenant of her—

Voted That M<sup>r</sup> Benjamin Read be appointed third Lieu<sup>t</sup> of the Ship *Boston* and that he be informed thereof.—

Voted That a Letter be wrote to the Hon<sup>ble</sup>: Marine Com<sup>tee</sup>. Informing them of the receipt of theirs of the 2<sup>d</sup> instant and of the difficulty the Board Meets with respecting the Ticketts sent upon the Loan offices in this State and the State of Rhode Island & other Matters.—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

### MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Dec<sup>r</sup>. 29<sup>th</sup>. 1777

Order'd, That M<sup>r</sup> Ivers<sup>1</sup> pay Cap<sup>t</sup> Dugard the Ballance of Portage Bill for Schooner *Marblehead*. £38 .. 11 .. 4—...

Order'd, That the Com<sup>y</sup> Gen<sup>l</sup> deliver M<sup>r</sup> Homer<sup>2</sup> for the Brig<sup>t</sup> *Massachusetts*, commanded by Cap<sup>t</sup> Lambert—

Ct   qr   lb

90 .. 0 .. 0 Bread,

60 Gallons Molasses—

10 .. 0 .. 0 Rice—

750 Gallons Rum—

16 .. 0 .. 0 Flour—

6 Quintals Fish—

4 .. 0 .. 0 Sugar—

4 Boxes Candles—

40 Bushels Pease—

3 doz<sup>n</sup> Wooden Bowls & Platters.

450<sup>lb</sup> Butter

3 doz: Canns.—

60 Gallons Vinegar—

300<sup>lb</sup> Coffee—

See Commissarys Acco<sup>t</sup> for Sundrys dld

Order'd, That M<sup>r</sup> Joseph Hall deliver the Com<sup>y</sup> Gen<sup>l</sup> Seven hundred & fifty Gallons New Eng<sup>d</sup>. Rum for Brig<sup>t</sup> *Massachusetts*—Cap<sup>t</sup> John Lambert.—

Order'd, That the Commissary General deliver Cap<sup>t</sup> Abner Sylvester for the Schooner *Starks*.<sup>3</sup>

1 Barrel Pork,	20 <sup>lb</sup> Candles—
1 Barrel Beef—	6 Gallons Rum—
200 <sup>lb</sup> Bread	$\frac{1}{4}$ <sup>c</sup> Sugar—
8 <sup>lb</sup> Butter—	$\frac{1}{4}$ <sup>c</sup> Rice—
$\frac{1}{2}$ Bush <sup>l</sup> Peas—	

& as many Water Casks as he may think necessary. . . .

Order'd, That Cap<sup>t</sup> Hopkins<sup>4</sup> deliver Cap<sup>t</sup> Abner Sylvester five Puncheons Rum fill'd, as part of the Cargo of Sch<sup>r</sup> *Starks*. & Schooner *Hannah* Cap<sup>t</sup> John Rider, Master—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 139–40.

1. Thomas Ivers.
2. Robert Homer.
3. Massachusetts privateer schooner *Starks*, Littlefield Sibely, commander, mounting 10 guns with a crew of 25 seamen, was commissioned on 11 Sept. 1777 and was owned by William Wyer, Isaac Hall, and others, of Medford. M-Ar, Revolutionary Rolls, vol. 7, 145, 146.
4. Caleb Hopkins.

#### JOURNAL OF H.M.S. *FLORA*, CAPTAIN JOHN BRISBANE

December 1777                      At Single Anchor Off Prudence Isle; Bristol Ferry NE  $\frac{1}{2}$  N  
Monday 29<sup>th</sup>                      Arnold Point EbN  $\frac{1}{2}$  N and Gold [*Gould*] Isle SSW  $\frac{1}{2}$  West—  
First part fresh winds & Cloudy, latter light winds and fair, PM. saw  
One of the Rebel Ships from Providence Anchor above Popasquash  
Point,<sup>1</sup> made the Signal which was repeated by the *Diamond*<sup>2</sup>

D, UklPR, Adm. 51/360.

1. Either the Continental Navy frigate *Warren* or frigate *Providence*, both of which had been ordered by the Continental Marine Committee on 2 Dec. to get to sea and sail for France.
2. On 30 Dec. the frigate weighed anchor and ran up to Providence. UklPR, Adm. 51/360.

#### JOURNAL OF H.M. SLOOP *KINGSFISHER*, COMMANDER ALEXANDER GRAEME

December 1777                      Ditto [At Anchor in the Seakonnet passage Rhode Island]  
Monday 29<sup>th</sup>.                      fresh breazes and clear weather with hard frost 6 A:M: saw a  
Rebel brig<sup>1</sup> on shore on Fogland point on the Main side sent  
the long boat and Pinnacle with the Lieutenant in order to set her  
on fire.

D, UklPR, Adm. 51/506.

1. Probably the brigantine *Peggy and Betsy*, Stephen Clay, master.

#### BRIGADIER GENERAL SAMUEL H. PARSONS TO GEORGE WASHINGTON

[Extract]

Dear General

Lyme in Connec<sup>t</sup>. 29<sup>th</sup>. Dec<sup>r</sup>. 1777

Col. Webb's falling into the Enemy's Hands the 10<sup>th</sup>. Inst<sup>t</sup>. you have doubtless before this been made acquainted with

The Descent on Long Island was design<sup>d</sup> to destroy the Timber & Boards prepar<sup>d</sup> at y<sup>e</sup>. East End of y<sup>e</sup>. Island for Barracks in New York, to destroy the Fleet there from Rhode Island for Wood. Attack a Reg<sup>t</sup>. Station<sup>d</sup>. about Eight Miles Eastward of Jamaica & remove or destroy whatever Public Stores Should be found on the Island, for this Purpose Col. Meigs<sup>1</sup> was to have landed at Hempstead Harbour to attack the Regiment near Jamaica, Col. Webb near Huntington to Sustain Meigs & aford such Aid to the Division Eastward as should be Wanted & destroy whatever was collected in that Part of y<sup>e</sup>. County of Suffolk for the Use of the Enemy, the Eastermost Division with which I was landed at a Place cal<sup>d</sup>. Hockaback,<sup>2</sup> about forty Miles from the East End of y<sup>e</sup>. Island with Design to destroy y<sup>e</sup>. Fleet Timber Boards &c<sup>.c</sup>. Col. Meigs who was to have cros<sup>d</sup>. from Sawpitts through the Roughness of y<sup>e</sup>. Water was unable to pass over in his Boats; the other Two Divisions Sail'd from Norwalk the Ev'ning of y<sup>e</sup>. 9<sup>th</sup>. Inst<sup>.t</sup>. with fair Prospects but Unfortunately the Arm<sup>d</sup>. Sloop<sup>3</sup> in which Col. Webb was on y<sup>e</sup>. 10<sup>th</sup>. in Morning fell in with the *Falcon* Sloop of War in her Passage from New York to Newport, & was forc<sup>d</sup>. on Shore at so great Distance from the Beach as renderd their Escape so hazardous as most of them fell into the Hands of the Enemy.

Upon the Inquiry I have been able to make, I believe they were more Unfortunate than guilty of any criminal Neglect, and the falling in with that Ship was perfectly accidental, as None were Station<sup>d</sup>. within many Miles of that Place: The Eastern Division landed Safely, The Fleet (except the *Swan* & *Harlem* Sloops of War & four other Vessells) had Saild: One Sloop had taken in her Cargoe of Timber & Boards the other three had taken None but being light hal<sup>d</sup>. into the Bay under cover of y<sup>e</sup>. Arm<sup>d</sup>. Vessels, the Loaded Sloop we took & we destroy<sup>d</sup>. all the Timber & Boards prepar<sup>d</sup> for New York & a large Quantity of Wood Cut for another Fleet expected from Newport. Cp<sup>t</sup>. Hart<sup>4</sup> with about forty Men was so fortun<sup>ate</sup> as find Cap<sup>t</sup>. Ascough's Boats within about Twenty Yards of the Shore; and on their Refusal to Surrender gave them several well directed Shots which did great Execution; Cap<sup>t</sup>. Ascough, of the *Swan* having his Thigh broken Two other Officers badly Wounded Eight kild & about the Same Number wounded whose Rank are unknown; this we have from One of the Inhabitants on Board the *Swan* when the Boats came along Side. The Ships kept a Constant Fire but without Execution immediately on this the Ships weigh<sup>d</sup>. Anchor & Saild for Newport

The Troops except those taken with Col. Webb are Safely landed on the Main again with about Twenty prisoners taken there

Col. Webb is now out on his Parole to endeavor an Exchange for L<sup>t</sup>. Col. Campbell<sup>5</sup> of y<sup>e</sup>. 71<sup>st</sup>. Reg<sup>t</sup>. & to return in Two Months unless this is effected or he is otherwise exchang<sup>d</sup>. if there is no Special Reason to prevent the Exchange of Col. Campbell I would beg your Excellency's Permission to send in Col. Campbell, but if any objection arises against his Exchange Col. Lawrence taken at Staten Island or any other of like Rank will I suppose Answer his Parole if Sent in Season. . . . I Am dear Gen<sup>l</sup>. with Esteem

Sam<sup>l</sup>. H. Parsons

L, DLC, George Washington Papers, Series 4. Addressed: "Gen<sup>l</sup>. Washington." Docketed: "Gen. Parsons./Dec<sup>r</sup>. 29: 1777—/ans<sup>d</sup>. 16 Jany."

1. Col. Return Jonathan Meigs, Continental Army.

2. Aquebogue.

3. Continental Navy sloop *Schuyler*.

4. Capt. John Hart, Continental Army.

5. Lt. Col. Archibald Campbell.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*,  
CAPTAIN ANDREW S. HAMOND

Decem<sup>r</sup> 1777  
Monday 29<sup>th</sup>

D<sup>o</sup> [Along Cuthberts wharf *Philadelphia*]

AM the River full of Drift Ice the *Vigilant*, *Delawar* & *Camellia* hauld to the Wharfs and a Schooner not being able to get to the Wharfs, drove up the River and fell into Enemys hands

D<sup>o</sup>

Light Airs & a hard Frost PM two Briggs and a Schooner part of the Forageing Fleet<sup>1</sup> not being able to get the Wharfs for Ice were driven on shore near Gloster and Burnt by the Rebels, the *Viper* and one of the fleet<sup>2</sup> got to the Wharf at Gloster p<sup>t</sup>

D, UKLPR, Adm. 52/1964.

1. These three vessels were part of a fleet of thirty transports taking on forage at Tinicum Island on 27 Dec. After the onset of snow and freezing temperatures, they became icebound drifting up and down the Delaware River for several days before being driven aground near Gloucester, N.J. See Captain Andrew S. Hamond, R.N., to Vice Admiral Viscount Howe, 1 Feb. 1778, ViU, Hamond Papers, Letter Book, 1778–1779, 9–11. Compare this entry with Journal of H.M. armed schooner *Viper*, 30 Dec., and Journals of H.M.S. *Pearl* and H.M. sloop *Zebra*, for 31 Dec. below.

2. The transport *Adrian*.

CAPTAIN ANDREW S. HAMOND, R.N., TO  
LIEUTENANT EDWARD PAKENHAM, R.N.

By &c. &c.

Intelligence having been this Instant received that a Transport<sup>1</sup> with some Troops, and Cloathing for the Army, has run on Shore about four Miles above Wilmington Creek, on the Pensylvania Shore; which if not soon got off will be in danger of falling into the hands of the Enemy.

You are therefore without a moments loss of time to proceed immediately down the River to the abovementioned place, and use your best endeavours to get the Transport afloat; but if that shall be found to be impracticable You are then to take the People out with such of the Cargoe as You can stow, and destroy the Vessel, so that the Enemy may not be able to take possession of her. When having so done You are to make the best of your way back to the Town of Philadphia.

In case from the Severity of the Weather and the Ice forming in the River you should not be able to get up to the Town, You will find Shelter at the Piers of Mud-Island, or at the Piers of Reedy Island; But should you find either of these places unsafe from Attempts of the Enemy, You are then at liberty to proceed to New York, or Rhode Island until you have reason to believe the Navigation of the River Delaware may be again open, when You are without loss of time to repair hither.

Given &c [on board the *Roebuck* at *Philadelphia*] the 29<sup>th</sup> Decem<sup>r</sup> 1777

A S Hamond

LB, ViU, Hamond Papers, Orders Issued, 1776–1777. Addressed flush left below signature line: "To/Lieu<sup>t</sup> Edw<sup>d</sup>. Pakenham/Commanding His Maj<sup>t</sup> Armed Schooner/the *Viper*—."

1. Army transport brig *Symmetry*. She ran aground on 27 Dec.

CAPTAIN ANDREW S. HAMOND, R.N., TO LIEUTENANT EDWARD PAKENHAM, R.N.

Sir

*Roebuck* [*Philadelphia*] 29<sup>th</sup>. Decem<sup>r</sup>. 1777

I am extreemly sorry to be obliged to employ You on so disagreeable a Service, but the necessity is obvious.

The Ship<sup>1</sup> went on Shore yesterday and the Pilot who came up this morning tells me he left her in a fair way of getting off this High Water so that I am in great hopes You will meet her on your way.

The General<sup>2</sup> is extreemly anxious to get her up, but of that You and the Pilot Dilworth (whom I send with You) will be the best judges. If you are of opinion She cannot be got up, then endeavour to get the People and the Cloathing up: but if neither can be done, then You are to follow the Orders I have given You. If you have not six Weeks Provisions onboard You may have what You want out of the *Roebuck* but no time must be lost. Set off this Afternoon and lay all Night at the Piers of Mud Island and go from thence in the Morning I am &c

A S Hamond.

LB, ViU, Hamond Papers, Orders Issued, 1776–1777. Addressed below signature line. "Lieut Pakenham/—*Viper* Schooner."

1. Army transport brig *Symmetry*. She ran aground on 27 Dec.
2. Sir William Howe.

CAPTAIN JOHN BOURMASTER, R.N., TO LIEUTENANT ROBERT PARREY, R.N.,  
LIEUTENANT HENRY CHADS, R.N., AND LIEUTENANT THOMAS BARKER, R.N.

Pursuant to Authority from Andrew Snape Hamond Esq<sup>re</sup>: Commanding His Majesty's Ships and Vessels in the River Delaware.

The following Orders and Regulations being thought necessary for the more effectual Safety and preservation of the Fleet, All Masters of Transports and Traders are directed to regard them with strict Attention.

The Wharfs of the City are divided into three Districts under the immediate direction of the following Officers.

Lieutenant Parry from the Upper Wharf to Market Street Wharf.

Lieutenant Chads from Market Street Wharf to Hamiltons Wharf.

Lieutenant Barker from Hamiltons Wharf to the lower Wharf.

To those Gentlemen the Masters of the Night Patrole are to make Report in writing of the Occurrences which may happen during their Guard, that such as fail in obedience to the following Orders may be duly noticed.

During the Night a constant and regular Watch of two Men in a Ship, and one in smaller Vessels is to be kept; and a Master with a Mate and four Men from each District are to patrol the Wharfs to see that the Gally Fires, and all Lights (except the Masters) are put out by eight oClock. The Patrole is to Visit all Ships and Vessels abovementioned through the Night, and if any obstruction shall be offered to this essential and necessary point of Duty they are to report such Offenders that proper Methods may be taken for bringing them to Punishment. Report is also to be made of any Vessel who may have neglected to keep proper Watch.

Each Ship or Vessel is to have one or two Casks of Water placed near the Gally or Cooking place with their Heads out, and the Ship's Buckets ranged at Hand that an immediate Supply of Water may be had while the River is Froze; and whenever Ship or House is discovered on Fire the Ship's Bells are to be Rung to give the Alarm, but at no other time.

Those Ships laying in the District where Fire happens, are to give immediate Assistance whether it may be House or Ship; taking care always to leave two people on-board for the Security of their own Ship.

No Person is to pass between the Ships and Wharfs after Gun fire except the Patrole, or in case of an Alarm as beforementioned.

Given onboard the *Fanny* at Philadelphia the 29<sup>th</sup>. December 1777.

Jn<sup>o</sup>. Bourmaster.  
Principal Agent  
of Transports

LB, ViU, Hamond Papers, Letter Book, 1778–1779, 2–3. Addressed flush left below signature line: "To/The Lieutenants/Parry, Chads, & Barker/Agents for/Transports."

JOURNAL OF H.M. ARMED SHIP *DELAWARE*,  
CAPTAIN JAMES WATT

Dec<sup>r</sup> 1777  
Mond<sup>y</sup> 29

Alongside of a Wharf: [*Philadelphia*]  
Employ'd about striping the Ship, geting her yards, Masts, & Tops on the wharfs in order to reduce them to proper proportions.  
Alongside of a Wharf  
light Airs & hard Frost—PM Two Briggs & a Scooner part of the Fleet that was aforaging not being able to get up to Town were caught in the Ice, & and drifting up & down with the Tide two days were set aShore near—Glouster and burned by the Rebels.<sup>1</sup>—The *Viper* reached the Piers at Gloster point as did one of the foraging Vessels<sup>2</sup> and were saved.

D, UKLPR, Adm. 51/239.

1. Compare this entry with Journal of H.M. armed schooner *Viper*, 30 Dec., and Journals of H.M.S. *Pearl* and H.M. sloop *Zebra*, for 31 Dec. below.

2. The transport *Adrian*.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*,  
LIEUTENANT EDWARD PAKENHAM

Decem<sup>r</sup> 1777  
Mond<sup>y</sup> 29<sup>th</sup>

Off Kensington  
At 10 AM M<sup>d</sup> fast to Gloucester p<sup>t</sup> Wharf. The best B<sup>r</sup> Cable & Bows much Damag'd by the Ice, then running very strong.  
At Gloucester Point Wharf  
D<sup>o</sup> W<sup>r</sup> [Fresh Breezes & Clear] Fir'd a Gun at a party of Rebels on the Jersey Shore

D, UKLPR, Adm. 51/4385.

## THOMAS SMITH TO CAPTAIN FRANCIS BRIGHT

Capt. Bright

Sir

Williamsburg 29<sup>th</sup>. december 1777—

The Governor and Council have thought proper to convert your Vessel<sup>1</sup> into a Merchantman, in consequence of which resolution I am now to desire you will proceed with her immediately up to Cumberland Town on Pamunkey River, where the hands must Load her with Tobacco to be taken out of the Ship *Jane* now at Cumberland should any previous arrag<sup>ts</sup> be found necessary, you'll please have them done: I hope it is unnecessary for me to urge to you, how essential it is that this matter should be conducted with care and Industry as I am well persuaded you will Act for the best, let me hear from you with respect to the progress of the Vessells Load<sup>s</sup> & any other information that may be serviceable. I am [&c.]

Thomas Smith

A. State

LB, Vi, Thomas Smith Letter Book, vol. 1.

1. Brig *Northampton*.

## COLONEL CHARLES COTESWORTH PINCKNEY'S ORDER BOOK

Orders by Col<sup>l</sup>. Pinckney [*Charleston*] Decem<sup>r</sup>. 29<sup>th</sup>. 1777 Parole Berlin one Subaltern 1 Serjeant & 18 Rank & file to go in y<sup>e</sup> Guard Boat when the men of warr are of [*off*] the barr Each man to be provided with 30 Rounds of Cartridges

D, Schi.

## December 30

“VOTES AND RESOLUTIONS OF THE [*CONTINENTAL*] NAVY BOARD  
OF THE EASTERN DEPARTMENT”

[*Boston*] Decem<sup>r</sup>. 30. 1777

Voted That a Letter be wrote to Cap<sup>t</sup>. Ezekiel Burroughs informing him of the Hull of a Vessel building at Dighton and desiring him to take a View of her—

Voted That the sum of £611 .. 2/ be paid to Cap<sup>t</sup>. Sam<sup>l</sup>. Tucker to Enable him to pay the Bounty to such men as he may inlist on board his Ship

Whereas James Horton has represented to this Board that he belonged to the Scooner *Musketo* a Continental Vessel and was taken prisoner and carried to New York<sup>1</sup> from whence he has been redeemed that he is in want of money therefore

Voted That he be paid the sum of Eighteen pounds on Acco<sup>t</sup>. of his wages on board said Scooner—

Voted That a Letter he wrote to Cap<sup>t</sup>. John Stone of Old York informing him that this Board Understand that he has a Vessel almost finish'd and therefore desiring him to inform them whether he proposes to Sell her and if so to send her dimensions—



Voted That M<sup>r</sup> William Jennison formerly Sergent be appointed Lieutenant of Marines on board the Ship *Boston* and that a letter be wrote informing him of his appointment—

Voted That a Letter be wrote to Cap<sup>t</sup> McNeill informing that the Service is greatly injured and the business of the Ship *Boston* delayed therefore to desire him on the Morrow to deliver the said Ship & her Stores to Cap<sup>t</sup> Tucker or in his Absence to Lieu<sup>t</sup> Welch &c—<sup>2</sup>

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. Captured on 7 July 1777. See *NDAR* 9: 232–33.

2. See “Votes and Resolutions of the [*Continental*] Navy Board of the Eastern Department,” 27 Dec., above.

CAPTAIN HENRY BILLINGS TO  
NATHANIEL SHAW, JR.

Dear S<sup>r</sup>

[*Boston 30 December 1777*]

I arived passenger in y<sup>e</sup> Bri[g] *Gimblet* John Lam[b] master in 23 Days from martinico with continal Stores from mr Bingham to Be deliverd to you I came up on that Bisuness We arivd Wednesday Evening She has 17 Brass feild peices among the rest<sup>1</sup> Capt Lamb Begs you will Send to him Directly what he is to do withe them as he has great many hands on pay She is Letter marck Belonging to mr more<sup>2</sup> & Capt Lamb I sold my rack<sup>3</sup> and Broug[ht] whome dry Goods in Lamb in return I am your humble Serv<sup>t</sup>

Henry Billings

L, CtY, Nathaniel and Thomas Shaw Papers, packet 6, no. 326. Addressed: “To/Nathaniel Shaw Esq<sup>r</sup>/Newlondon.” Docketed: “Henery Billings/Letter/Decem<sup>r</sup> 30<sup>th</sup> 1777.”

1. Besides the 17 four-pound brass cannon, the *Irish Gimblet*'s cargo consisted of “a great Quantity of round shot suitable for the same, about a Thousand Stand of Arms, and 14 Tons of Powder.” *Connecticut Gazette*, 9 Jan. 1778.

2. Patrick Moore of Martinique.

3. A variant for wrack or a wrecked ship. Billings is referring to his command, the Connecticut privateer *Trumbull*. She was commissioned on 20 May 1777, mounted 10 carriage guns with a crew of 50 seamen and was owned by Andrew and Ebenezer Huntington, of Norwich. DNA, PCC, item 196, vol. 15, 49.

ISAAC SEARS TO  
NATHANIEL SHAW, JR.

Sir

Boston Decem<sup>r</sup> 30<sup>th</sup> 1777

I receved your favour of the 17<sup>th</sup>. Instant have bought the light duck 40 muskets 15 pair Pistols a role of Sheet Lead,<sup>1</sup> I have not yet found any Sheet Copper & hangers, shall Send what is procuerd as soon as I Can Get a teem I am [&c.]

Isaac Sears

P S have bought the hangers Shall Send them with the Other things they will not be redy in less than three weeks

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, packet 26. Addressed: “To/Nathan<sup>l</sup> Shaw Esq<sup>r</sup>/Merch<sup>t</sup>/New London.” Docketed: “Isaac Sears/Letter/Dec<sup>r</sup> 30 1777.”

1. Items needed for the Connecticut privateer ship *General Putnam*, building at New London.

JOURNAL OF H.M. SLOOP *KINGSFISHER*, COMMANDER ALEXANDER GRAEME

December 1777                      Ditto [At Anchor in the Seakonnet passage Rhode Island]  
 Tuesday 30<sup>th</sup>.                      Light winds and Clear weather    6 A.M: his Majestys Galley the  
    *Alarm* got under way and stood close over to the Rebel shore  
    where the Brig was on shore<sup>1</sup>    sent her boat and set her on fire  
    Pinnace & long boat returned.—

D, UklPR, Adm. 51/506.

1. Probably the brigantine *Peggy and Betsy*, Stephen Clay, master.

## NATHANIEL SHAW, JR., TO JOHN LAMB

To John Lamb  
 Boston

N Lond[on] Dec<sup>r</sup> 30 1777

I just now Rec<sup>d</sup> a line from Cap<sup>t</sup> Hen[ry] Billings of Norwich & he writes me that he came passinger with Cap<sup>t</sup> Lamb,<sup>1</sup> so by that I suppose that your Holiness is arrived in Boston

And as we have rec<sup>d</sup> no Letters from you Cannot give any other directions in regard to the Ships American affairs then Just this, if you have any goods on Acco<sup>t</sup> of the Concerned youl Store them with Col Josiah Waters and advise us, or may we not expect you up to N[ew] L[ondon] & in Regard to the Continental Stores I have given orders to John Bradford Esq<sup>r</sup> Continental Agent in Boston to Receive them I am &c

LB, CtY, Nathaniel and Thomas Shaw Papers, Letter Book (1775–1782).

1. Brig *Irish Gimblet*.

## NATHANIEL SHAW, JR., TO JOHN LANGDON

To John Landing Esq  
 Portsmouth

N London Dec<sup>r</sup> 30 1777

I Rec<sup>d</sup> a Letter from William Bingham Esq<sup>r</sup> at Martineco advising that he had shipt to my Care nine gun Carriages, he mentions it in this Manner You will find more Gun Carriage then what are necessary for the field peaces, on board having shipt Seventeen Cannon to New Hampshire in a Bermudian Sloop which was not sufficently large to Receive the Carriages & the other apparatus—you will therefore please to advert to John Langdon Esq<sup>r</sup> of Portsmouth Pr whome they are address'd of their arrival

The above articals are arrived at Boston in the Brig *Irish Gimblet* John Lamb Master & I have given orders to have the whole Stored by John Bradford Esq<sup>r</sup> Con<sup>l</sup> Ag<sup>t</sup> & have Desired him to deliver to your order such of the Articles as are for you and the freight & Charges you will Settle with him I am &c—

LB, CtY, Nathaniel and Thomas Shaw Papers, Letter Book (1775–1782).

## CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO GEORGE WASHINGTON

Sir,

Borden Town 30<sup>th</sup>. Dec<sup>r</sup> 1777

We have sent by the Bearer a few Fish which we take the Liberty of presenting to your Excellency's Table requesting you will do us the Honour of accepting them

& hope they will prove a seasonable Refreshment. Had we opportunity equal to our Zeal we should be happy in exerting our best Abilities to shew the Affection & Respect we have your Excellency. Sincerely wishing you all manner of Felicity, & Success equal to the virtuous wishes of your Heart we have the Honour to be [&c.]

Fra<sup>s</sup>. Hopkinson

John Wharton

P:S: The Experiment recommended to our Notice by your Excellency has been attempted, but with what Success we know not.<sup>1</sup> we apprehend the Season was unfavourable. We have advanced to Col: Worthington (besides bearing all Charges here) 200 Dollars to defray his Expenses Home; this we did in Consequence of your Recommendation not doubting but it will be approved by those to whom we are accountable.—

L, DLC, George Washington Papers, Series 4.

1. The "Experiment" was David Bushnell's attempt to damage or destroy British ships at Philadelphia with floating mines. See the Diary of Elizabeth Drinker, 27 Dec., above.

#### NOTICE TO VOLUNTEERS

December 30, 1777

#### ALL GENTLEMEN VOLUNTEERS,

Who have a Desire to serve on Board the *STANLEY* ARMED BRIG, belonging to His  
MAJESTY'S SHIP the  
*ROEBUCK*,

Now lying down at the lower Ship Yards,

WILL meet with the warmest Encouragement from the Officer appointed to command her, who gives constant Attendance, and expects early Applications, as it is intended to fit her out immediately on an advantageous Cruize.

GOD Save the KING.

Broadside.

#### JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

Decem<sup>r</sup> 1777

Tuesd<sup>y</sup> 30<sup>th</sup>

At Gloucester Point Wharf

AM Fir'd sev<sup>l</sup>. more at the Rebels attempting to destroy two Transports<sup>1</sup> that afterw<sup>ds</sup>. fell into their Hands.

At Gloucester Point Wharf

D<sup>o</sup> W<sup>r</sup>: [Fresh Breezes & Clear] PM Fir'd sev<sup>l</sup>. Guns at the Rebels that Boarded the *Adrian* transp<sup>t</sup> & Dispers'd them, got the Brig clear & m<sup>d</sup>. her fast to the Wharf

D, UklPR, Adm. 51/4385.

1. Compare with Master's Journal of H.M.S. *Roebuck* and Journal of H.M. armed ship *Delaware*, for 29 Dec. above, and Journals of H.M.S. *Pearl* and H.M. sloop *Zebra*, for 31 Dec., below.

## JOURNAL OF THE CONTINENTAL CONGRESS

[York] Tuesday, December 30, 1777

The Marine Committee, to whom was referred a letter from the navy board at Bordentown, dated the 11 instant, complaining of the disrespect and ill treatment one of the said board lately received from John Barry, Esq<sup>r</sup>, commander of the frigate *Effingham*, brought in a report;<sup>1</sup>

Whereupon, *Resolved*, That Captain John Barry be required immediately to attend Congress, to answer to the complaint exhibited against him, and that he be furnished with an extract from the letter of the navy board, as far as it relates to the said complaint.<sup>2</sup>

Whereas, it is essentially necessary to the marine service, that the officers of the navy of the United States of America should pay obedience to such orders as the navy boards in the respective departments may at any time find necessary to give them, for promoting the public service; and that all the officers in the said navy should treat the said navy boards with decency and respect:

*Resolved*, That the navy boards be, and they are hereby empowered to suspend any officer of the navy within their respective districts, who shall refuse to pay obedience to such orders as they may think necessary to issue, or who shall treat them with indecency and disrespect: and the said navy boards are hereby required to give immediate notice to the Marine Committee of any such suspension, with the reasons thereof.

The Marine Committee farther reported, that they have taken into consideration the proceeding and sentence of a court martial,<sup>3</sup> held on board the ship *Lion*, at Bordentown, in New Jersey, for the trial of John Stewart, master's mate of the ship *Repulse*, and James Ledlie, master at arms of the said ship, and John Pemberton, armourer, John Campbell, quarter master, and Michael Tarney, a boy, all belonging to the said ship *Repulse*; and it appearing that the criminals, previous to the offences for which they are under condemnation, had behaved themselves as became their stations, and no positive proof appearing that they intended to desert to the enemy; and they being recommended as proper subjects of mercy, it is their opinion that they be pardoned, on condition they will enlist to serve as privates in the navy during the war:

*Resolved*, That Congress concur with the committee.

JCC 9: 1066–67.

1. Dated 24 Dec. 1777. DNA, PCC, Papers Related to Naval Affairs, Reports of the Marine Committee (M332, roll 6).

2. Capt. Barry presented a letter to Congress on 10 Jan. 1778, responding to Francis Hopkinson's claim that Barry had treated him with disrespect, refusing to execute the Navy Board's orders. Barry details the circumstances surrounding the incident in this letter. Philadelphia Maritime Museum, Philadelphia, Pa., Barry-Hayes Papers. According to the letter, Hopkinson's charge came after an argument between Barry and Hopkinson over the use of personnel in raising the Continental Navy frigate *Effingham*, which was lying on her beam-ends after a hurried attempt to sink her. Barry wrote that Hopkinson himself was responsible for the accident. This letter was reprinted in *The Historical Society of Pennsylvania, The Historical Magazine* 5: 7 (1859), pp. 202–4.

3. Held on 25 Nov. 1777. See Captain John Barry to the Continental Navy Board of the Middle Department, 26 Nov., above.

## BRIGADIER GENERAL WILLIAM SMALLWOOD TO GEORGE WASHINGTON

[Extract]

Dear Sir,

Wilmington Decem<sup>b</sup> 30<sup>th</sup>. 1777—

... Cap<sup>t</sup> Erskine & a very small Party who had been detached to make discoveries below & about Newcastle yesterday, took a Sloop at the Wharf loaded with Flours, Pork, Poultry & sundries destined for Philadelphia, he attempted to run her up into Christiana Creek, but the Wind being a head, & owing to bad Navigators, when they found they cou'd not turn up the Creek, they run her on shore in a Cove, & Cap<sup>t</sup> Erskine took the Skipper a Scotchman (who formerly resided in Maryland but came round from New York into Chesepeake & with the Fleet to Philadelphia) with the Crew, & brought them up here, leaving an Officer & 4 Men to guard her, who in an hours Time were drove out of her by some Tories in an Armed Shallop, who are well known & were seen arming themselves & setting out to retake her, I had ordered a party off to get on Shore her Cargo just before this was discovered, but they were detained by the Ice in crossing, which might give the Tories an Opportunity of Gutting her, as it was impossible to get her of—the Party have made no Return, which gives me hopes they are secureing the load on Shore, as they were ordered to secure or burn her—

Just after this affair, I received Intelligence of a armed Brig<sup>1</sup> with some soldiers on board, being a ground about 5 Miles above this, I immediately detached a strong Party & two Field Pieces, she refused to surrender & prepared to engage supposing we had only Musquetry, but on firing two shott she surrendered, the Prisoners are a British Cap<sup>t</sup> 2 & 67 Soldiers, the Master Mate & 12 or 15 Seamen, & ab<sup>t</sup> 40 Women, some Officers Wives, the Vessell carries 6 four pounders & some Swivels, the British Cap<sup>t</sup> is too sulky to give any information of her load, & the Master<sup>3</sup> says he was never suffured to know, but believes there is the Officers Baggage of 4 Regiments, & Camp Equipage, & some Soldiers Cloathing & Arms, 4 or 5 Puncheons of Rum, some Sugars & Teas, the Master says he has heard from the Soldury & women, there is Cloath<sup>s</sup> for 4 Reg<sup>ts</sup>, & 1,000 or fifteen Hund<sup>d</sup> Stand of Arms, but he is in doubt about the Matter, as the Cap<sup>t</sup> always evaded his inquiry, sometimes telling one Story & then another, but says she is filled with Bales & Baggage, only a Ton of Water below, she has also Pork Butter & some Ammunition, I have 300 Men unloading her, which is attended with great difficulty, on account of the Mud & Ice, being obliged to make a Bridge near 100 yards on the Mud, & have but one long Boat & small yawl to bring the Goods off, all the Waggons I can muster are employed in bringing the Goods to Town, & am not without hopes of being able to send you some Wine, to enliven your Hut & glide of the Winter—, I will render a more particular Acc<sup>t</sup> shortly, being now much engaged,—I have the Honor to be [&c.]

W. Smallwood

L, DLC, George Washington Papers, Series 4. Addressed at bottom of second page: "His Excell<sup>t</sup> Gen<sup>l</sup> Washington." Docketed: "Wilmington 30<sup>th</sup>: dec<sup>r</sup>/1777/from/Gen<sup>l</sup> Smallwood."

1. Army transport brig *Symmetry*.
2. Capt. Carmichael, 10th Regiment.
3. Capt. Monkman.

## LIEUTENANT COLONEL BENJAMIN FORD TO GOVERNOR THOMAS JOHNSON

Honble sir,

Wilmington Dec<sup>r</sup>. 30<sup>th</sup>. 1777

I most sincerely congratulate you on the Capture of a Valuable Brig<sup>1</sup> of the Enemies, bound from New York to Philadelphia, which was effected last night by 100 Men & 2 Field pieces, she was drove on ground 2 Days ago about 2 Miles above this place & lay there 36 Hours before we had information, she Struck upon our firing two Cannon, indeed she was in such a situation as not to bring a single Gun to bear on us, She mounts 6-4 Pounders on her Quarter Deck—Her Cargo is valuable but no invoice to be found she has the Baggage of 3 British Regiments in her, Cloathing & Small arms: a great Number I believe, if we get every thing safe (w<sup>ch</sup>. I hope to do) She must be worth at least £10.000, as she is Crowded as full as she can hold of valuable Articles—we are unlading as fast as Possible, The Enemy have gone into Phila<sup>a</sup>. but think it Probable this will bring them out there was 1 Cap<sup>t</sup> & 67 soldiers on board many of them Invalids 15 or 16 Seamen & 30 or 40 Women

The Value of the Cargo is merely conjecture of my own She may be worth perhaps 20.000£ as things fall now, I hope this Event will Cloath some our poor Naked soldiers—In haste, Hope your Excellency Excuse this incorrect scrawl And am [&c.]

Benjamin Ford

Dec<sup>r</sup>. 31<sup>st</sup>. at night

since writing the foregoing we are induced to Believe the Prize taken far more Valuable than at first Expected she must from every account & appearance be worth near £100.000: to us at these times, several other Vessels we are told are aground above us but our whole time is engrossed with this—'tis said there is between 8 & 12,000 Stand of Arms on board & a large sum of Specie, She is not near half unloaded Yet tho' we are at it night & Day & have already brought off 100 Waggon Loads Contents unknown as we have not time to Examine, An Excellent New Years Gift for our poor Naked soldiers

L, MdAA, Red Books, vol. 26, 144. Addressed: "His Excellency/Thomas Johnson Esq/Governor of/Mary Land/Fav<sup>d</sup>. by—/Cap<sup>t</sup> Smallwood." Docketed: "[*illeg.*]/Col<sup>o</sup>. Benjamin Ford/Capture of a Brig in/Delaware."

1. Army transport brig *Symmetry*.

## ACCOUNTS OF THE MARYLAND NAVY SHIP DEFENCE

D<sup>r</sup> Ship *Defence* for Cash paid for provision and Other Necessaries—Viz  
1777

Nov	1	To Cash paid for potatoes 10/ and Cabages the 8 <sup>th</sup> 15/	1 .. 5 .. 0	
	15	paid M <sup>ch</sup> ird as pr his Receipt—Beef paid for Turnips and potatoes for Ships Crew	27 .. 19 .. 6 3 .. 5 .. 0	
		paid for Necessaries for the Cabbin	<u>.. 15 .. 0</u>	33 .. 4 .. 6
	16 <sup>th</sup>	paid M <sup>rs</sup> Musky for Making Slops	.. 10 .. 0	
		paid M <sup>rs</sup> Sands for ditto or Receipt	<u>5 .. 14 .. 0</u>	6 .. 4 .. 0
		paid for provission for Cabbin use	.. 18 .. 4	

	paid West for 4 Gallons whiskey	4..10..10	
	paid For Cyder For Saylor's when they worked on Shore	.. 3..10	
	paid for provision for the Cabbin use	<u>..15..10</u>	6.. 8..10
Decem 3	paid for Quills 2/6—paid M <sup>rs</sup> Musky Making Slops 40/	2.. 2.. 6	
8	paid for 1 Cord wood	3.. 0.. 0	
	paid for Cabbin Necessarys	..11.. 3	
18	paid for ditto	2..16.. 1	
25	paid for ditto	..13.. 9	
	paid for whiskey Bought for the people	90..19.. 9	
27	paid My Expences last November in Annapolis on the Ships Buisness (and She at North point)	} ..19.. 0	
	paid My Expences on Shore while the Ship was heaving down and No convenientcy on board	} <u>2..10.. 7</u>	103..12..11
	paid for Cabbin provision—the 25 <sup>th</sup> Octob. Omitted	..14.. 7	
	paid for Sundry provision for the Cabbin and For the Ships Crew— Omitted them [ ] November	} <u>2..13.. 0</u>	3..7.. 7
28 <sup>th</sup>	paid for for Cabages potatoes &c.	2..10.. 0	
	paid for Necessary provision for the Cabbin	..16.. 0	
29	paid my Expences in Annapolis when Making out Acco <sup>ts</sup> & preparing for a final Settlement	} 2..15.. 0	
30	paid for Necessary provision for the Cabbin	<u>..15.. 0</u>	<u>6..16.. 0</u>
			£159..13..10

Errors Excepted Nathaniel Bond

£159..13..10

DS, MdAA, Series D, Revolutionary War Papers, 19970-02-1b-58. Docketed: "Acco' Cash Expended."

JOURNAL OF H.M.S. *PERSEUS*, CAPTAIN GEORGE KEITH ELPHINSTONE

Dec: 1777

Ch<sup>s</sup> Town NbW 12 Leagues.Tuesday 30<sup>th</sup>

at 6 AM Saw 2 Sail in the NW Quarter, made Sail and chased: at 8 the Land bearing NW, in chase of a Sloop: at 10 fired Twelve nine pounders Shotted at the chase and brought her too, she<sup>1</sup> proved from Bermuda to Charles Town with Salt and a few dry Goods; Sent a petty officer and 5 Men to take charge: at Noon chased a Ship: Sent the prize Ship<sup>2</sup> to S<sup>t</sup> Augustine.

Land about N<sup>o</sup>. Edisto WNW 5 Leagues.

Fresh gales and cloudy weather with rain; at 1 PM mustered the Ships Company, Still in chace; at 6 left off, and wore Ship and stood back for the *Carysfort*, at 10 joined her;

D, UklPR, Adm. 51/688.

1. The sloop *Hetty*, David Tims, master, owned by James Nelson of Charleston, S.C., was sent to St. Augustine. Howe's Prize List, 23 Apr. 1778, UklPR, Adm. 1/488, 239.

2. *Marquis de Pezay*.

#### GOVERNOR BERNARDO DE GÁLVEZ TO JOSÉ DE GÁLVEZ

No. 103

Yltmo S<sup>or</sup>.

Mui S<sup>or</sup> Mio: Por la r<sup>al</sup> orden reservada de 15 de Agosto ultimo me previene V. Yltma. que en el caso que los colonos tomen los establecim<sup>tos</sup> Yngleses de este Rio y quieran entregarlos a S.M. los reciva como en deposito siempre que vea no cause Violento procedimiento de los Yngleses, haciendoles entender entonces q<sup>e</sup> les sera mas util y seguro ester depositados vajo la dominasion del Rey que en poder de sus enemigos sublevados, De lo que quedo enterado para su puntual cumplimiento y lo participo a V. Yltma para su inteligencia.

Nuestro Señor que. a V. Yltma los muchos años que deseo. Nueva Orleans 30 de Diziembre de 1777. [&c.]

Bern<sup>do</sup>. de Galvez

[Translation]

No. 103

Illustrious Sir:

My dear Sir: By confidential royal order of 15 August past Your Lordship forewarns me that in case the colonials seize the English settlements along this River and desire to deliver them to H.M., they are to be accepted in trust provided that it is clear there will be no violent procedures by the English, making them then understand that it will be more useful and secure to have them under the king's rule than in possession of their revolutionary enemies. I am so advised for punctual compliance and I notify Your Lordship for your information. May Our Lord keep Your Excellency many years. New Orleans 30 December 1777. [&c.]

Bernardo de Galvez

L, SpSAG, Legajo 2547. Addressed at foot: "Yltmo S<sup>or</sup> D<sup>o</sup> Joseph de Galvez"; "Illustrious Sir Don Joseph de Galvez." Marginal notation: "El Gov<sup>or</sup> de Luisiana, Guida enterado de lo que ha de observar en caso que los Colonos tomen los establecim<sup>tos</sup>. Ingleses en este rio y quieran entregarlos a S.M."; "The governor of Louisiana acknowledges what he will do in case the colonials seize English settlements on the river for His Majesty."

#### December 31

##### "VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD OF THE EASTERN DEPARTMENT"

[Boston] Decem<sup>r</sup> 31. 1777

Voted That Cap<sup>t</sup> John Deshon be desired to repair to Providence with all dispatch and Endeavour to get the Ship *Warren* out of Providence in the best way he



can and to appoint such officers as he shall Judge necessary and take such measures for manning her as to him shall seem best and also to Transact such other business as he shall Judge necessary & advantagous for the public Service in this department—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

MASSACHUSETTS COMMISSARY OF PRISONERS TO CAPTAIN SIR GEORGE COLLIER, R.N.

Sir

Boston 31<sup>st</sup> Dec<sup>r</sup> 1777

Your favour of the 9 Ultimo by the Cartell *Swift*<sup>1</sup> is now with me, and agreeable to Your Request I have Communicat'd the Contents thereof to the Councill, who have Directed me to Inform You that, they are far from Approving Conduct as You Complain of in the management of M<sup>r</sup> Crabtre at St John's,<sup>2</sup> Such kind of Conduct may Justly be Complained of in Some Acting under the Authority of the King of Great Brittain, but as the Entering into a Consideration thereof would open a Large field of Altercation, They hope Such management in future will be as much Discountenanced by all the Brittish officers as it has been & will be by them—

I am Constrained to Remonstrate to you on the Impropriety of Ballanceing the Account of Prisoners sent you by the Cartell *Swift*, by Charging us with a Number of people put on shore, as you are pleased to say, on Different parts of this State, when, you Refused to Liberate a Single person for the many Liberated by the Goverment here, of which you were fully Informed by Letters wrote you Dated the 22<sup>d</sup> Aprill last, by which it will appear that one Cap<sup>t</sup> Jones<sup>3</sup> was Permitted to purchase a Vessell here and Did Actually Cary away with him thirty four prisoners to Great Brittain, who In-gaged by Writing under their hands that, a like number of Americans should be Returned in their stead either from Halifax New York or Rhode Island, and that near a Year ago Cap<sup>t</sup> Jn<sup>o</sup>. M<sup>c</sup>Donald<sup>4</sup> was permitted to Purchase a Vessell at Plymouth & actually took away with him near fifty prisoners & sailed for Ireland—And Also a M<sup>r</sup> Ross from Jamaica<sup>5</sup> with at Least sixty others were permitted to sail from hence, in a Ship purchased by him for London, where tis well known they arived safe some time Since—had not these Matters Sliped your mind, or been Crowded out by a Multiplicity of other Business I Cannot Allow my self to think the Lenity of the Goverment here, towards the prisoners in their hands would, have been thus tottaly Dis-regarded by you & when you Come Rightly to Consider the matter, I Cannot think but that you will order Your Commissary to Liberate an Equal number of Americans now prisoners in Your hands—in Addition to these may be added Great Numbers who at their Request have been set at Liberty, & have taken their passage, for France Spain or the West Indies as thought best

By the Bearer Cap<sup>t</sup> Browne<sup>6</sup> in the Cartell *Favorite*<sup>7</sup> you will Receive the officers of the *Fox* & others taken in Armed Commissioned Vessells & amounting to 150 agreeable to a List Deliverd to Cap<sup>t</sup> Browne who will Lay it before You, The Goverment here are Desirous that nothing may Interrupt the Exchange of prisoners, but, should you pay no Attention to the foregoing Reasonable Request, and not Return Prisoners for those who, their Humanity Induced from time to time to Liberate, it Certainly will have a Tendency to oblige them to Alter their Conduct, and Contrary to their Inclination, Confine Indiscriminately, every Britton which the Fortune of War may Thro' into their hands—As no Valuable Purpose can be Answerd by Detaining in

Confinement the American prisoners now at Halifax, I am Authorised to Assure you that, in Case you Release more prisoners belonging this State, than appears to be Due to this Government, you may be Assured that an Equall number shall be sent you in Return, as soon as may be.

In the Exchange now to be made, as well as at All times hereafter, 'tis wished that, for All the Prisoners sent from hence, there may be Returned such prisoners as are Inhabitants of Massachusetts Bay in preference to any others—

With Respect to the Cartell Sent from hence to Windsor<sup>8</sup> I am Directed to Inform You, that she was sent for the sole purpose of Bringing away the Wives & familys of a Number of the Inhabitants of that part of the Country, who had fled to this Government Requesting the protection of it, and not for any Vilinous purpose as you Suppose,—

With Respect to Daniel Hester, mentioned in Your Letter as being found on-board the Cartell *Swift*, I know nothing more of him having tho<sup>t</sup> he is a person of Good Family & Character had Liberty to go Down in the Cartell in order to Effect the Exchange of his Brother in Law Jos<sup>a</sup>. Hagar who as he says, is a prisoner at Halifax, or to Transact some Business with him there a Copy of whose Petition praying Liberty as aforesaid is now Inclosed You—

I am directed to acquaint you that the Master of the *Fox* M<sup>r</sup>. Burn was designed by this State for the Exchange of the Master of the *Hancock*, but as you have permitted Cap<sup>t</sup>. Grimes of the *Tartar*<sup>9</sup> to give his Parole for returning the said M<sup>r</sup>. Burn or returning himselfe, the Council have allowed the Same, not doubting when you see the Resolves of the two Houses of Assembly of the State of Rhode Island which I now Inclose, you will allow the Master of the *Hancock*<sup>10</sup> to Return in this Cartel in Exch<sup>e</sup>. for the Master of the *Syrene*,<sup>11</sup> now a prisoner at Providence, who you may depend upon it will be sent to S<sup>r</sup>. Peter Parker Immediately upon by the Master of the *Hancock* coming up

Copy, M-Ar, Revolutionary Rolls, vol. 8 (Various-Charter Parties-Relating to Prisoners), 123. Capt. Sir George Collier replied to this letter of Robert Pierpont on 17 Jan. 1778 by the cartel ship *Royal Bounty*. M-Ar, Mass. Archives Collection, vol. 198 (Council Letters), 398–99.

1. Capt. Josiah Godfrey.

2. Agreen Crabtree of Frenchman's Bay, commander of the Massachusetts privateer schooner *Harlequin*.

3. Capt. John Jones of the brig *Lord Lifford*. See NDAR 7: 1155–56, 1197, 1219, 1283; 8: 304, 400–401.

4. Capt. John McDonnell or MacDonald. See NDAR 8: 304, 400–401.

5. William Ross. See NDAR 6: 213, 249–50, 303, 675–76, 777, 881, 998–99, 1000, 1020.

6. Lt. John Browne, Continental Navy.

7. On 20 Oct. the Massachusetts General Court ordered the Board of War to lease the brigantine *Favorite* to the Commissary of Prisoners as a cartel vessel. M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 131.

8. Cartel schooner *Three Friends*, Isaac Freeman, master.

9. Capt. John Grimes, commander of the Massachusetts privateer ship *American Tartar*.

10. John Diamond.

11. William Edwards.

#### JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Dec<sup>r</sup>

Wednesday 31

d<sup>o</sup>. [Alongside the Wharf at Philadelphia]

AM Saw the Rebels set fire to a Brig drove on the Jersey Shore by the Ice. Unbent the Staysails [&] topgall<sup>t</sup>. Sails. Sent 11 Men to the Hospital.

d<sup>o</sup>.

Light Airs & fair W<sup>r</sup> PM Saw the Rebels set fire to a sloop on the Jersey shore. Loos'd Sails to dry.<sup>1</sup>

D, UkLPR, Adm. 51/675.

1. Compare with Master's Journal of H.M.S. *Roebuck* and Journal of H.M. armed ship *Delaware* for 29 Dec., and Journals of H.M. armed schooner *Viper* for 30 Dec., above.

JOURNAL OF H.M. SLOOP *ZEBRA*, COMMANDER JOHN ORDE

Dec 77 along side the Wharf just below market Street Philadelphia  
 Wednesday 31 AM loosed & dryd Sails AM the Rebels set sundry Vessels<sup>1</sup> on  
 fire that had been ketchd in the Ice & drove on the Jersey Shore  
 at 6 departed this Life W<sup>m</sup>. Smith Marine  
 alongside the Wharf just below market Street Philadelphia  
 Light airs & hazy W<sup>r</sup> PM at 4 buried the body of W<sup>m</sup>. Smith em-  
 ployed Clearing the Ship of Snow & Ice

D, UkLPR, Adm. 51/1100.

1. Compare with Master's Journal of H.M.S. *Roebuck* and Journal of H.M. armed ship *Delaware* for 29 Dec., and Journals of H.M. armed schooner *Viper* for 30 Dec., above.

ACCOUNTS OF THE MARYLAND NAVY SHIP *DEFENCE*

[Extract]

[December 31, 1777]

An Acco<sup>t</sup> of Cloathing given to the Marines on board the *Defence* as appears from the Marine Officers Book

Coats	West-Coats	Jacketts	Overalls	Hatts	Shirts	Shoes	Blanketts	Wollen Trousers
13	10	5	9	11	24	4 <sup>pair</sup>	4	6
13 Regimental Coats at 32/—is						20 .. 16 .. 0		
10 Waist Coats at 13/						6 .. 10 .. 0		
5 white Jacketts 3 .. 7 .. 6						16 .. 16 .. 6		
9 Overalls, alias woolen trousers @ 17/6						7 .. 17 .. 6		
11 hatts @ 25/						13 .. 15 .. 0		
24 Shirts @ 15/6						18 .. 12 .. 0		
4 pair Shoes @ 16/6						3 .. 6 .. 0		
4 Blanketts @ 20/						4 .. 0 .. 0		
6 pair Woolen trousers, Say Breeches 17/6						5 .. 5 .. 0		
						<u>£96 .. 18 .. 0</u>		

Entered in Account

## FRANCIS LIGHTFOOT LEE TO GOVERNOR THOMAS JOHNSON

[Extract]

Sir,

War Office Dec<sup>r</sup> 31<sup>st</sup> 1777

. . . I would beg Leave to suggest to you the great Difficulty & Danger in the Transportation of Provisions up the Bay in the common Mode & entreat the Use of the State armed Vessells for the Purpose as a similar Request is made to the Governor of Virginia It is impracticable to procure Provisions from the Southward without the Use of these Vessells. . . . I have the Honour to be [&c.]

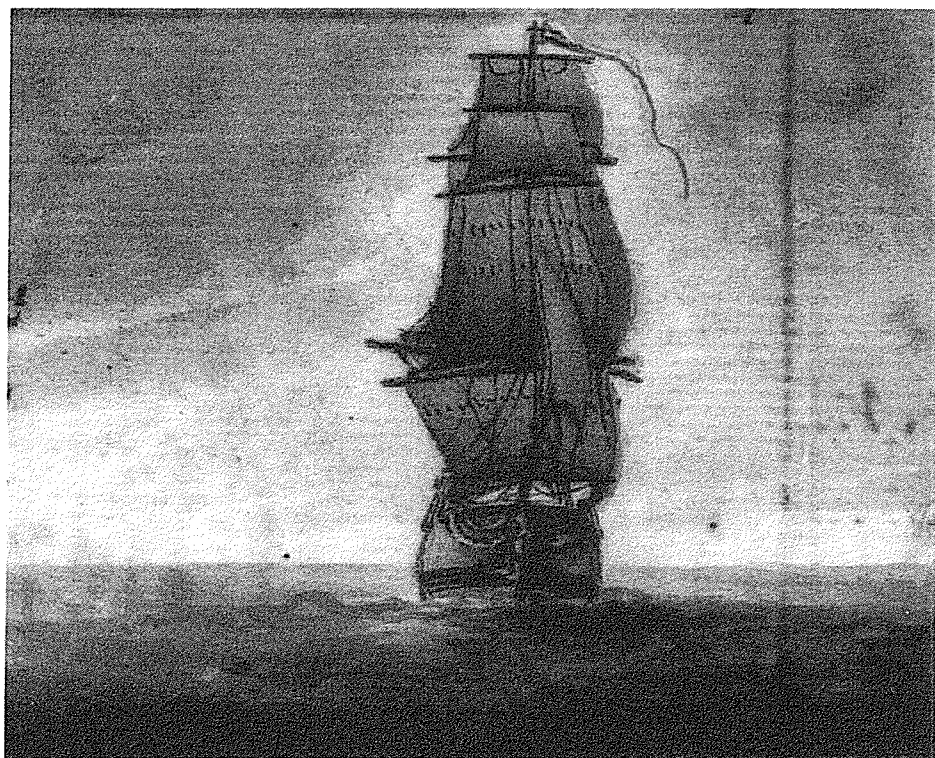
Francis Lightfoot Lee, for the Committee

L, MdAA, Maryland State Papers (Red Books), 4576-29. Addressed: "His Excellency Gov<sup>r</sup> Johnson/State of Mary Land/Annapolis." Docketed: "31<sup>st</sup> Dec<sup>r</sup> 1777/From M<sup>r</sup> Fra<sup>s</sup> L. Lee ab<sup>t</sup>/Provisions Army."



# EUROPEAN THEATER

*From October 1, 1777, to December 31, 1777*





## EUROPEAN THEATER

*From October 1, 1777, to December 31, 1777*

### SUMMARY

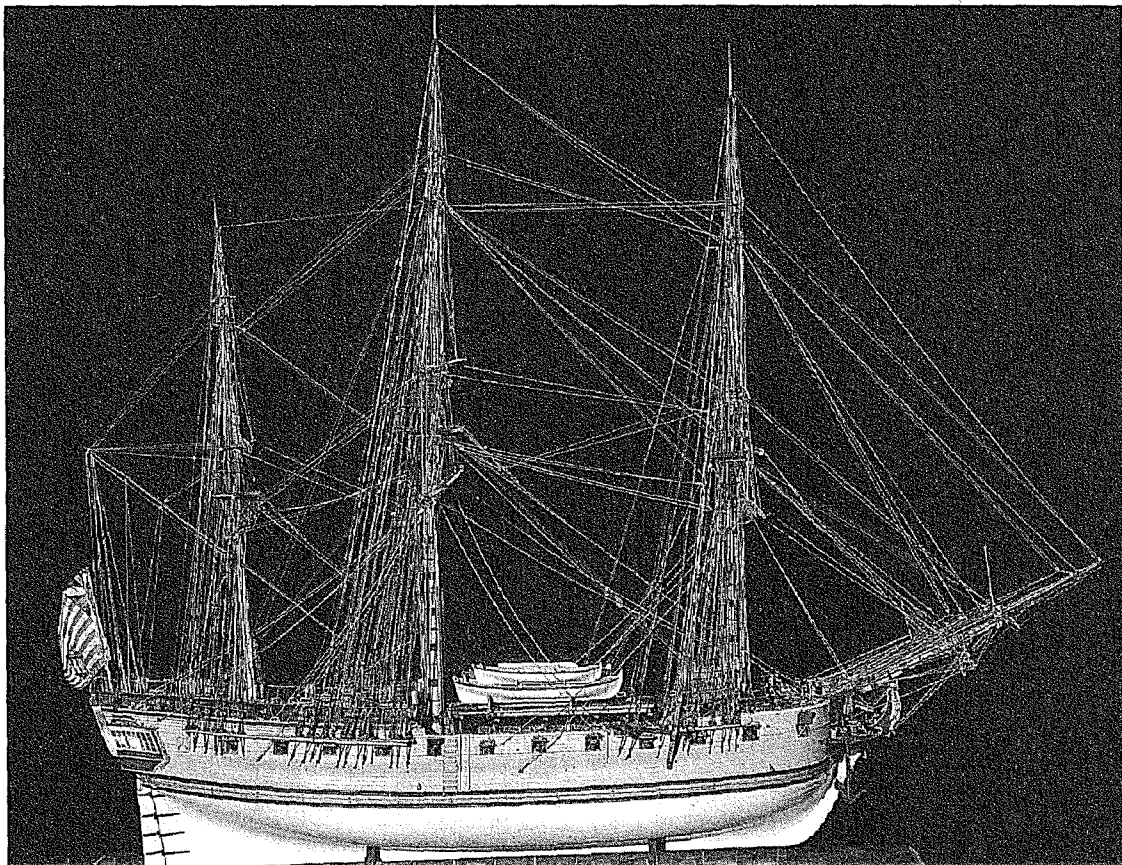
"It is not to be doubted My Lord, that the French will continue to send them every possible clandestine succour, no Remonstrance that can be made will prevent or check to any Degree this fraudulent Practice." Thus, on 17 December, wrote the British ambassador to France of the secret aid being sent from there to America, aid he knew to be essential to the rebel cause. He urged the stationing of ships to intercept the shipments. Despite official French edicts to the contrary, American prizes continued to be sold in French ports, while French merchants and American agents prepared to dispatch large quantities of war supplies across the sea; even a warship, to be called the *Deane*, was building at Nantes for the Continental Navy. French treatment of the Americans wore an ambivalent face. American ships of war were ordered out of port at the first opportunity of wind and tide, yet were granted the use of the royal naval facilities to refit. Louis XVI's return to their British owners of the *Hanover Planter* and the *Clarendon*, made prize by two American privateers, angered Americans, while the French court forbade the American Commissioners in France telling their compatriots of the large amounts of French aid. French officials opposed American recruiting of French seamen and prohibited French ship masters from sailing to American ports; but in mid-December they agreed in principle to enter an alliance with the United States and promised a naval convoy for a large shipment of war supplies.

The period covered in this volume began with the arrival in France of Continental Navy ships *Raleigh* and *Alfred*, and concluded with their sailing. Continental Navy sloop *Independence* sailed with dispatches for America. The American Commissioners took the merchantman *La Brune* into the Continental Navy as the *Queen of France*. John Paul Jones, in Continental Navy ship *Ranger*, arrived with news of the surrender of Burgoyne's army at Saratoga, and Captain Thomas Thompson voiced a tentative appraisal of the *Duc de Duras*, Jones's future command, the *Bonhomme Richard*.

The American Commissioners made arrangements to investigate conditions of, and arrange relief for, American prisoners in Great Britain, while concerned Britons took their own steps to insure good treatment of the American prisoners.

When American privateering activity moved south to the coasts of Spain and Portugal, the British Admiralty responded to the pleas of British merchants by stationing additional cruisers in those waters. Gustavus Conyngham, in Continental Navy cutter *Revenge*, disturbed relations between Great Britain and Spain by using the latter's ports as bases for several successful cruises.

American captures of French and Spanish vessels laden with British goods led to a diplomatic crisis in which the Spanish temporarily suspended their clandestine aid to the United States. The American Commissioners defused the crisis by apologizing to the two courts and issuing a circular to commanders of American armed vessels adjuring them to respect neutral shipping.



*Continental Navy frigate Raleigh*

American revolutionary activity reached as far as the ports of Sweden, where Americans connived at smuggling out gunpowder.

## 28 September (Sunday)

CAPTAIN THOMAS THOMPSON TO THE CONTINENTAL MARINE COMMITTEE

On B<sup>d</sup> the *Raleigh* at Sea Sept<sup>r</sup>. 28<sup>th</sup>.

Latt<sup>d</sup>. 49° 35' N° Long<sup>d</sup>. 13° 13' W.

Gent<sup>n</sup>.

I have the Honour to Acquaint you that we had a fine passage off the Coast of America—the third Day after Sailing I fell in with and took a small Schooner from New York bound to Hallifax in Ballast except 20 Barrels flour, 275 Spanish mill'd Dollars, 137 Counterf<sup>t</sup>. 30 Dollar Bills in imitation of the Bills emitted by Congress May 10<sup>th</sup>. 1775, and 40–7 Dollar Bills—Masach<sup>s</sup>. Sword in hand money making in all 4390 Dollars which I shall commit to the Flames saving a Sample—the Schooner being of Little value we burnt her—Next Day we fell in with a Bermudas Vessel from Hallifax, him I releas'd, after supplying him with provisions which they refus'd to sell him or permit him to carry out of Nova Scotia—Intelligence obtain'd from him determin'd me to proceed to Bermudas to attack a Sloop of War or two that Infested that Island and greatly annoy'd the American Trade to the West Indies—I had a favourable Wind until we got in Latt<sup>d</sup>. 36° N° when we met with a violent Gale of Wind at South which oblig'd us to run under our Foresail N.E. for two Days, this Course carried us far back to the northw<sup>d</sup>. and Eastw<sup>d</sup>.—Finding ourselves thus situated Cap<sup>t</sup> Hinman and I agreed to stand to the Eastward in hopes of falling in with the Jamaica Fleet or Stragling West India Ship—next morning at Daylight Sept<sup>r</sup>. 2<sup>nd</sup>. we took a Snow call'd the *Nanny* Cap<sup>t</sup> Hooper from St Vincents, part of the Windward Island fleet which had out saild them the Day before; the Cap<sup>t</sup><sup>n</sup>. & Two Gentlem<sup>n</sup>. passengers being Old Acquaintance of mine, communicated freely every particular they knew respecting the fleet; we found they were convoy'd by three Sloops of War & a Ship with 22 twelve pounders a very large lofty Ship in form of an Indiaman, the *Camel*, *Druid*, *Weazel* and *Grasshopper* are the names of the Convoy, the last three had 16 Guns each, one of the Sloops they said was to leave them in Latt<sup>d</sup>. 39. and return back, which I concluded was gone—After dispatching the Snow for the first safe Port in the United States we made sail in quest of the Fleet and next morning discovered them from the Mast Head—at Sun Set we were near enough to distinguish the Leading Ship, also the number which was 60 Sail, bearing E by N. the Wind being then West, I made a Signal as being one of the Fleet left a stern in the Gale, (for I had possess'd myself of the Signal from the prize)—I hail'd Cap<sup>t</sup> Hinman and told him my Intention was to run into the fleet in the morning & attack the Convoy, which I thought we were able to Destroy. I therefore order'd him to keep close under the *Raleigh*'s Stern, until we came along side of the Commodore which Ship we would both attack—unluckily in the night, the Wind Shifted to North, the Fleet then hauld up close to the Wind, which brought us to Leeward in the morning it came on to Blow fresh; at Daylight we saw the Body of the Fleet bearing about N.E. 2 or 3 Leagues Distance, Steer<sup>s</sup> E.NE; we made Sail, and the *Raleigh* soon fetcht up to the Fleet under double reef'd Top Sails, the *Alfred* being Tender-

sided could not carry Sail & therefore fell a great Way to Leeward and a Stern—I could not take in any Sail for fear of being Discover'd to be a Strange Ship, we therefore kept our Sails shaking in the Wind, thinking the *Alfred* might come up but to no purpose—Captain Hinman made signal, his Ship was overpres'd with Sail—Seeing no chance of his coming up & fearful of being Discover'd, determin'd me to make Sail & stand into the Fleet and take any chance alone; while we had been laying too most of the Merch<sup>t</sup> Ships, had got a head into the Fleet, however I hauld in & pass'd a few of them, hailed them & desired them to go under the Commodore's Stern; by this they took us to be some British Frigate which had join'd the Fleet—I stood on close to the Wind, making for one of the Ship's of War which was to Windward of all the fleet, repeating the Commodore's Signals; Our ports were down and Guns hous'd—we shot up alongside unsuspected within pistol Shott—we up Sails and out Guns, hoisted the Continental Colours & told them to strike to the Thirteen United States or I would sink them, the sudden Surprise threw them into Confusion, and their Sails flew all aback, we instantly complimented them with a Gun for each State (a whole Broadside) plump into their Hull, there was a very great swell which made our Shots uncertain, however they told pretty well, they return'd the Fire, and the Action commenc'd, we kept up a very brisk Fire our Second Broadside was Aim'd at his Rigging, w<sup>ch</sup> had its desired Effect, our Shot cut away his Top sail Sheets, Top Sail Yards, part of the main Yard Braces Bowlines &c. &c. & at once disabled him, which render'd them incapable of steering the Ship or making Sail toward the Commodore who lay to Leeward; in about a quarter of an hour all hands quitted their Quarters on board the British man of War; we cleared the Decks instantly, not a man was seen nor a Gun fired for Twenty minutes before we left her—She lay like a Log alongside of us entirely at the mercy of our Shot which flew very thick, we fired 12 Broadside, also a constant Fire from the Musquetry—we were alongside 45 Minutes; when we left her, she seem'd to be water Logg'd and in a most shatter'd condition (as you may well conceive)—during this little Skirmage the Officers and men behaved with the greatest Fortitude and Resolution, particularly the green hands—I was very glad of this little Opportunity to try the Men and Guns, both of which exceeded my expectations—

We received but little Damage, one Shot went thro' one side and several stuck in the side, they fired high and shot away some of our Running Rigging their Grape and Musquetry made several holes thro' our Sails—If it could be suppos'd they had any fix'd intention after such a surprize, they try'd to disable us, that the other Ship might come up to their Assistance—I intended to sink the Ship if I could not bring her off & should effectually sunk her in a few minutes more, could we have staid, but to return to the fleet—At the commencement of The firing it threw them all into confusion—a squall between us and the Fleet, prevented them from seeing us at first, when it cleared up one was running one way and one another, some upon a Wind, some before the Wind &c. &c. the Commodore and the other Ships of force tack'd and stood right for us & had not the Wind favour'd him and our drifting to Leeward; he could not have fetch'd us, and I should have certainly sunk the Ship, however I staid by her until he came pretty near, & was in danger of being surrounded, we then made sail and run down to the *Alfred* who was laying about 4 miles to Leeward; when Capt<sup>n</sup> Hinman see me Engag'd, he hauld up his Courses & hoisted Continental Colours; when we got pretty near the *Alfred*, I took in the Top Gall<sup>s</sup> Sails and shortened sail to wait for the Commodore, but he soon tack'd and stood into the Fleet

again, it was then about Sun set; we have challeng'd him three Days running since, to come out of his Fleet and Engage us, but he declines accepting the Challenge, they keep close together, himself and the other Arm'd Ships a little a Stern of the Fleet, fine weather favours them, we await a Storm to Seperate the Fleet & then if any Advantage Offers, we Intend to make the best of it, but it will not do to venture amongst the fleet as they are now prepar'd; neither can we trust to the *Alfred's* sailing—had she got into the Fleet that Day, she is so tender-sided she could not have fit her Guns, she is in my Opinion a very unfit Ship for a Ship of War; had she been a stiff Ship and saild equal to the *Raleigh*, we should in all probability have destroy'd the Convoy and dispers'd the whole Fleet, badly mann'd as we are, which you must remember is the Case, we have 180 Men chiefly green Hands I cannot trust to working the Ship, were I now to go into the Fleet, if any Ship will Attack, where we have room, we are able to defend or destroy, but noth<sup>e</sup> further, I should have cut off several of the merchant Men, but must have by that means been discover'd & thereby lost our Chance at the Kings Ships & I am determind never to war against the Merch<sup>ts</sup> where I have an Opportunity of warring against the King—I should have preferred sinking that Ship to the Richest Capture in the Fleet—my Officers are invariably of the same sentiments which adds much to my happiness—

I leave you to judge of the daily mortifications I undergo; in sight of so much wealth—my Ship half mann'd, the *Alfred* a dull sailing Ship; whenever we have a chance to push, she cannot follow, yet not strong enough of ourselves to attempt any thing with<sup>r</sup> her—I pity poor Capt<sup>n</sup>. Hinman and Officers, who are always ready to do whatever they can & with whom I am exceeding happy & wish for no change only a better Ship, of which I think them deserving, I hope soon to write you again & give a better Account of the Commodore and his Fleet; I shall take every Advantage consistant with the safety of the Continental Ships; I have left the Fleet for fear they should meet with more Ships of War, but in case of bad weather I believe shall know where to pick up the Straglers; I would not have it understood that I think the *Raleigh* a fast sailing Ship, I believe she will Sail tolerably well after being clean'd and properly Ballasted she is stiff, tight, strong & roomy, she works and steers well, and is a good Ship in a Sea, she carries & fights her Guns as well as any Ship can do—Our loss in the Action was One Boy killed, 1 D<sup>o</sup>. wounded and the First Lieu<sup>t</sup>.<sup>1</sup> slightly wounded in the Thigh—Rigging and Sails damag'd considerably, but now all in good Repair I am [&c.]

Coppy

Tho<sup>s</sup>. Thompson

Copy, MH-H, Arthur Lee Papers, bMS AM 811.2 (73). By permission of the Houghton Library, Harvard University. Docketed: "Coppy of a Narrative of/Cruize in Ship *Raleigh*/sent to Congress—/1777." Thompson signed this copy, which he made for the American Commissioners in France and enclosed in his letter to them of 10 Oct., below. The original he sent to the Continental Congress by a prize.

1. Lt. Peter Shores.

## October

### STATEMENT BY CHARLES PEREZ REGARDING *JASON*

[Portsmouth, England] 8<sup>bre</sup> 1777

Exposé des faits qui prouvent l'illegitimité de la prise faite par les Anglois du Navire le *Jason* expédiés par les S<sup>rs</sup>. Clozel freres negocians à la Mar-

inique p<sup>r</sup> S<sup>t</sup> Pierre Miquelon sous le Commandement du S<sup>r</sup> J<sup>n</sup>. Baptiste Cabarrus et sous la gestion du S<sup>r</sup> Perez jeune ainsi que les mauvais traitemens exercés Sur tout l'Equipage.

Ce Navire le *Jason* partit de la Martinique le 6. Janv<sup>er</sup> de la presente année chargé de sel, Rum, toileries &<sup>ca</sup>. Sans munitions et d'autres armes que 4. petits Canons pour l'usage des signaux dont on a besoin ordinairement. Il eprouva les tems les plus orageux et les plus contraires qui l'eloigna de sa route. on S'aperçut ensuite d'une voye d'eau considerable qui exigea le travail a la Pompe de tout l'equipage sans distinction. L'eau fraiche même vint à manquer par un accident qui fit couler les 6. pieces qui restoient. L'equipage prêt à Succomber conjura le capitaine de courir Sur la 1<sup>ere</sup>. Terre quelconque. Il en fut dressé procès verbale duement signé et on Cingla vers la Virginie Comme la terre la plus prochaine pret d'y arriver le Navire fut rencontré et arrêté par la fregate angloise La *Brune* de 36. Canons<sup>1</sup> Capitaine fergassone qui le conduisit à Newyorck. ou étant les officiers du Navire presenterent un Memoire à l'amiral Howe pour le prier de leur permettre de Se radoubier et de faire de nouvelles provisions pour Se rendre à leur destination. Cet amiral S'y refusa en Alleguant les ordres du Roy Son Maitre d'arrêter tous les Navires qui Se trouveroient Sur les Cotes du Continent de l'amerique, quelque motif qui pût les y conduire. Il ajouta que cependant les officiers du d. Navire pouvoient faire valoir leurs droits pardevant l'amirauté qui seroit bientôt établie à Newyorck Laquelle Seule pouvoit decider de leur affaire, Ils offrirent de lui faire abandon du d. Navire, Sauf à le reclamer à Londres. L'amiral Howe S'y refusa encore. En attendant l'établissement de cette Amirauté il luer fit fournir l'argent necessaire pour leur subsistance et celle de 19 matelots que composoient l'equipage. Il fit mettre des gardiens àbord pour empêcher qu'il n'en fut rien distruit. Deux mois S'ecoulerent dans cette attente après lesquels Sur une plainte particuliere d'un des gardiens contre le Cap<sup>ne</sup>. et les Matelots, on vint prendre ces derniers et on les mit àbord d'un Navire Servant de prison de guerre.<sup>2</sup> Les officiers du *Jason* ayant voulu reclamer contre cette violence furent eux mêmes arrêtés et conduits à la même prison, ne laissant dans le Navire que le 2<sup>e</sup>. Capitaine. C'est la que confondus dans le fond de Cale avec 400. prisonniers Americains on leur fit Souffrir toutes Sortes de mauvais traitemens, fixés a 8. onces de biscuits plein de vers et a 3. onces de viande salée ou de lard cru. Ils ont vu un grand nombre d'hommes perir de faim, d'autres accablés de maladies Sans aucune espece de Secours dans la plus rigoureuse saison.

Après 3. mois passés dans une Situation aussi affreuse on ordonna aux S<sup>rs</sup> Cabarrus, Perés et Bluchon S'embarquer Sur un Vaisseau faisant voile pour Londres où il y avoit d'autres françois qui étoient depuis long tems dans les prisons de New Yorck.

Les mauvais traitemens ne furent pas interrompu pendant la traversée. Arrivés à Londres ou Le Capitaine de Vaisseau qui transportoient les exposans leur dit qu'ils pouvoient Se retirer et qu'ils étoient libres, il leur indiqua Seulement un jour pour se rendre au bureau de la Coutume y retirer le peu d'effets qu'ils avoient sauvés. Ils S'y trouverent à l'exception de 5. en étant Ils furent arrêtés par ordre de l'amirauté et conduits à Portsmouth à bord d'un Vaisseau de Guerre qui sert de prison. Les 5 personnes qui S'echaperent du nombre desquels fut le S<sup>r</sup> Bluchon trouverent le moyen de repasser en france.

Le S<sup>r</sup> Cabarrus après un mois et demi de prison a obtenu Sa liberté par la protection du Monseigneur le Comte de Vergennes, et dans le nombre de 14 françois tant officiers que marchands qui Sont detenus dans le Vaisseau de guerre a Portsmouth

est le S<sup>r</sup> Charle Perez gereur de la cargaison du d. navire Le *Jason*. Il Supplie très humblement Monseigneur de vouloir bien autoriser M. Le Marquis de Noailles À faire les démarches à la Cour de Londres pour en obtenir Sa liberté Comme S. Ex<sup>ce</sup>. a eu le bonté de le faire pour le S<sup>r</sup> Cabarrus qui etoit embarqué dans le même Navire.

On ignore encore le sort de ce Navire et le jugement qu'aura prononcé L'amirauté etablie à New Yorck Monseigneur mettroit le comble à Sa bienfaisance S'il daignoit autoriser M. l'ambassadeur du Roy à Se procurer toutes les informations necessaires sur le Navire en question, et a le reclamer sa Cargaison est un objet d'environ 15000<sup>lc</sup>

[Translation]

[*Portsmouth, England*] October 1777

An account of the facts that prove the illegality of the seizure by the English of the ship the *Jason* sent by Sieurs Clozel Frères, wholesale merchants in Martinique, to Saint Pierre Miquelon, under the command of Captain Jean Baptiste Cabarrus and under the management of Sieur Perez, the younger, as well as an account of the harsh treatment to which the crew was subjected.

The ship *Jason* sailed from Martinique, on 6 January of this year, loaded with salt, rum, canvas, etc., without ammunition and weapons other than 4 guns for signaling for which there is a frequent need. The ship ran into extremely foul and stormy weather, which drove it off its course. A large leak was then discovered that required the entire crew, regardless of position, to man the pumps. Even fresh water ran out because of an accident that caused the 6 remaining water casks to spring leaks. The crew on the verge of giving up, begged the captain to beach the ship on whatever shore was the closest. An official record was made of the crew's urgent request and duly signed; we sailed before the wind for Virginia, the nearest land. At the point of reaching there, the ship was met and stopped by the English frigate *Brune*,<sup>1</sup> carrying 36 guns, and commanded by Captain Fergassone, who escorted the ship to New York where the ship's officers presented a memorandum to Admiral Howe to request that he allow them to repair the ship's hull and to take on fresh provisions so as to continue on to their destination. The admiral refused their request citing orders of the king, his master, to stop all ships found along the coasts of the American continent, whatever the reason for their being there. He added, however, that the officers from the aforesaid ship could state their claims before the admiralty, which would soon be established in New York, for only the admiralty could decide their case. The officers offered to hand over the aforesaid ship to him, reserving the right to demand its return in London. The admiral again rejected their proposal. While awaiting the establishment of the admiralty, the admiral had the necessary funds given to them for their keep and for that of the 19 sailors who composed the crew. He had guards placed on board the ship to prevent anything from being destroyed. Two months had already elapsed during the period of waiting when, because of a complaint lodged in confidence by one of the guards against the captain and the sailors, the English seized the latter and put them on board a ship that was being used as a wartime prison.<sup>2</sup> Having tried to protest this act of violence, the officers of the *Jason* were themselves arrested and escorted to the same prison, leaving only the second officer on board. On the prison ship, the men from the *Jason*, along with 400 American prisoners, were subjected to all kinds of harsh treatment. They were permitted only 8 ounces of wormy biscuits and 3 ounces of salt meat or raw fat. They saw many men die from hunger, others, disease-ridden, were without relief of any sort during the coldest of seasons.

After 3 months spent in so frightful a situation, Cabarrus, Perez, and Bluchon were ordered to go on board a vessel, sailing for London, on which there were other Frenchmen who had spent a long time in New York prisons.

The harsh treatment continued during the crossing without let up. When they arrived in London, the captain of the vessel carrying the petitioners told them they could leave, they were free. He only suggested to them a day for them to go to the customs office to pick up the few personal effects they had saved. With the exception of 5 men, they all appeared at the customs office where they were arrested by order of the Admiralty and taken to Portsmouth to a warship being used as a prison. The five men, who had escaped earlier, included Sieur Bluchon. All had found a way to return to France.

After a month and a half in prison, Sieur Cabarrus obtained his freedom through the influence of my Lord the Comte de Vergennes. Among the 14 Frenchmen, both officers and merchants, who are still being held on the warship at Portsmouth is Sieur Charles Perez, supercargo of the aforesaid ship *Jason*. He begs, most humbly, my Lord to be so kind as to authorize the Marquis de Noailles to approach the London Court to obtain his freedom as His Excellency had the kindness to do for Sieur Cabarrus who traveled on the same ship.

Nothing is yet known of the ship's fate nor of the decision that the court of admiralty convened in New York would have handed down. My Lord would cap his kindness were he pleased to authorize the king's ambassador to obtain all necessary information regarding the ship in question and to claim its cargo, which is a matter in the amount of some 15,000 livres tournois.

D, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525, fols. 261–62. Marginal annotation: "Ce Bâtiment est à la Nouvelle York, ainsi que le S<sup>r</sup> J<sup>n</sup> Baptiste Cabarrus—le S<sup>r</sup> Perez est revenu en france—"; "1777—8<sup>bre</sup>." "This ship is at New York, along with Sieur Jean Baptiste Cabarrus; Sieur Perez has returned to France."

1. 3 Feb. 1777. NDAR 8:1054.

2. *Prince of Wales* prison ship. NDAR 9: 302.

## October 1

### "EXTRACT OF A LETTER FROM CORKE, OCT. 1."

"The Master of the *Lion* armed transport, arrived at Cove, says, that in lat. 50, 3. long. 20, W. she fell in with an American privateer, who fired a gun at him, and bid him strike to the United States of America; that he hoisted British colours in return, and fired a broadside into the privateer; that they continued a running fight for upwards of two hours, when the evening coming on, and they both seemingly having enough of it, the privateer sheered off, and the *Lion* continued her course. The privateer was a small brig, mounting ten guns, and the Captain of the *Lion* says, he verily believes she would have boarded him, but that his vessel was light, and consequently high out of the water, and the privateer very low. Had she boarded him, he says she must have taken him, as she seemed full of men, and the *Lion* was but weakly manned, four of his hands being ill, yet those would come on deck during the engagement, though they could hardly crawl."

*Lloyd's Evening Post, and British Chronicle* (London), 13–15 Oct. 1777.



LIEUTENANT-GÉNÉRAL COMTE DUCHAFFAULT TO CAPITAINE DE VAISSEAU  
LA MOTTE-PICQUET

[Extract]

[Brest, 1 Oct. 1777]

instruction particuliere donnée a monsieur de la motte piquet Commandant la division en Croisiere

Sa majesté Recommande a m<sup>e</sup> de la motte piquet de Continuer a avoir les mesmes égards vis avis les petits Batiments de guerre quil pourroit Remontrer Sous pavillon anglois, mais de les observer d'asses prés pour que n'ayant aucune esperanse de faire des prises a nos Costes, ils les abandonnent.

En Consequence—Si m<sup>e</sup> de la motte piquet Rencontre un petit Batiment de guerre d'anglois á la Coste de france, il luy Signifiera de Se éloigner et il detachera un vaisseau ou une fregate pour le Suivre de très prés jusqu'a lequil ne Soit a vingt lieües de la Coste de france. . . .

Signé duchaffault.

Cette instruction est un extrait des lettres de monsieur de Sartines du 30 7<sup>bre</sup>. et du 1<sup>er</sup>. 8<sup>bre</sup>. 1777

[Translation]

[Brest, 1 Oct. 1777]

Specific instructions given to M. de la Motte Piquet, Commanding the Division on Station

His Majesty requests M. de la motte piquet to continue to maintain the same respect he has toward the small warships he encounters which fly the English flag, but to observe them at close hand so that, if they have any hope of taking prizes off our coasts, they will abandon it.

Consequently, if M. de la motte piquet meets a small English warship off the coast of France, he will warn it to go away and he will detach a ship or a frigate to follow it closely until it is twenty leagues from the coast of France. . . .

Signed Duchaffault

This instruction is an extract of letters from Monsieur de Sartine of 30 September and of 1 October 1777.

Copy, FrPNA, Marine B<sup>1</sup> 129, fol. 88. The portion not printed here gives instructions on fleet exercises, on remaining at sea, and on required reports.

JOURNAL OF FRENCH NAVY CORVETTE *ETOURDIE*, MARQUIS DE MONTBAS, ENSEIGNE DE VAISSEAU

[Gironde] du mercredi 1<sup>er</sup> octobre

les vents étoient ce matin au sud sud est, le temps nebleux, ensuite pluvieux a onze heures ils se-sont rangé de la partie du sud ouest gros frais et pluvieux. a deux heures après midy il est entre un bâtiment ayant pavillon anglois renversé. j'ay commencé par luy heler de mouillier, ce bâtiment ne m'ayant pas repondü et continuant sa route, je luy ay tiré un coup de pierrier dans le meme moment il a manoeuvre pour mouillier. le capitaine est venü a bord et comme il m'a déclaré qu'il étoit une prise angloise (nommé le *Mercury*) charge de molüe faite par une fregate insurgente de 26 canons nommé le *portsmouth* j'ay signifié a la dite prise de pousser au large. a cinq heures du soir l'*inconstante* et sa flotte sont venü mouillier aupres de nous. affin de mieux observer la prise j'ay appareillu pour m'aprocher d'elle.

[Translation]

[Gironde River] Tuesday, 1 October

The winds this morning were from the south south east, the weather cloudy, then rainy. At eleven o'clock they came from the southwest, strong breezes and rainy. At two o'clock in the afternoon there entered a ship with an English flag inverted. I attempted to call to the ship to drop anchor, this ship not having responded and continuing on, I fired a swivel gun. At that moment, it came to anchor. The captain came on board and, since he declared that the ship was an English prize, named the *Mercury*, laden with codfish, taken by an insurgent frigate of 26 cannon, named the *Portsmouth*, I instructed the said prize to head into the open sea. At five o'clock in the evening the *Inconstante* and its squadron came to anchor near us. In order the better to observe the prize, I sailed toward it.

D, FrPNA, Marine B<sup>4</sup> 147, fol. 285.

## October 2

"EXTRACT OF A LETTER FROM PORTSMOUTH, DATED OCT. 2."

"This morning was brought in here by a Prize-master, the sloop *Alexander*, James Cuthbert, from Antigua, laden with rice, indigo, and tobacco, which was taken some time ago by his Majesty's ship the *Camel*. Remain the ships as before."

*London Chronicle*, 2-4 Oct. 1777.

### JOURNAL OF A CRUISE IN MASSACHUSETTS PRIVATEER BRIGANTINE OLIVER CROMWELL, CAPTAIN WILLIAM COLES

[1777 October] 2 Thursday. AM Cloudy & Rain PM Fair Saw a Sail & Stood for her.—At ½ past 11 gave 3 Bow-Chaces upon which She brought too & we took her. She was a Snow from Newfoundland with near 3000 Quintals of Fish called *Eastly* Capt<sup>t</sup>.<sup>1</sup>

D, MSaE. Journal was kept by the ship's surgeon.

1. "The *Eastley*, Anstill, from Newfoundland to Oporto, was taken three days after parting the convoy, 25 leagues from Oporto, by the *Cromwell* privateer, of 16 six pounders and 100 men, and sent for America." *London Packet*, 5-7 Nov. 1777.

## October 3

LORD GEORGE GERMAIN TO ALL THE GOVERNORS OF THE WEST INDIA ISLANDS

Circular.

Whitehall 3<sup>d</sup>. October 1777.

To all the Governors of the West India Islands.

Secret and Confidential

I think it proper to acquaint you that the Court of France intend to augment their Military Force in the West India Islands by the Addition of the Second Battalions of those Regiments, the first of which are already there; The strongest Assur-

ances have been given that this Measure is purely defensive, and is taken with no other view than the Security of their own Possessions; and, to evince their Sincerity, they have appointed only Frigates to convoy the Embarkation.

The arrival therefore of these Troops, under such Circumstances, ought not to alarm the Islands under your Government, or to give Occasion for any extraordinary preparation for their<sup>1</sup> defence; but at the same time it is not fit we should rely so entirely upon the professions that have been made, as not to be upon our guard, and to take every necessary precaution against a surprize. you will therefore keep a watchful Eye upon what passes in both the French and Spanish Islands in your Neighbourhood, and if you perceive any Movement which carries a hostile appearance, you will give the earliest Notice of it to the Governors of His Majesty's other Islands, and the Commander of His Majesty's Ships upon your Station, whose Squadron will be immediately reinforced by the addition of several Ships of the Line should any Ships above the Rate of Frigates accompany or follow the French Forces into those Seas. I am &c<sup>a</sup>.

Geo: Germain

LB, UKLPR, C.O. 5/78, 173. Addressed in the margin: "Lord Macartney/Gov<sup>r</sup> Dalling/[Gov<sup>r</sup> Burt./[Gov<sup>r</sup>] Morris/[Gov<sup>r</sup>] Shirley./Hon<sup>ble</sup>: Gov<sup>r</sup> Hay."

1. In the margin: "it's".

*THE PUBLIC ADVERTISER* (LONDON), FRIDAY, OCTOBER 3, 1777

London.

Account of the engaging and taking of the *Lexington* rebel brig of war, by his Majesty's cutter the *Alert*, commanded by Lieut. John Bazely, verbatim, as it was related to me, by Mr. Peter Bruff, midshipman, belonging to the *Alert*; who has charge of the prize.

"On Friday, Sept. 19, at half past five, A.M. we saw a brig to the northward of us, steering about S.W. which we judged to be an American privateer. We made every necessary preparation for an engagement, and hauled the fore-sheet to windward, in order to let her come up, as our head was to the southward. At seven we tacked and stood for her. At half past seven, being near, fired a shot to make her shew her colours, and hailing her at the same time, asked from whence she came. They answered from Guernsey, and inquired from whence we came. Lieut. Bazely replied, from Whitehall, on which they immediately fired a broadside, which we returned, and putting in stays, when the cutter came head to wind, it fell calm, and we were obliged to get out our sweeps in order to bring her round; during which time, they fired two broadsides, and raked us fore and aft. Being about, the privateer hauled up her courses, and shortened sail, in order to engage, and we kept up a constant fire till ten o'clock, when they made all possible sail to get from us, being a good deal shattered.

"Most of our running rigging being cut by her shot, we could not make sail after her, for some time. But as soon as we had got to rights, we again gave chase, on which the enemy got out all his oars, as there was but little wind. About half past meridian, being again within gun-shot, we renewed our attack, on which they shortened sail, and began to engage us a-fresh—which continued with very hot firing on both sides till half past three—when they again made all the sail they could; but there being a fresh breeze we kept along side, both continuing a smart fire. At half past five the



*Captain John Bazely, R.N.*

Captain of the privateer hailed us, and desired us not to fire any more, as he would surrender; but his people were afraid to go aloft to strike the colours. Lieut. Bazely ordered him to bring to, hoist out his boat, and come on board, which he did, and delivered up his sword and congress commission.—We then got all the prisoners out of her, except eight, five of whom were dangerously wounded.

“She proved to be the *Lexington* brig of war, fitted out by the congress; and in the course of eight months, had taken, sunk, burnt, and destroyed 52 British merchant ships on the coast of Great Britain and Ireland, as appears by her log-book, as well as by many letters and papers that were found on board.

“She mounts 14 double-fortified four pounders and 2 six pounders, and 12 swivels. Had 94 men on board, as appears by the mess book.

“When the Captain came on board of the *Alert*, Lieut. Bazeley, pointing up to the pendant, asked him if he knew whom he had been firing at, and told him that he received him as a rebel prisoner, and hoped that he considered himself in that light, which Johnson acknowledged he did. Lieut. Bazely told him, that notwithstanding, if he behaved with propriety, he would treat him as a gentleman, and desired him to return on board the brig, and bring with him all his own wearing apparel, which Johnson accordingly did.

“Without flattering the commander of his majesty’s cutter, I think every honest Briton will with pleasure applaud Lieut. Bazely’s true gallantry and British sensibility of heart; for humanity and true courage are inseparable.

“The *Lexington* arrived off Dover on Thursday, September the 25th, and proceeded to the Downs to send the wounded prisoners to the royal hospital of Deal; and on the 26th she returned safe into Dover Pier, amidst the joyous acclamations of all the worthy inhabitants of the town, of which Lieut. Bazely is a native. The privateer is in a shattered condition; the head of the main-mast, with the main-top-mast, top-gallant-mast, fore-top-gallant-mast, and main-boom gone, fore-mast deeply wounded and obliged to be fished at sea, bowsprit much damaged, sails full of shot holes, and her hull shot through and through.

“The *Alert* had only 10 four pounders and 8 swivels.

“When we consider the superior force of the enemy, without exaggeration, we may venture to assert this engagement, on the side of his Majesty’s cutter, equal to any that we have had an account of, either in the former war or the present unhappy contest with the fatally deluded Americans. I am [&c.]

Geo. Friend.”

LIEUTENANT JOHN BOURCHIER, R.N., TO THE EARL OF SANDWICH

*Druid* at Spithead, October 3rd 1777.

My Lord,—By a letter to Mr Stephens of this day’s date, I begged him to acquaint my Lords Commissioners of the Admiralty of my arrival in the *Druid* and of the action sustained on the 4th of September with a rebel privateer.

Your Lordship may perhaps wish to be more fully informed of the rebel force and of circumstances relative to the action than comes within the compass of a public letter: this, my Lord, is my motive for addressing your Lordship in a private letter. On Thursday in the afternoon, about half after four, a ship in a very heavy squall

of wind and rain carrying a crowd of sail steering directly for us appeared to me (it being my watch upon deck) of force,<sup>1</sup> which I acquainted Captain Carteret, who ordered me to see the ship clear for action and hoist the private signal to the *Camel* for a strange sail's being in sight. The irregularity and inattention of the merchant vessels occasioned the men of war to be at so great a distance from each other as they were: the *Camel*, commanded by the Honble Captain Finch, leading the fleet about five miles from us, had made the signal for the fleet to go under his stern, which we repeated, and kept to windward obliging that part of the convoy to obey the signal, and the *Weasel*, Captain Hope, on the same service ahead and to leeward out of our sight; we having but little sail out, the rebel privateer was up with us by five o'clock, hoisted his colours, hailed us, and desired we would strike to the honour of the Congress colours, at the same time gave us a broadside, most of which was fired upon our quarter and between wind and water. I could plainly perceive her force to be 30 guns on her main deck, 6 on her quarterdeck, and 4 on her forecastle. Her marines seem to be a great number and very regularly drawn up on the quarterdeck; but after discharging their pieces, I observed they retired to a round-house abaft to load. The decks and tops appeared very full of men, and for the first two or three broadsides they were very brisk and regular, but found them slack in the middle part and latter much more so; their cohorns from their tops did much damage to our rigging. I take her to be a new ship and had a very warlike appearance. The bars of iron and langridge shot they fired shattered our rigging in such a manner that rendered most of the sails useless, so that they had every advantage over us they could wish; but as their spleen was mostly aimed at the quarterdeck, it gave me an opportunity of managing the ship with the headsails and frustrate their design (as I suppose) of raking us—she at that time got the wind abaft, ceased firing, sheered off, hauled down her colours, and made sail, at which time I saw the *Camel* about 2 or 3 miles [off] giving chase; and about half-past seven the *Weasel*, Captain Hope, hailed us and gave chase also. After the action was over I saw another rebel privateer<sup>2</sup> laying to with her colours hoisted bearing S.S.W. 6 or 7 miles. Have since been informed she mounted about 20 guns and was in that situation the whole time we engaged, but immediately the ship we engaged sheered off she made sail and joined her.

I am sorry to inform your Lordship that the first broadside that was fired killed the master and wounded Captain Carteret in the left thigh, of which he died the next morning after undergoing an amputation. I should do the greatest injustice was I to omit acquainting your Lordship that, though Captain Carteret was so dangerously wounded, it was with great difficulty he could be persuaded to quit the deck. His fortitude and intrepidity was such that he wished to have remained on deck to have seen the service performed, but the loss of blood was so great it was absolutely necessary to carry him to the surgeon.

I should be also wanting in gratitude and justice if I omitted acquainting your Lordship of the remarkable bravery of the officers, seamen, and marines, during the action, and the alertness they showed with the fatigue they went through to put the ship in order for service, when action was hourly expected, for three days and nights the rebels were in sight.

I think I have given your Lordship as full an account as I am capable of recollecting; and if your Lordship should think through the course of this service I shall

appear to merit any claim for preferment, I rest upon that known candour your Lordship has ever shown since your presiding at the head of the first maritime power in the world. I have the honour to be [&c.]<sup>3</sup>

Jn<sup>o</sup>. Bouchier

*The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty 1771–1782*, edited by G. R. Barnes and J. H. Owen, 4 vols. ([London]: Navy Records Society, 1932–38), 1: 251–53.

1. Continental Navy frigate *Raleigh*, Captain Thomas Thompson. See NDAR 9: 877–78 for *Druid*'s journal accounts of the engagement.

2. Continental Navy ship *Alfred*, Captain Elisha Hinman.

3. Lt. Bouchier's letter to the Secretary of the Admiralty contains the following additional details of the battle: After the first broadside wounded Capt. Carteret, "I then took Command on the Quarter-Deck, and continued the Action. At Half past Five she came close along Side, and kept an irregular, but very hot Firing. At Six she made Sail a-head. I attempted to do the same, and keep her Broadside on, but the shattered Condition of the Rigging rendered the Sails almost useless to the Ship: As the Head Sails only were of Service, we edged away, and kept her nearly on our Bow till 20 Minutes past Six. She then had the Wind abaft, sheered off, hauled down her Colours, and made Sail. I attempted to wear Ship and rake her, but the Rigging being intirely shot to pieces, could not bring her round. I then tried to make what Sail I could, and pursue the Enemy, but found most of the Masts and Yards wounded, and the Rigging, &c. as in the inclosed Defects of the Ship, with four Feet ten Inches Water in the Hold. At Half past Seven we brought too with our Foresail and Mizzen on our Larboard Tack, to plug the Shot Holes between Wind and Water, clear the Wreck, and pump the Ship out." *Lloyd's Evening Post, and British Chronicle* (London), 6–8 Oct. 1777.

"DEFECTS OF HIS MAJESTY'S SLOOP *DRUID*. JOHN BOURCHIER ESQ<sup>r</sup>. COMMANDER"

[*Druid* at Spithead] the 3 October 1777. (Viz<sup>t</sup>)

The Main Mast wounded in three places.

Foremast wounded.

Main Yard	}	Shot through.
Jibb Boom		

Bowspreet—	}	Wounded
Mizzen Masthead		

Driver Boom.	}	Shot to pieces.
Spritsail Yard		
Miz <sup>n</sup> : Top G <sup>d</sup> Yard		
Arm Chests &c <sup>a</sup> :		

Standing Rigg <sup>g</sup> : except	}	Entirely Shot through.
2 of the Miz <sup>n</sup> : Shrouds		
Backstay's.		
Fore & Main Jeers		
Trusses		
Brace Pendants		
Runn <sup>g</sup> : Rigging		

Shot between Wind & Water	Eight N <sup>o</sup> :
Through the Side—	Three
Trough the Quarter—	Five
Double-head in the Cabbin.	One

John Bouchier

"A LIST OF MEN KILLED ON BOARD HIS MAJESTY'S SLOOP *DRUID*  
THE 4<sup>TH</sup> SEPTEMBER 1777. IN ACTION WITH A REBEL PRIVATEER."

[*Druid* at Spithead, 3 Oct. 1777]

(Viz<sup>t</sup>)

M <sup>r</sup> John Willson	Master
John Cambran	Seaman
George Baker	} Marines
Simon Salisbury	
Law <sup>ce</sup> : Macely	
Henry Hulliott.	Boy

Died of their Wounds. since Action.

Peter Carteret Esq <sup>r</sup>	Commander	
George Smith.	Invalid	} 5 Sept <sup>r</sup> 77.
George White.	Marine	
Pat <sup>k</sup> : Lawry.	Seaman—	19 Sept <sup>r</sup> 77.
Jn <sup>o</sup> : Fennigan	D <sup>o</sup> .	21 —

Wounded—

M <sup>r</sup> John Wiggan	Mas <sup>rs</sup> . M <sup>te</sup> :
M <sup>r</sup> Ja <sup>s</sup> . Nicholson.	Lieu <sup>t</sup> : Marines
Jn <sup>o</sup> : Plumbley	} Seamen
James Connel	
James Stanton	} Seamen
Dan <sup>l</sup> : Butler	
Pet <sup>r</sup> : Chapman	
John Scully	
Rich <sup>d</sup> : Austin	
Will <sup>m</sup> : Wallbrook	
Cha <sup>s</sup> : Robertson	
James Thomas	
Tho <sup>s</sup> : Connolly	} Seamen
Tho <sup>s</sup> : Hood	
M <sup>r</sup> : Nicholas Poulson	Sur <sup>g</sup> <sup>ns</sup> . Mate
Tho <sup>s</sup> : Dunn	} Marines
James Miller.	
Tho <sup>s</sup> : Allbutt	
James Murray	
Ro <sup>t</sup> : Osborn	} Boy
Sam <sup>l</sup> : Ketson—	

John Bouchier



LIEUTENANT DE VAISSEAU CHEVALIER BERNARD DE MARIGNY  
TO LIEUTENANT-GÉNÉRAL COMTE DUCHAFFAULT

Mon general

j'ai parrcourū dans la Sortie que je viens de faire les parages du So. au No. d'ouessant á la distance de 18 á 20 lieües ainsi que vous me l'avais ordonné; je n'ai vū dans cette croisiere que deux batiments que m'ayant parū etre de guerre et en croisiere: dimanche 28. á 4 heures du soir j'étais á 15. lieües dans l'ouest d'ouessant lorsque je rencontraí le premier; je le rangeri d'assés prés pour lire son nom qui est le *hawke* corvete de 12 canons,<sup>1</sup> lorsqu'il s'était apperçū que j'avais changé de route pour le reconnoitre il avait mis en panne et arbori son pavillon et sa flamme, j'arborai les miens et après l'avoir depassi je repris ma route, il changea ses amures pret la bordée du ouest, les vents etaient au Sud.

meredy 2<sup>e</sup>. de ce mois á deux heures du matin etant environ á 18 lieües dans le No 14 O d'ouessant je vis le Second qui courait le bord opposi á celui que je tenais; après l'avoir depassi je virai de bord et il en fit probablement de même dans l'intention réciproque de nous reconnoitre, l'instant d'après nous nous retrouvames encore á bord contraire, je me decidai alors á continuer le mien pendant quelque tems pour voir sa manoeuvre; la premiere d'avoir viri sur moi, me faisait assés connaitre qu'il etait croiseur et je m'attendais á la lui voir repeter ce qu'il ne tarda pas á executer:

ayant fait mettre chacun á son poste, je diminūai de voile et nous nous trouvasms á portée de la voix, il me parla anglais et je lui repondis en français ce qui ne nous permettait pas de nous entendre, la mer etait grosse et le vent assés frais, il me parut se decider á me conserver jusqu'un jour, et de mon côté je me tins á la même voilure; lorsque le jour se fit je mis pavillon et flamme française il arbora pavillon hollandais, nous etions á portée de fusil par le travers l'un de l'autre, et cette proximite ne me permettait pas de croire que ce fut réellement un <sup>v<sup>au</sup></sup>. hollandais, malgré cela je manoeuvrai pour aller lui passer á poupe dans l'intention de lui dire que puisqu'il etait hollandais j'insistais qu'il rendit au pavillon du roi de France mon maitre le Salut qu'il lui devait: il amena le 1<sup>r</sup> pavillon et arbora celui anglais et la flamme alors je revins au vent et nous nous trouvasms encore par le travers l'un de l'autre fort prés, il tira un coup de canon á boulet qui passa en avant de moi, je lui en fis tirer un qui lui passa au moins aussi prés; Sur le champ il mit en panne et son canot á mer, je mis en panne de mon côté:

L'officier qui me vint á bord me dit qu'il venait me complimenter de la part de son capitaine et me demander le nom du batiment que je commandais; je le reçus assés mal et lui dis que je le priais de dire á son capitaine que le pavillon et la flamme que je portais avaient assés dū lui faire connaitre que j'étais une fregate du roi de France, que j'étais fort etonni et Scandalisi qu'il eut osi faire tirer sur moi un coup de canon á boulet, que peu s'en sin etait fallū que je Luis eus repondū par toute ma volée, et que la reflection seule que la Sotise d'un particulier ne devait pas etre cause peut etre du trouble et de la mesintelligence q'un evenement pareil pourrait occasionner entre deux nations que etaient en pais m'avait arreté: il me dit que c'était Leur usage á quoi j' lui repondas qu'il etait mauvais, que je rendrais certainement compte á la cour de France et que je n'imaginai pas qu'il fut approuvi de la sienne; m'ayant repeté que c'était la maniere d'assurer son pavillon je lui dis quois l'assurait en faisant tirer du coté opposi á celui ou etait le batiment quand il n'était pas d'une nation avec laquelle

on etait à guerre, il voulut encore excuser son capitaine en me disant que les insurgents se masquent tous les jours sous la couleur etraneaste et qu'ils en avaient pris un, il n'y avait pas long tems, qui avait mis pavillon et flamme blanche; cette conversation un peu longue et chauffée lui avait fait avoir recours pour interprete à un homme de son canot qui parlait et entendait fort bien la français, je repetai à ce même homme tout ce qui j'avais dit à son officier et le chargeai particulierement de le rendre à son capitaine, cet homme me demanda le nom de la fregate, je me fis donner dabord le nom de son vaisseau par ecrit qui est l'*egmond* commandé par capitaine elphinston, le même qui à commandé une division chés les russes dans leur guerre avec les turcs;<sup>2</sup> alors je lui dis que la fregate se nommait la *Sensible* commandée par le ch<sup>r</sup> de marigny qui (Si jamais la guerre se renouvellait entre la France et l'angleterre) serait enchanté de rencontrer le capitaine elphinston.

cet homme interprete ou soi disant me dit qu'ils etaient quarante batiments de guerre tant grands que petits en croisiere depuis le cap clare jusqu'a ouessant, et me demanda Si nous avions beaucoup de batiments de guerre en croisiere dans le golphe, je lui repondis que nous pouvions en avoir 50. m'ayant alors dit que il n'y avait pas longtems q'il s'etait trouvé à toulon ou il avait vû beaucoup de batiments armés, je lui dis que je ne comptais pas les vaisseaux que nous avions dans la mediteranee car alors le nombre pourrait etre de 80. nous nous donnames ansi gasconade pour gasconade, le canot s'en retourna je fis servir et dirigeai ma route et ma voiture pour me rapprocher d'ouessant, le vaisseau anglais me suivit pendant quelque tems, et il n'y eut d'avantage de marche bien marquë si de part ni d'autre cependant s'il y eut quelque difference ce fut plutot en ma faveur, ce batement est percé 13 et 14; à peu de batterie, n'a point de canon à son dernier sabord de l'arriere à sa seconde batterie, avait six canons sur son gaillard d'arriere du coté qu'il me presentait et deux sur son gaillard d'avant:

après avoir continuë à faire route quelque tems ensemble je vis deux batiments dont je crus reconnaitre l'un pour etre la premiere corvete le *hawke* dont j'ai fait mention et que j'avais rencontré dimanche 28. 7<sup>bre</sup>. alors l'*egmond* manoeuvrer pour le joindre et je les vis se parler l'un et l'autre.

je n'ai eû aucune autre connaissance de batiments de guerre dans le reste de ma croisiere, j'ai eprouvé d'assés mauvais tems et des mers très dures par lesquelles la fregate la *sensible* à infiniment fatigué par ses hauts, ses soutes de l'avant etaient remplies d'eau, beaucoup de coutums ont evaisé toutes leur etoupe particulierement celles sous les porte haubans, toutes les coutums des goutieres ont absolument besoin d'etre recouvües:

à Brest ce 3. 8<sup>bre</sup>. 1777.

Le ch<sup>r</sup> Bernard de marigny

[Translation]

My General:

I have reviewed the sorties that I have just made in these waters from south to north of Ouessant, at a distance of 18 to 20 leagues, as you ordered. On this patrol I saw only two ships which appeared to me to be warships and cruising. Sunday the 28th at 4 o'clock in the afternoon I was 15 leagues to the west of Ouessant when I came upon the first. I sailed rather close to him in order to read his name which is the *Hawke*, a corvette of 12 guns.<sup>1</sup> When he perceived that I had changed course in order to reconnoiter him, he hove to and hoisted his flag and pennant. I hoisted

mine, and after having passed him, I returned to my course. He changed his tack and set course for the west, the winds being from the south.

Wednesday the 2nd of this month, at two o'clock in the morning, being about 18 leagues NW by W of Ouessant, I saw the second, who was sailing on a tack opposite to the one I was holding. After having passed him, I changed tacks, and he probably did the same, with the reciprocal intent to scout each other. The next moment we again found ourselves on opposite courses. I then decided to continue mine for some time in order to see his manoeuvre, the first to have veered on me caused me to know enough that it was a cruiser, and I waited to see him repeat it, which he was not long in executing.

Having put everyone on station, I shortened sail and we found ourselves at hailing range. He spoke to me in English, and I replied in French, which did not allow us to understand each other. The sea was heavy and the wind rather strong. He seemed to me to decide to stay with me until day, and on my side, I held to the same sails. When day broke, I hoisted French flag and pennants. He hoisted a Dutch flag. We were the distance of a musket shot abeam of each other, and that distance did not allow me to believe that he really was a Dutch ship. Despite this, I maneuvered to have him pass under my stern with the intention of telling him that although he was Dutch I insisted that he render to the flag of the King of France my master the salute that was due him. He hauled down the first flag and hoisted the English flag and pennant. Then I came into the wind, and we found ourselves abeam of each other, very close. He fired a cannon-shot which passed ahead of me. I fired one which passed at least very close to him. Immediately he hove to and put his boat in the water. I hove to as well:

The officer who came on board told me that he came to compliment me on behalf of his captain and to ask me the name of the ship that I commanded. I received him rather badly and told him that I begged him to tell his captain that the flag and pennant that I carried should have made well enough known to him that I was a frigate of the King of France, and that I was very shocked and scandalized that he had dared to fire a cannon ball at me, that it was only by a little that I did not answer him with a full volley, and that only reflection that the foolishness of an individual ought not to be the cause perhaps of the trouble and misunderstanding that a similar event might occasion between two nations at peace had stopped me. He told me that it was their custom to which I replied that it was bad, that I certainly would make a report to the court of France, and that I did not imagine that it would be approved by his. When he repeated to me that this was his way of asserting his flag, I told him that one asserted it by firing to the side opposite to the one on which the ship is if it was not from a nation with whom one was at war. He wished again to excuse his captain by telling me that the insurgents mask themselves every day under foreign colors, and that they had taken one, not a very long time ago, who had shown a white flag and pennant. This rather prolonged and heated conversation had made him have recourse to an interpreter, a man from his boat who spoke and understood French very well. I repeated to this same man everything that I had said to his officer, and I charged him especially to report it to his captain. This man asked me the name of the frigate. I made him first give me the name of his ship in writing. It was the *Egmond*, commanded by captain Elphinston, the same one who had commanded a division for the Russians in their war with the Turks.<sup>2</sup> I then told him that the frigate was named *la sensible*, com-

manded by the Chev. de Marigny who (if ever war was renewed between France and England) would be charmed to meet Captain Elphinston again.

This interpreter or self-styled interpreter told me that there were forty warships, large as well as small, on cruise from Cape Clear to Ouessant, and asked me if we had many warships on cruise in the bay. I replied that we might have about 50, he having just then told me that not long ago he had been at Toulon where they had seen many ships outfitted. I told him that I did not count the ships that we had in the Mediterranean, since then the number might be around 80. We then were trading boast for boast. The boat turned back, and I had it assisted and set my course and sails in order to draw near to Ouessant. The English ship followed me for some time, and there was no marked advantage in speed for one or the other. If there were any advantage, it was, moreover, in my favor. This ship is pierced 13 and 14, has few batteries, has no cannon in his last after gun-port of the second battery, had six cannon on his quarter-deck on the side that he presented to me, and two on his fore-castle.

After having continued to follow a course together, for some time, I sighted two ships which I thought I recognized, one to be the first corvette the *hawke*, of which I have made mention, and which I had encountered on Sunday the 28th of September. Then the *egmont* maneuvered to join it, and I saw them speaking with each other.

I have had no other knowledge of warships on the rest of my patrol. I have experienced rather bad weather and very heavy seas by which the frigate la *sensible* has infinitely labored by their height; its forward storerooms were filled with water; many seams have lost all of their oakum particularly those under the chain-wale. All of the seams of the waterways absolutely need to be re-covered.

Brest, this 3rd of October 1777

Chev. Bernard de Marigny

L, FrPNA, Marine B<sup>1</sup> 129, fol. 91–92. Enclosed in Duchaffault to Sartine, 3 Oct. 1777, below.

1. British letter of marque snow *Hawke*, Samuel Gribble.

2. H.M.S. *Egmont* (74), John Elphinston. As a rear admiral in the Russian Navy from 1769 to 1771, Elphinston had participated in battles against the Turks in the Mediterranean, including a notable victory at Chesme Bay, 7–8 July 1770.

#### LIEUTENANT-GÉNÉRAL COMTE DUCHAFFAULT TO GABRIEL DE SARTINE

Monseigneur

jaie lhonneur de vous rendre compte que la freguate la *sensible* comandé par mr. le chev. de marini à trouvé un vax de guaire anglois en croisiere sur ouessant qui a ausé tirer a boulet sur le pavillon du roi; il est bien humiliant pour nous davoit des va<sup>u</sup>. en rade et dettre insulté à noltre porte et cela parceque nous somme touiour les plus faible; vous trouverais ci joint le detail que ma donné cet officier qui a mis toute la fermeté que ces petits moiens lui ont permi demploier vous en iugeraie, lexcuse est pir que loffence, pour moi le sang me boire dans les venues, ie naie par etté acoutumé a recevoir dinsulte sans en tirer vengeance, permette monseigneur que ie vous reitaire ma demande daller vaquer a mes affaire, lorque la guaire sera déclaréé faiette moi lhonneur de memploier utilement ie scauraie faire respecter le pavillon du roy, et alors ie nauraie aucune inquietude, je suis [&c.]

duchaffault

a brest ce 3 8<sup>bre</sup>. 1777.

[Translation]

My Lord

I have the honour to report to you that the frigate la *sensible*, commanded by M. le Chevalier de Marini, found an English warship off Ouessant which dared to fire upon the king's flag. It is most humiliating for us to have ships of the line in the roads and to be insulted at our door, and this because we are always the weaker. You will find attached the report which was given me by this officer, who used all the force which the little means available allowed him to use. You will judge it; the excuse is worse than the offense. It makes the blood boil in my veins. I have not been accustomed to receive insult without getting revenge. Permit me, to restate my request to go tend to my business. When war is declared, do me the honour to employ me usefully. I will make the king's flag respected, and then I will have no anxiety. I am, [&c.]  
 duchaffault

Brest this 3 Oct. 1777

L, FrPNA, Marine B<sup>4</sup> 129, fol. 90. Notations: "Brest M. Duchaffault 3 8<sup>bre</sup> 1777," and "R Le 24"; "Brest, Duchaffault 3 Oct. 1777," and "Replied the 24th." Enclosed de Marigny to Duchaffault, 3 Oct. 1777, above.

#### COMTE DE VERGENNES TO MARQUIS D'OSSUN

[Extract]

a Versailles le 3. 8<sup>bre</sup>. 1777

... je débatterai comme de raison L'Etat qui est annexé a la Suite de leur memoire<sup>1</sup> et qui me paroît prodigieusement enflé; Lart<sup>e</sup> des 8 vaisseaux de Ligne quils voudroient se procurér en Europe est une chimere que nous ne pouvons et ne devons pas admettre et sil y avoit possibilité a l'effectuér et que nous Eunions Les moyens d'y fournir, nous nous assurerions de Ces memes vaisseaux pour Augmenter notre marine. . . .

[Translation]

Versailles 3rd. October 1777.

... I will, of course, contest the statement annexed to their memorial,<sup>1</sup> and which appears to me to be prodigiously inflated. The item of the 8 vessels of the line which they would like to procure in Europe is a chimera which we cannot and should not admit, and if there were any possibility of doing so, and we had the means to furnish them, we would secure these same vessels to increase our navy. . . .

Df, *Stevens's Facsimiles*, vol. 19, no. 1711. The full letter concerns reasons why France and Spain should continue aid to the Americans.

1. Enclosure to American Commissioners in France to Vergennes and Conde de Aranda, 30 Sept. 1777, in *NDAR* 9: 675-77.

#### CAPTAIN GUSTAVUS CONYNGHAM TO SILAS DEANE

Sylas Deane Esq<sup>r</sup>

Corona 3<sup>rd</sup> October 1777

Sir

I wrote you from Ferroll the 17<sup>th</sup> Ult<sup>o</sup>. to which pray refer, I saild from thence the 20<sup>th</sup>, d<sup>o</sup> (being orderd by the Governer so to do) & on the 25<sup>th</sup> fell in with a ship who shew'd us portugeese colours on Asking her name & that of the Capt<sup>n</sup> was told the S<sup>t</sup> John Evangelist Capt<sup>n</sup>. Nich<sup>s</sup>. Kelly bound from Dublin to opporto, to which last mentiond mentiond place he said the Vessell belong'd we then desird he wou'd bring his

papers on board, which he did, amongst which was none relative to her being portuguese property, than old pass granted in the year 1774 with the Name of the Vessell for which it was originally granted, eras'd out & that of the *S<sup>t</sup> John Evangelist* put in, on asking the Capt<sup>n</sup> why it was thus eras'd, said he cou'd not tell that it was sent him f<sup>m</sup> oporto to Dublin & that his Vessell was sold the Voyage before in oporto, on being ask'd where he was born, & where his Eng: colours were, said he was Born in oporto & that his Vessell being portuguese property had no occasion for Eng: colours & that there was none on board, all which we knew to be false, Some of our people being Intimately acquainted w<sup>h</sup> him, knew him to be born in Wexford in the Kingdom of Ireland, that his Vessell was call'd the *Brothers* & the property of Pat<sup>k</sup> McGuire & Sons of Dublin, one of his people (a Spaniard) told us that that the Eng. Colours were hid in the Ballast & on our Searching found them there, he also told us, that when we chas'd them & Capt<sup>n</sup> Kelly find<sup>s</sup>, he cou'd not get clear had Burn'd all his Eng: Papers, this Capt<sup>n</sup> Kelly did not deny but said they were papers of no use to him—

His light bill declares him to be a British ship & the Logg of his former Voyage is Kept under the Name of the *Brothers*, notwithstanding what Kelly had said of her being then sold in porto & her Name alterd to the *S<sup>t</sup> J<sup>n</sup><sup>a</sup> Evangelist*, on asking how all this cou'd happen he said that the whole was a mistake, In short, from his Veague ans<sup>rs</sup>. & many other Circumstances it appeard to me that his Colours & passport were meerly fictitious <sup>1</sup> & that his Vessell was not sold in oporto but did really belong to Dublin, on which we put on board a prizmaster & sent her in here, where I fear we won't be able to dispose of her to any Reasonable advantage, if so, mr. Lagoanere will send her to some port in France (under french papers) where a Better & more ready Sale may be had. We are not permitted to Stay in the ports of Spain longer than to Supply ourselves with provisions &c I am not fond of trusting too much to them will therefore Sail hence in a day or two & make about a months Cruise in which time I hope to pick up one or two prizes, which is the most I cou'd man, Shal then put in here take in necessarys & proceed directly home, mean time woud be happy to hear from you, shou'd you please to give me any orders, direct to me at mess<sup>rs</sup> Lagoaner & C<sup>os</sup>. Corona, my reason for puting in here was to see what could be done with this [prize] that It might govern me in Simelar Cases—She was in ballast & burthen about 200 Tons

G, Conyngham

L, CtHi, Silas Deane Papers. Addressed: "To The Hon<sup>ble</sup>. Sylas Deane Esq<sup>r</sup>/Paris." Docketed: "Capt. Cunningham 3<sup>rd</sup> Oct<sup>r</sup> 1777."

1. *Saint John Evangelist* was, indeed, the British ship *Brothers*. See Katenkamp to Weymouth, 8 Oct. 1777, and John and Thomas Kirwan to Lord Weymouth, 25 Nov. 1777, below.

## October 4

### "EXTRACT OF A LETTER FROM MILFORD, OCT. 4."

"The *Worcester* schooner, a tender to the *Boreas* man of war, sailed with the fleet from Jamaica. In lat. 34. 10. she was ordered to chase a sloop, which she came up with and took. This ship proved to be the *Adventure*, from Martinico for Virginia,

laden with rum and sugar. The *Worcester*, which lost the convoy, and saw no more of them on her passage, is now with her prize, safely arrived in this port."

*London Chronicle*, 9–11 Oct. 1777.

CAPTAIN WILLIAM C. FINCH, R.N., TO PHILIP STEPHENS

Sir,

*Camel* at Spithead 4<sup>th</sup> October 1777

I beg, you will acquaint my Lords Comm<sup>rs</sup>. of the Admiralty, that on the 5<sup>th</sup>. of September, the Fleet under Convoy of His Majesty's Ship under my command, was attack'd by two Rebel Privateers.<sup>1</sup> We had shortened Sail, the preceding Evening, for the Sternmost Ships & Vessells to come up with us, & carried that Night a very easy Sail, which gave an opportunity, to about thirty of our Convoy, to run a considerable distance a Head of us. I fir'd some Shott at them to bring them too, which they not attending to, I made the Signal, for the *Weazle*, to make Sail a Head, and collect the Convoy; which occasioned her to be near five mile a Head of me. The *Druid* at the same time hauling to the Northward, to make the Weathermost Ships, Bear down, might be about the same distance upon our Weather quarter. It blew, so fresh then; that we were under our close Reef'd Fore & Main Topsails, without any other Sail sett. In the afternoon we had some heavy Squalls, accompanied with so thick Weather (during the Squalls) that we could not perceive any thing at a greater distance, than a Mile. In the heighth of one of these Squalls, we heard the report of many Guns, where the *Druid* was stationed. Concluding it to be an Engagement we immediately Wore, & stood after the reports, with the Ship prepar'd for action, having previously made the Signal for the Merchant Ships &c to lye by. As the Squall soon Blew over, we perceiv'd His Majestys Sloop *Druid*, engag'd with a very large Rebel Frigate, who, (upon perceiving us, Wore, & stood from her, to join another Rebel Ship which lay to Leeward. We continued in Chace of them, till past 7, when, we were within random Shott of the two, who by that time had join'd, & were crouding all the Sail they possibly could from us. As it was then dark & we had lost sight of the Convoy; I judg'd it imprudent to stand after them any longer, & Wore, to join the Fleet. At ½ past 8 we join'd the *Weazel*, who inform'd me that the Fleet, had all, Bro<sup>t</sup> too, to answer the Signal that I had made; that the *Druid* had received considerable damage, & untill she got assistance, was not in a situation to proceed with the Convoy. I therefore, Bro<sup>t</sup> too: and continued, Laying too, untill 4 a Clock, the next Evening.

At day light we spoke the *Druid*, & sent the Carpenters from the Men of War, & a party of Seamen, to refitt her.

[As the *Druids* action, cannot derive any additional credit, from my description of it, I shall refer their Lordships to the accounts, sent to me by Lieu<sup>t</sup> Bouchier the only surviving Officer.<sup>2</sup> Whose exemplary behaviour & noble conduct, during the whole Action, was what alone could enable him, to beat off, so superior a force. I beg leave, likewise to observe to their Lordships that his activity did not cease there, for the Ships Company observing their Officer, to exert himself with so much Spirit, behav'd with such uncommon alertness, that they got the Ship new Rigg'd, & the Top Gallant Yards across, by 4 a Clock that Evening

Their Lordships will perceive (by M<sup>r</sup> Bouchiers Account)<sup>3</sup> the damages she sustain'd; that there was not any part of her Sails, or Rigging serviceable & her lower Masts, required being almost totally stripp'd, to enable the Carpenters to fish them.

Their Lordships, will likewise perceive, in the List of Kill'd & Wounded,<sup>4</sup> that Captain Carteret rece'd a Mortal Wound, the first broadside, which was likewise fatal to the Master. During the whole time we were employed refitting the *Druid*, the two Rebel Privateers were, Bearing down upon us.]

As soon as the *Druid* was refitted, I sent one of the Merchant Ships (that I had previously appointed to carry the lights) a Head, to lead the Fleet, & the Men of War continued in the Rear of the Convoy to receive the Rebels, the Ships Companies, being under Arms during the Night, expecting every Hour to come to action. But at day light we perceived that they had Hauld up to the Southward, at as great a distance as we could well perceive them from the Mast Head. They continued dodging the Fleet, for three days, during which time the Men of War, kept their Station in the Rear of the Fleet, & by occasionally altering the Course, kept the Rebels in our Wake, which we were the better enabled to perform, from the distance they took care to be every Morning, apprehending (as we supposed) that had we an opportunity of Chacing them the whole day, (at any reasonable distance) we might force them to engage us; [which as I saw there was no prospect of, I sent some of the best going Merchant Ships round the Fleet, to order them, to put out their Lights, & at an appointed time to alter their Course, which] the Rebels [not being aware of,] were out of sight in the Morning at day light, & have not been seen by us since. I flatter myself I can assure their Lordships, they did not take any of our Convoy; as such of the Ships as made Sail from the Fleet, the night, & day after the attack, must have been far out of their reach before we lost sight of them. I am [&c.]

W C Finch

L, UKLPR, Adm. 1/1790/3/12, 101-2. Addressed: "On His Majestys Service/to Philip Stephens, Esq<sup>r</sup>." Docketed: "Cap<sup>t</sup> Finchs Letter." Notations: "6 Oct Copy to M<sup>r</sup> Long except what is between the crotchets"; "R 5."

1. Continental Navy frigate *Raleigh*, Captain Thomas Thompson, and Continental Navy ship *Alfred*, Captain Elisha Hinman.

2. See Lt. John Bouchier, R.N., to the Earl of Sandwich, 2 Oct., note 3, above.

3. "Defects of His Majesty's Sloop *Druid*. John Bouchier Esq<sup>r</sup> Commander," 3 Oct., above.

4. "A List of Men Killed on board His Majesty's Sloop *Druid* the 4<sup>th</sup> September 1777. in Action with a Rebel Privateer," 3 Oct., above.

#### CAPTAIN WILLIAM C. FINCH, R.N. TO PHILIP STEPHENS

Sir

*Camel* at Spithead 4<sup>th</sup> October 1777

I beg you will acquaint the Lords Comm<sup>rs</sup>. of the Admiralty, that I have got on Board His Majestys Ship under my Command the person of John Welch, late Commander of the *Musketo* Sloop a piratical Vessel,<sup>1</sup> fitted out by His Majestys rebellious subjects, taken by His Majestys Ship *Ariadne*, & sent on Board by order of Capt. Pringle. We have also four Rebel prisoners lately belonging to the *Oliver Cromwell* rece'd on Board from His Majestys Sloop *Cygnett*, at the request of Lord Macartney. I am. [&c.]

W. C. Finch



L, UKLPR, ADM 1/1790/3/13; DLC transcript. Addressed at foot of page: "To Philip Stephens Esq<sup>r</sup>." Endorsed: "6 Octo S<sup>r</sup> Thom Pye to take the proper measures for having them committed to Forton Prison." The prisoners were committed to Forton Prison on 13 Oct. 1777. Forton Prison List, *New England Historical and Genealogical Register* 30 (1879): 36–39.

1. John Welsh commanded the armed sloop *Marangoin*, tender to *Musquito*, Virginia Navy brig, John Harris, commander. For the capture, see *NDAR* 9: 114, 122. See also Captain John Welsh to Benjamin Franklin, 20 Oct. 1777, below.

VENTURA GOMEZ DE LA TORRE AND BARRENA TO  
WILLIAM SPURRIER

Copy

Sir,

Bilbao 4<sup>th</sup>. Oct<sup>r</sup>. 1777.

We received in due time your esteemed Favour 2<sup>d</sup>. Ult<sup>o</sup>. to which deferred replying expecting we should have had the Pleasure to advise you the safe Arrival of the *William and Polly*, Cap<sup>t</sup>. Symonds, who to our great mortification arrived here three Days ago as a Passenger in a Jersey Vessell. He informs us that he was taken the 28<sup>th</sup> Ult<sup>o</sup>. 12 Leagues off Cape Pinas, by the american Privateer called the *Success*, Cap<sup>t</sup>. John Fletcher who having shipped him and his Crew on said Jersey Vessell (which he took to be a Frenchman) sent them, as he thought, to France, and ordered the *William & Polly* here, where both entered on the same Tide. We exceedingly feel this Misfortune we assure you as much as if our own, and sincerely wish it was in our power to remedy it. We have got Cap<sup>t</sup>. Symonds to enter his Protest in form, and on being extended shall get an authentick Copy thereof, and remit the same to you to enable you to recover your Loss of the Underwriters, by whom we hope you are covered.<sup>1</sup> We observe you ordered your Agent M<sup>r</sup>. Nobely at S<sup>t</sup>. Mary's to send us your Brig *John* Cap<sup>t</sup>. Wood and the *George* Cap<sup>t</sup>. Elsworthy, with your best large Fish. We sincerely wish them safe to us that we may have the pleasure of making you speedy Remittances and agreeable Sales, unless those Prizes which the Americans are sending in may be admitted to be sold. We are really surprized your Government does not send a few Sloops of War to cruize along the Coast, which is at present so infested with Privateers that We really dread that one in ten of your Newfoundlanders will arrive safe or escape them. The best Stations for your Sloops of war would be Cape Ortegal, Cape Pinas, off Santander & Cape Machichaco; We refer you to Our next, and to what Cap<sup>t</sup>. Symonds writes you, and remain [&c.]

Ventura Gomez de la Torre & Barrena.

D<sup>r</sup>. Sir,

We cannot sufficiently express to you Our Grief for this Misfortune, for as we have such a real tender regard for you we feel it very deeply. We hope you are fully covered by Insurance however it is a Loss as the Situation of the Market promises an agreeable Sale. We wish your other Vessels may meet with better Success, and We remain as above.

Copy, UKLPR, S.P. Foreign 94/204, 253. Addressed at the foot of the first page: "M<sup>r</sup>. William Spurrier." Docketed: "Copy of a Letter from/Ventura Gomez de la Torre/& Barrena, to M<sup>r</sup>. William/Spurrier, dated Bilbao/4 Oc<sup>r</sup>. 1777."

1. See Edward Symonds to William Spurrier, 4 Oct. 1777, below.

## EDWARD SYMONDS TO WILLIAM SPURRIER

Copy

Sir

Bilboa October 4<sup>th</sup> 1777

I am sorry to inform you of the misfortune of my being taken by an American Privateer of 8 Guns, called the *success*, John Fletcher, Commander Cape de Pinas bearing SEE E 10 leagues, after having 22 days Passage from off the Harbour of St Johns, where I called to see if there was any convoy ready to Sail for Spain or Portugal, but finding none ready to sail within ten days, proceeded without Convoy & made Cape ortegal the 26<sup>th</sup> Sept<sup>r</sup> and on the 28 inst<sup>t</sup> fell in with said Privateer which took me & all my Crew prisoners on board her and sent the *William and Polly* away for Bourdeaux as they informed me. 29<sup>th</sup> fell in with a Jerseyman with french colours and hailed from St Peters bound to Rochelle and put me and Crew on board her to send me to France, but as it happened she was bound to Bilboa, and on my Arrival in the Bay of Bilboa saw the *William and Polly* not 2 leagues from me working into this Port where she now lays but believe she will not be suffered to sell her Cargoe there but be obliged to go to France or America. I had a Letter for You from Captain Spurrier but they have taken it from me and am sorry to inform you of the ill success in the Fishery in your employ when I sailed from Oderin which was the 4<sup>th</sup> not above 170 Quintals p<sup>r</sup> Boat. We had on board 2280 Quintals. I am sorry to hear you have another Vessel bound to this Port for it is almost impossible to come clear as there is four Sail of Privateers betwixt this and Cape ortegal. There is no English Vessel arrived in this Port except sent in by the Americans. There was one Vessel taken off the Bar from N F land [*Newfoundland*] and brought in here,<sup>1</sup> belonging to Jersey and another from Malaga with Raisins & Wine and another English Brig from N.F.land was taken off here and sent to St Sebastians yesterday but do not know where she belongs as there is no English men left on board either of them, they would not have known where the *William & Polly* did belong had not I come in myself, for they hailed from N F land. I have noted a Protest but have not got it filled up but shall send it next Post. I have nothing more to write at present but remain [&c.]

Edw<sup>d</sup>. Symonds

Copy, UKLPR, S.P. Foreign 94/204. Docketed: "Copy of a Letter from/Edw<sup>d</sup>. Symonds to M<sup>r</sup>/Will<sup>m</sup>. Spurrier Merc<sup>t</sup>/in London, dated/Bilboa 4<sup>th</sup>. Oct<sup>r</sup> 1777."

1. *Adventure*, taken by Massachusetts Privateer *Hawke*. See Ventura Gomez de la Torre and Barrena to Lefras and Le Mesurier, 4 Oct. 1777, below.

## VENTURA GOMEZ DE LA TORRE AND BARRENA TO LEFRAS AND LE MESURIER

Mess<sup>rs</sup> Lefras & Le Mesurier

Sirs

Bilbao 4 Oct<sup>r</sup> 1777

In our last 1 Ins<sup>t</sup> we had the pleasure to advise you we had rec<sup>d</sup>. a few lines from Capt Gorroquer advising us he was at the foot of Bilbao Barr waiting for the next Tide to come in, in consequence of which we expected to see him up that very day, but we were greatly allarmd to be informd that that very night the american Privateer calld The *Hawke*, Capt. Jeremiah Hibbert had Sild from Santander that very morning [and] comitted the Outrage of seizing & taking your Schooner *Adventure* in the very place where

she was riding at anchor with the Pilot of the Barr on board & under the Sanction of our forts & brought in immediately. no Sooner did we receive this Intelligence that we flew to the Comissary of Marine to represent the Insult that had been comitt'd against his Majesty's fort & Territory by the American Privateer and as it was late at night & that we could not make our representations in writeing, we did it this morning, offering to prove the facts & insisting that the Privateer should be punish'd & condemn'd to pay all damages, in virtue of which the Comissary orderd that we should prove the facts, & p[rovd] as we have, that under our Security the Ship & Cargoe should be deliver'd to us, which we intend unloading with the first fair weather. the post being just on parting, only allows us time to refer you to our next, assuring you we will look & exert ourselves in this point with the Same assiduity as if our own remain most Truly [&c.]

Ventura Gomez de la Torre, & Barrena

Copy, UkLPR, S.P. Foreign 94/204, 230–31. Addressed: "To/Mess<sup>rs</sup> Lefras & Le Mesurier/In London." Docketed: "M—Ventura Gomez de la Torre/& Barrena/Oct<sup>r</sup> 4—Bilbao/20—Recd Here/In Mess<sup>rs</sup> Lefras & Le Mesurier/21 Oct<sup>r</sup> 1777." Enclosed in Lord Weymouth to Lord Grantham, 21 Oct. 1777, *ibid.*, fol. 228.

#### DECLARATION OF MANUEL DEL ZERRO RUBIO

Ex<sup>mo</sup>. Señor

Señor

D<sup>n</sup> Manuel de el Cerro Rubio vecino de la Ciudad de la Coruña Reyno de Galicia, con el mayor respecto que deve representa à V. Ex<sup>a</sup>. que àbiendo Cargado èn la Bahia de èste Puerto de barios Jeneros procedentes de Ynglaterra è yntroducidos èn España Lexitimam<sup>te</sup>, pagado èn la Aduana de Està misma Ciudad los Derechos correspondientes à su salida, y formado èl devido rexistro èn una Embarcazion suya propia nombrada *San Nicolas* y *San Pedro Felmo*, de que Nombrò por Capitan y Maestre D<sup>n</sup>. Fran<sup>co</sup>. Xavier Garcia Ruiz, y lo dirixio con los despachos y documentos Correspondientes, y con Catorze Hombres à las Hislas de Barlobento y Puertos à que hiba destinado segun su rregistro, parece que àbiendo llegado à àbistar èn el dia 8. de Mayo la Ysla del Sombrero sobre las de Barlobento, la quese àlla desierta, le à cometio una Balandra Ynglesa Armada èn Corso y procedente de los Yngleses Europeos Establecidos èn la Ysla de s<sup>n</sup>. Christobal,<sup>1</sup> la qual sin Embargo de las protestas que èl D<sup>n</sup>. Fran<sup>co</sup>. Xabier le à ècho, le àrestò y Conduxo à la Ysla Nombrada de la Anguila, despues de àber le rreconocido toda su cargazon, èn donde le rrecoxo por fuerza todos los Papeles y abrio èl rexistro,<sup>2</sup> Ócurrieron èl Capitan, Piloto, y Contra maestre del Gobernador de la misma Ysla de la Anguila, quien cerciorado de ser Español, de la Lixitimidad se sus Papeles, y biaxe, y deno àber procedido confraude àlguno le hizo de bolber todo, y le dio testimonio para su seguro y libertad, bien que la restitution de viberes, y cargamento fue con muchissima falta de barios èfectos quese le àbian robado, en los reconocimientos y Extorciones èchas por la Jente de la Balandra, àdbirtio èl Capitan àntes de àcerse à la vela que èn el Puerto se àllaba ôtra Balandra compañera de la que le àvia àpresado, y tambien Armada èn Corso, ynsignuo lo à el Gobernador, y le àsegurò èste podia Emprender su biaxe sin rrecelo, como lo à ècho, y en el mismo dia àdbirtio saliò de àquel Puerto Esta segunda Balandra,<sup>3</sup> le dio Caza, le àpresò, y conduxo despues de quatro diàs à la Ysla de San Christobal, y Puerto de Basseterre, èn donde despues de 22. dias de dilacion no òbstante de àber

presentado èl Capitan todos sus Documentos, y el testimonio de su àvsolutoria èn la Ysla de la Anguila, se declarò todo àunque ynxustamente por buena presa, bien quenose dio testimonio de èllo à el Capitan ni pudo conseguirlo por mas solicitudes que sobre èllo à ècho, commo rresulta de los àutos que àformado èl Gobernador y Capitan General de San Juan Bap<sup>ta</sup> de Puerto rico, à donde se conduxo èl Capitan y Tripulacion, con la necesidad, y estrechez quese puede rreconocer de èste àc-ahècimiento, y de cuyos àutos ès la Copia àdxunta:

Considera El Suplicante fue èste un àtentado ynxusto de èstas dos Valandras àr-  
madas èn corzo, Executado contra las Leyes de la Guerra, y la Paz, èn que se con-  
serba esta Monarquia con la de la Gran Bretaña, y sebe Expuesto à una quiebra àv-  
soluta de su casa y comercio, como no dexara de rreconocerlo la àlta penetracion  
de V. Ex<sup>a</sup>. y por lo mismo:

Rendidamente suplica à V. Ex<sup>a</sup>. se sirva poner uno y otro èn la consideracion de  
Su Magestad, àfin de que se digñe èn proteccion de sus Basallos de pasar los ôficios  
conducentes para que èn la Corte de Londres se den las probidencias mas àctibas y  
promptas, sobre que se rrestituya à el suplicante su Embarcazion, con toda la carga,  
yntereses, Daños, y perxuicios que se le àn ôcasionado, con lo demas que la Justifi-  
cacion de V.E. àlle por combeniente, merced que èspera rrecibir de la poderosa pro-  
teccion de V. Ex<sup>a</sup>. Coruña Octubre 4. de 1777.

Manuel de el Zerro Rubio

[Translation]

Your Excellency

Sir,

Don Manuel de Cerro Rubio, resident of the city of La Corunna, in the king-  
dom of Galicia, with the greatest respect, represents to your excellency that having  
loaded in the bay of this port various goods of English origin, legitimately introduced  
into Spain, having paid in the customs house of the same city the proper duties for  
their departure, and having entered into the registry a ship of his own property named  
*San Nicolas y San Pedro Felmo*, of which Don Francisco Xavier Garcia Ruiz was captain  
and master, and directed it, with the dispatches and appropriate documents, and  
with 40 men, to the Windward Islands and ports to which it was intended according  
to its registry, it appears that on the 8th day of May having arrived within sight of the  
uninhabited island of Sombrero, above the Windward islands, his ship was assaulted  
by an English sloop fitted out for war and sent out by the European Englishmen es-  
tablished on the island of St. Christopher,<sup>1</sup> which, despite the protests that Don Fran-  
cisco Xavier made, siezed it and took it to the island named Anguilla, where they ex-  
amined all his cargo, and forcefully seized all the papers, and opened the registry.<sup>2</sup>  
The captain, first mate, and boatswain went to see the governor of the same island  
of Anguilla, to whom they affirmed their being Spanish, the legitimacy of their pa-  
pers and voyage, and their not having acted with any deception. The governor had  
everything returned to the captain and gave him a written protection for his secu-  
rity and freedom, although the restitution of provisions and cargo was very deficient  
of several items which had been pilfered during the examinations and extortions  
made by the sloop's people. The captain noted before making sail that there was in  
the port another sloop,<sup>3</sup> a companion to that which had captured him, and also fit-  
ted out for war. The captain ingratiated himself with the governor and secured the  
power to undertake his voyage without suspicion, which he then did. On the same

day he sailed, the captain witnessed the second sloop leave port, give him chase, sieze him, and take him after four days to the island of St. Christopher, and the port of Basseterre. There, after 22 days of delay, notwithstanding the captain's having presented all his documents, including the proof of his acquital in the island of Anguilla, all was unjustly declared a good prize, although the captain gave no testimony nor was he able to do it through additional entreaties he made about it in consequence of the decrees issued by the governor and captain general of San Juan Bap<sup>ta</sup>. of Puerto Rico—where the captain and crew were taken under what necessity and austerity can be imagined from this incident—and of whose decrees the copy is inclosed.

Consider the supplicant was done an injustice by these two sloops fitted out for war, executed against the laws of war, and against the peace which this kingdom maintains with the kingdom of Great Britain, and was exposed to an absolute loss of his house and trade, which will not fail to be recognized by the great perception of your excellency, and for the same reason:

I humbly beseech your excellency to deign to place my case before the consideration of his majesty, so that he may condescend to act for the protection of his subjects to send official letters so that the most active and prompt measures may be taken in the court of London for the restitution to the supplicant of his ship, with its entire cargo, interest, damages, and losses which have happened to him, with whatever else may appear suitable to your excellency. Respectfully, I hope to receive the powerful protection of your excellency. Corunna, October 4, 1777.

Manuel del Zerro Rubio

DS, SpVAS, Estado, legajo 7021.

1. The privateer's captain was James Dunevan and its owner was a Mr. Strol, an innkeeper of St. Christopher. Conde de Floridablanca to the Marqués de Almodovar, 23 Nov. 1778, *ibid*.

2. According to Floridablanca, the captors inveigled a seaman to declare falsely that the *San Nicolas y San Pedro Felmo* had been in Philadelphia. *Ibid*.

3. In the margin: "*Lively*, su comand<sup>te</sup> Joseph Smith."

## October 5 (Sunday)

ADMIRAL SIR THOMAS PYE TO PHILIP STEPHENS

Sir,

*Sandwich* at Spithead 5<sup>th</sup> Oct<sup>r</sup> 1777.

His Majesty's Ship and Sloop named in the Margin<sup>1</sup> having brought home the Number of Rebel Prisoners (taken in the *Oliver Cromwell* American Privateer) expressed against their Names, I have ordered them to be sent onboard His Majesty's Ship the *Princess Amelia* for Security, and beg to know their Lordships Pleasure with respect to their Disposal.

Inclosed is the State and Condition of His Majesty's Ships and Vessels under my Command.<sup>2</sup> I am [&c.]

Tho<sup>s</sup>. Pye

L, UklPR, Adm. 1/955, 267. Addressed at foot of letter: "Philip Stephens Esq<sup>r</sup>" The intent of Stephens's notation on the verso, "6 Oct<sup>r</sup> consent & let him know he is to cause proper measures to be taken for committing all of them to Forton prison," was embodied in Stephens to Pye, 6 Oct. 1777, UklPR, Adm. 2/556, 97–98.

1. *Camel*, with 5 prisoners, and *Druid*, with 7.

2. Not printed.

## JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1777*]

5<sup>th</sup> [Oct<sup>r</sup>] Sunday Pleas<sup>t</sup> w<sup>t</sup> One of the Centinals Arrested Upon Suspicion of his taken a bribe of Cap<sup>t</sup> Lee for to Let him & Cap<sup>t</sup> Boardman & M<sup>r</sup> Shoemaker & Morris & Cutter go Out of the Hospital—Who was tryed by a Court-Martial, But not sufficient Proof against him to Condemn him: Will<sup>m</sup>. Smith who Deserted the 20<sup>th</sup> of Sep<sup>r</sup> taken & Com<sup>td</sup>. to y<sup>c</sup>. B. [*black*] hole

D, MeHi, Jonathan Haskins Journal.

## VICE ADMIRAL BARON SHULDHAM TO PHILIP STEPHENS

Sir

*Blenheim*, in Hamoze 5<sup>th</sup>. Octo<sup>r</sup>. 1777.

I am to acknowledge the receipt of two Letters from you of the 2<sup>d</sup>. Instant, acquainting me that their Lordships have given Captain Hartwell of the *Blenheim* fourteen days further Leave of Absence from his Duty on his private Affairs; and signifying their Lordships direction to me, to enquire whether any of the Prisoners taken in the *Lexington* Rebel Privatier, and brought into Plymouth by the *Alert* Cutter, are French Men; and if they are, how many; Also to enquire and let their Lordships know how many French Men were on board her at the beginning of the Action with the *Alert*;<sup>1</sup> in answer to which, I am to acquaint you that upon enquiry from the Clerk and examination of the *Alert's* Books, as well as the confession of the Captain of the Privatier, I find there were Twenty one French Men on board the latter at the beginning of the Action, two of whom were kill'd in it, and that the remaining nineteen are committed to Mill Prison; a List of the Names of whom accompanies this.<sup>2</sup> I am [&c.]

Shuldham

L, UkLPR, Adm. 1/806, 375. Addressed at foot of first page: "Philip Stephens Esq<sup>r</sup>." Notation in Stephens's hand: "8 Oct [illeg.] Lord Weymouth for H M Information." In their letter to Weymouth transmitting the information about the Frenchmen, the Admiralty added "that the Privatier had on board when taken 14 four Pounders and 2 Six Pounder Guns (which are as many as she was pierc'd for) besides 12 Swivel Guns." Lords of the Admiralty to Weymouth, 9 Oct. 1777, UkLPR, S.P. 42/51, 237–39. Enclosure follows, below.

1. For the second letter, Stephens to Shuldham, 2 Oct. 1777, see UkLPR, Adm. 2/555, 380–81. See also NDAR 9: 673.

2. See the following document.

"A LIST OF FRENCH MEN TAKEN IN THE *LEXINGTON* REBEL PRIVATIER BY  
HIS MAJESTY'S CUTTER *ALERT* THE 19<sup>th</sup>. SEP<sup>r</sup>. 1777."

Raphael Gereau	W <sup>m</sup> . Lagashire	Peter Richard
Augustus Guichard	Charles Febry	——— Raphier
John Roseau	John Vansan	Augustine Noelle
Luke Madiller	John Dufoe	John Bubbis
Joseph Bonna	John Roustant	19 John Parris
John Dequené	Antonio Versailles	
Charles Mauduit	Charles Legou	

D, UkLPR, Adm. 1/806, 376. Enclosed in Shuldham to Stephens, 5 Oct. 1777, above.

JOURNAL OF CONTINENTAL NAVY FRIGATE *RALEIGH*, CAPTAIN THOMAS THOMPSON

Monday Sept<sup>r</sup> 8<sup>th</sup>. Latt<sup>d</sup>. 43° 31' N<sup>o</sup>.—Long<sup>d</sup>. 43° 15' West Gave chase to a Brig<sup>t</sup> which we came up with; it prov'd to be a prize belonging to the *Oliver Cromwel* Privateer—she was from Exeter bound to Naples—Laden with Woolen Goods—<sup>1</sup>

Septem<sup>r</sup> 11<sup>th</sup>. Latt<sup>d</sup>. 46° 16' N<sup>o</sup>. Long<sup>d</sup>: 34° 49' W. Met with a Strong Gale of Wind which Sprang our mainmast between the Decks.—Nothing material hapned from Sep<sup>r</sup> 12<sup>th</sup> to 28<sup>th</sup>—

Sunday Sept<sup>r</sup> 28<sup>th</sup>. Latt<sup>d</sup>. 49° 35' N<sup>o</sup>. Long<sup>d</sup>. 13° 13' W. Took the Brig<sup>t</sup> *Sally* Edward Marshall Mast<sup>r</sup> from Dartmouth bound to Newfoundland out 7 Days—having on board 275 Hh<sup>ds</sup>. Salt & 75<sup>cwt</sup>. . 2 . . 26 Bread.—after taking out some Bread &<sup>c</sup> sent on board a prizemast<sup>r</sup> & Men & order'd her for the first Safe port in the United States—Lost our pinnace along side said Brig<sup>t</sup> being overset by a large Sea—

Tuesday Septem<sup>r</sup> 30<sup>th</sup>. Latt<sup>d</sup>. 49° 13' N Long<sup>d</sup>. 10° 56' W. Took the Ship *Jamaica*, David Watt Mast<sup>r</sup> from Jamaica bound to London—out 2 months—saild with the Fleet under Convoy of two Men of War, but parted w<sup>th</sup>. them some Days before we took her.—she mounted 14 Guns—her Cargo consisted of Sugar & Rum—same Day the *Alfred* took the *Anna Susannah* another Jamaica Ship belonging to the above Fleet—both the prizes saild in Company with the *Raleigh* & *Alfred*—

October 4<sup>th</sup>. Lost Company with the two Prizes in the Night

Sund<sup>y</sup> Oct<sup>o</sup>. 5 Made the Land this morning which prov'd to be Bellisle—& saw the Island of Groix this Afternoon but it being almost Calm & night coming on, we Stood off & on 'till next Morn<sup>g</sup>., when we discover'd, both our Prizes under our Lee—a pilot came on board & anchor'd us in Port Louis Harbour—the two Prizes came to Anchor under the Island Groix—

Copy, MH-H, Arthur Lee Papers, bMS AM 811.2 (74). Enclosure to Thompson to the American Commissioners in France, 10 Oct. 1777, below.

1. *Ville de Bayonne*, taken on 16 Aug. NDAR 9: 574, 647.

JOURNAL OF A CRUISE IN MASSACHUSETTS PRIVATEER BRIGANTINE  
*OLIVER CROMWELL*, CAPTAIN WILLIAM COLES

[1777 October] 5 Sabbath. Fair moderate & pleas<sup>t</sup> At 2 PM saw a Sail a head; also made Land, viz. y<sup>e</sup> Burlings and Part of the Coast of Portugal. Came up with the Sail & took her. She was a Brig from Newfound Land with 1200 Quintals of Fish called the *Lark* Capt. Canterbury<sup>1</sup>

D, MSaE. Journal was kept by the ship's surgeon.

1. "The *Lark*, Kentishvere, of Poole, is taken by the *Oliver Cromwell* privateer." *London Packet* 7–10 Nov. 1777. Notice of filing of libel was published in Boston on 4 December ("Libels Filed in Maritime Court of Massachusetts, Middle District," above).

October 6

LLOYD'S EVENING POST, AND BRITISH CHRONICLE (LONDON),  
FRIDAY, OCTOBER 3, TO MONDAY, OCTOBER 6, 1777

London.

Letters from Limerick give an account, that the people there have been greatly alarmed by two American privateers appearing in the River Shannon. One of them mounted ten guns, besides swivels, and the other fourteen guns. They examined the Masters of the fishing vessels, what men of war were on the coast, which being informed of, they landed, and got some fresh provisions, which they paid for, took in some fresh water, and then sailed off towards Corke.

GABRIEL DE SARTINE TO JEAN-FRANÇOIS-TIMOLÉON VIGER,  
COMMISSARY OF THE PORT AND DOCKYARD, L'ORIENT, FRANCE

A Versailles, le 6. 8<sup>bre.</sup>, 1777.

J'ai reçu, Monsieur, la lettre que vous m'avez écrite le 30. du mois dernier et les pieces y jointes au sujet du Sloup Anglo-Américain nommé le *Mars*, commandé par le Capitaine Alexandre Holmes, entré dans le Port de l'Orient; Si ce Bâtiment est entierement reconnu pour Bâtiment de Commerce, il ne peut y avoir aucune difficulté d'en user à son égard dans l'esprit des ordres que je vous ai donné par ma lettre du 6. Août,<sup>1</sup> l'intention de sa Majesté n'étant pas de gêner les opérations licites du Commerce ni d'y mettre des entraves; Mais il faut veiller sur ce qui se passe, pour dans le cas ou il y auroit lieu de le considérer comme Corsair, où comme une prise, se conformer à ce qui este prescrit par les traités et par les Ordonnances et réglemens du Royaume que je vous ai expliqués, et vous entendre avec les Officiers de l'Amirauté en leur faisant part de ce qui seroit venu à votre connoissance, afin qu'ils agissent en conséquence. Je suis [&c.]

de sartine

lors qu'il sera bien prouver qu'il n'est question ni de prise, ne de corsaire, je consens que les marchandises soient entreposées dans les magazines.

[Translation]

Versailles, 6 October 1777

I received the letter you wrote me the 30th of last month and the enclosures on the subject of the American sloop called the *Mars*, commanded by Captain Alexander Holmes, come into the port of l'Orient. If that ship is identified entirely as a merchantman, there can be no difficulty of treating it in this regard in the spirit of the orders I gave you by my letter of the 6th of August,<sup>1</sup> the intention of his Majesty not being to constrain the licit operations of commerce nor to put shackles on them; but one must watch what happens, for in the case there would be reason to consider it a privateer, or a prize, conform yourself to what is prescribed by the treaties and by the ordinances and regulations of the realm which I have explained to you, and act in concert with the officers of the admiralty, informing them of that which may come to your attention, so that they act in consequence. I am [&c.]

de Sartine



When it should be proven that it is neither a question of prize nor of privateer, I consent that the merchandise may be stored in the warehouses.

L, FrLAL, series 1, E<sup>1</sup>80, fol. 17. Addressed at foot of page: "M. Viger, à l'Orient."

1. NDAR 9: 551-52.

GOURLADE, BÉRARD FRÈRES, & MONPLAISIR TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Port L'orient 6<sup>th</sup>: October 1777.

We have the Satisfaction to inform you of the arrival in this Road of two Continental Fregattes one the *Rolly* of 32 Guns Cap<sup>n</sup>. Thompson the other *Alfred* Cap<sup>n</sup>. Hindman of 20 Guns both sailed from Portsmouth y<sup>e</sup>: 22<sup>d</sup>. of August last. they have brought under our Island of Groix two Jamaica Men belonging to London taken at the mouth of the channell one

the *Jamaican* Cap<sup>n</sup>. David Watts }  
the *Anna & Suzannah* Johnson. }

Both loaded together of

657. Hogsheads of Brown Sugar

210. Tierçons Idem

215. Punchon of Brandy or Rum

3. Bales of Cotton & five Hogs heads of Coffee  
one is a three Decker mounting 16 Six Pounders.

Commodore Thompson has no Dispatches from y<sup>e</sup>: States for you only a private letter for procuring Guns which since Cap<sup>n</sup>. Thompson has had; he will forward it to you next post, being just come on shore too late to write any particulars. Cap<sup>n</sup>. Thompson Brings no news the fleet of admiral Howe was at sea y<sup>e</sup>: last account was he was standing to y<sup>e</sup>: Southward and no appearance of his going to Boston.

300 Royalists had been Killed at fort Standwick and y<sup>e</sup>: Commander S<sup>t</sup>: J<sup>n</sup>: Johnson had been Slain.

Cap<sup>n</sup>: Thompson had taken a Schooner from Newyork bound to halifax. Letters and prints give the same account of the Fleet. nobody Knew where they were gone to. the date was of 18<sup>th</sup>: august and will be forwarded to you next post.

These fregattes have several wants of Cables Ankers Sails Ballast<sup>s</sup> of Iron, Guns, and several other things which we will Provide them with having declared them in such a manner as to avoid trouble, they want likely to be graved, and it will do well you have the aprobation of the Minister that difficulties may not be Started.

We will do our best for the Prizes, and dispose of them as soon as possible as they stand before the answer of the court, or any aplication can be made from y<sup>e</sup>: Court of England or the owners and will acquaint you with our progress. We have the honor to be [&c.]

Gourlade

Berard Freres & Cie.

demonplaisir

L, CtHi, Silas Deane Papers. Addressed: "To/the Honble Commissioners/of the United States of/America/Paris"; and at foot of last page: "Mess<sup>rs</sup>. Franklin Deane & Lee & Arthur Lee." Docketed: "Mess<sup>rs</sup>: Gourlarde Berard & Montplaisir/6<sup>th</sup>. Oct<sup>r</sup> 1777."

JOURNAL OF FRENCH NAVY CORVETTE *ETOURDIE*,  
MARQUIS DE MONTBAS, ENSEIGNE DE VAISSEAU

[Gironde] du lundy 6<sup>me</sup> [octobre]

les vents variables de lest au sudest bon frais, mais très beau temps. ce matin a 6 heures ½ la fregate du roy *linconstante* commandée par m<sup>r</sup> de cuverville a appareillié avec sa flotte qui porte des troupes, plusieurs autres batiments marchands qui étoient de relache dans cette rade ont fait la meme manoeuvre. il n'est resté que la prise faite par les insurgents dont le capitaine est de retour de bourdeaux,<sup>1</sup> et qui est venu me demander la permission dattendre les vents n'étant pas favorable pour aller a la cote d'Espagne ou il compte se refugier

[Translation]

[Gironde River] Monday, 6 October

The winds variable from the east to the south east, strong, but very fine weather. This morning at 6:30 the king's frigate the *Inconstante*, commanded by M. de Cuverville, sailed with its fleet, which carried troops. Several other merchant ships, which had put into port in this road, made the same maneuver. There only remained the prize made by the insurgents, whose captain has returned from Bordeaux,<sup>1</sup> and who has come to ask permission to await the winds, which have not been favorable for going to the coast of Spain, where he plans to take refuge.

D, FrPNA, Marine B<sup>4</sup> 147, fol. 285.

1. *Mercury*, prize to New Hampshire privateer ship *Portsmouth*, John Hart.

"EXTRACT OF A LETTER FROM ST. ANDERO, OCT. 6."

"The *Hawke*, an American privateer, Capt. Hibberts, lying in our Harbour, hearing that an English vessel laid off the Bar of Bilboa, waiting for a wind to go in, immediately got under way, and the wind that favoured her from hence prevented the English vessel from getting in. She accordingly found her lying at anchor off the Bar, with a Pilot on board, and made a prize of her: She is called the *Adventure*, belongs to Jersey, and is laden with salt fish, from Newfoundland to Bilboa."

*Lloyd's Evening Post, and British Chronicle* (London), 20–22 Oct. 1777.

LORD GRANTHAM TO LORD WEYMOUTH

[Extract]

N<sup>o</sup>. 55.

S<sup>t</sup> Ildefonso: 6: Octr 1777.

My Lord.

By the Advices which since I had the Honour of writing to your Lordship, I have received from Ferrol & the Corugna, I find that G Cunningham & his Prize quitted Ferrol on the 17<sup>th</sup> of last Month; not however without strong Suspicion of his having sold the Prize to the Master of a French brig, who was probably to take possession of her at Sea. The *Success* Captain Fletcher had been ordered & sent out of S<sup>t</sup> Andero and the *Hawke* privateer had under pretence of Repairs put into the Coruna & had

received orders to quit that Port. Three Prizes which that Vessel had made & brought in, were ordered out & had sailed it is said for Bilbao. I have likewise heard that Cole of the *Oliver Cromwell* being questioned about his Capture of a French Ship,<sup>1</sup> had declared that her being laden with woolen Goods, made it absolutely necessary for him to take & send them to America, as he knew that Washington's Army was in the greatest Distress for want of all manner of Clothing.

The general Circumstances relative to the Privateers which I have mentioned have been communicated to me by M. Florida blanca by the Note of which I enclose a Copy [and] Translation;<sup>2</sup> as well as of the Answer which I immediately sent to it.

When I came to talk to him on this subject, I must say that he seemed ashamed of the excuse he was making for the Stay of the *Revenge* at Ferrol. The Governor pretended the Orders had not reached him, that the Vessel had not been supplied out of the King's Stores, but what he laid most stress on, was the closeness with which he pretended Our Ships watch the entrance of the Harbours. I pointed out to him the insufficiency of this excuse, and repeated my expectations that such cases would not arise again, and he promised me that they should not, and that all Sales should really be prevented. . . .<sup>3</sup> I have the Honour to be [&c.]

Grantham

L, UKLPR, S.P. Foreign 94/204, 235–38. Docketed: "S. Ildefonso 6 Oct<sup>r</sup> 1777/Lord Grantham/(N<sup>o</sup> 55)/R. 24<sup>th</sup>/one inclosure."

1. Probably the brig *Ville de Bayonne*, Pierre Regnier. See NDAR 9: 574, 647.

2. See NDAR 9: 678.

3. This paragraph is in cipher in the original.

## October 7

### JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1777*]

6<sup>th</sup>. [Oct<sup>r</sup>.] Cap<sup>t</sup>. Lee Ret<sup>d</sup>. fr. y<sup>c</sup>. Hosp<sup>l</sup>.

7<sup>th</sup>. Cap<sup>t</sup>. Boardm & Shoemaker Ret<sup>d</sup>. fr. y<sup>c</sup>. Hosp<sup>l</sup>. by the Doctor Upon Acc<sup>t</sup>. of the Suspicion of the other Night, they went into the Officers Prison.

D, MeHi, Jonathan Haskins Journal.

### AMERICAN COMMISSIONERS IN FRANCE TO THE COMMITTEE FOR FOREIGN AFFAIRS

(Duplicate)

Gentlemen,

Passy, near Paris, Oct<sup>r</sup> 7

We received duly your Dispatches by M<sup>r</sup>. McCreery, and Captain Young, dated May 2. and 30. June 13. 18. & 26. and July 2.<sup>1</sup> The Intelligence they contain is very particular and satisfactory. It rejoices us to be informed that Unanimity continues to reign among the States, and that you have so good an Opinion of your Affairs, in which we join with you. We understand that you have also written to us of later Dates by Capt. Holm.<sup>2</sup> He is arrived at Port l'Orient, but being chased and nearly taken, he sunk his Dispatches:

We are also of your Sentiments with Regard to the Interests of France & Spain respecting our Independence, which Interests we are persuaded they see as well as we, though particular present Circumstances induce them to postpone the Measures that are proper to secure those Interests. They continue to hold the same Conduct described in our last<sup>3</sup> which went by Wickes & Johnson, a Copy whereof we send herewith, as Johnson is unfortunately taken: We have lately presented an earnest Memorial to both Courts,<sup>4</sup> stating the Difficulties of our Situation, and requesting that if they cannot immediately make a Diversion in our Favour they would give a Subsidy sufficient to enable us to continue the War without them, or afford the States their Advice and Influence in making a good Peace. Our present Demand to enable us to fulfil your Orders is for about 8,000,000 of Livres. Couriers we understand, are dispatched with this Memorial to Madrid, by both the Ambassador of Spain and the Minister here; and we are desired to wait with Patience the Answer, as the two Courts must act together. In the mean time they give us fresh Assurances of their Good Will to our Cause, and we have just received a fourth Sum of 500,000 Livres. But we are continually charged to keep the Aids that are or may be afforded us a dead Secret, even from the Congress, where they suppose England has some Intelligence; and they wish she may have no certain Proofs to produce against them with the other Powers of Europe. The apparent Necessity of your being informed of the true State of your Affairs, obliges us to dispense with this Injunction. But we intreat that the greatest Care may be taken that no Part of it shall transpire: Nor of the Assurances we have received that no Repayment will ever be required from us of what has been already given us either in Money or Military Stores. The great Desire here seems to be that England should strike first, and not be able to give her Allies a good Reason.

The total Failure of Remittances from you for a long time past, has embarrass'd us exceedingly; the Contracts we entered into for Clothing and Arms in Expectation of those Remittances, and which are now beginning to call for Payment, distress us much, and we are in imminent Danger of Bankruptcy. For all your Agents are in the same Situation, and they all recur to us to save their and your Credit. We were obliged to discharge a Debt of Merckle's at Bourdeaux amounting to about 5000 Liv<sup>s</sup>. to get that Vessel away,<sup>5</sup> and he now duns us every Post for between 4 & 5,000 £ sterling to disengage him in Holland where he has purchased Arms for you. With the same View of saving your Credit M<sup>r</sup> Ross was furnished with 20,000 £ Sterling, to disentangle him. All the Captains of your armed Vessels come to us for their Supplies, and we have not received a Farthing of the Produce of their Prizes, as they are ordered into other Hands. M<sup>r</sup> Hodge has had large Sums of us. But to give you some Idea for the present 'till a more perfect Acc<sup>t</sup> can be rendred of the Demands upon us that we have paid, we enclose a Sketch, for your perusal; and shall only observe, that we have refused no Application, in which your Credit appeared to be concerned, except one from the Creditors of a M<sup>r</sup> Ceronio said to be your Agent in Hispaniola, but of whom we had no Knowledge; and we had Reason to hope that you would have been equally ready to support our Credit, as we have been of yours, and from the same Motives, the Good of the Publick for whom we are all acting, the Success of our Business depending considerably upon it. We are sorry therefore to find all the World acquainted here, that the Commissioners from Congress have not so much of your Regard as to obtain the Change of a Single Agent who disgraces us all.<sup>6</sup> We say no more of this at present, contenting ourselves with the Consciousness that we recommended that

Change from the purest Motives, and that the Necessity of it, and our Uprightness in proposing it will soon fully appear.

Mess<sup>rs</sup> Gardoqui at Bilboa have sent several Cargoes of Naval Stores, Cordage, Sail Cloth, Anchors, &c. for the public Use, consigned to Eldridge Gerry, Esq<sup>r</sup>. They complain that they have no Acknowledgement from that Gentleman of the Goods being received tho' they know the Vessels arrived.<sup>7</sup> We have excused it to them on the Supposition of his being absent at Congress. We wish such Acknowledgement may be made, accompanied with some Expressions of Gratitude towards those from whom the Supplies came, without mentioning who they are supposed to be. You mention the Arrival of the *Amphitrite* & *Mercury*, but say nothing of the Cargoes.

M<sup>r</sup>. Hodge is discharged from his Imprisonment on our Solicitation, and his Papers restored to him. He was well treated while in the Bastile. The Charge against him, was Deceiving the Government in fitting out Cunningham from Dunkirk, who was represented as going on some Trading Voyage, but as soon as he was out began a Cruise on the British Coast, and took 6 Sail. He is got safe into Ferrol.

We have received and delivered the Commissions to M<sup>r</sup>. W. Lee & M<sup>r</sup>. Izard.<sup>8</sup> No Letters came with them for those Gentlemen with Information how they are to be supported on their Stations. We suppose they write to you, and will acquaint you with their Intentions.

Some Propositions are privately communicated to us, said to be on the Part of Prussia, for forming a Commercial Company at Embden. We shall put them into the Hands of M<sup>r</sup>. Lee.

We do not see a Probability of our obtaining a Loan of the 2,000,000 Sterling from any of the Money holders in Europe, 'till our Affairs are in their Opinion more firmly established: What may be obtained from the two Crowns, either as Loan or Subsidy, we shall probably know on the Return of the Couriers, and we hope we shall be able to write, more Satisfactory on those heads by Capt. Young who will by that time be ready to return. With the greatest Respect, we have the Honour to be [&c.]

Copy, DNA, PCC, item 85, pp. 85–91 (M247, roll no. 114). Docketed: "From the Commissioners/Paris Oct<sup>r</sup> 7<sup>th</sup>. 1777/see the Files Rec<sup>d</sup>. May 2<sup>d</sup>/by Cap<sup>n</sup>. Young/Via Baltim<sup>r</sup>." The original was in a packet stolen by Joseph Hynson from John Folger, to whom it had been entrusted. See William Bell Clark, *Lambert Wickes, Sea Raider and Diplomat: The Story of a Naval Captain of the Revolution* (New Haven, Conn.: Yale Univ. Press, 1932), 354–55.

1. Printed in *Papers of Benjamin Franklin* 24: 12–16, 101–3, 158–60, 191–93, 224–25, and 252–53.

2. Sloop *Mars*, Alexander Holmes.

3. NDAR 9: 633–34.

4. NDAR 9: 673–77.

5. *Ship Dispatch*, Stephen Cleveland.

6. Thomas Morris. NDAR 8: 532; 9: 655–56.

7. Gardoqui & Sons to Benjamin Franklin, 16 Aug. 1777, in *Papers of Benjamin Franklin* 24: 439–40.

8. On 1 July Congress appointed William Lee their commissioner to the courts at Berlin and Vienna, and Ralph Izard to the court of the Grand Duke of Tuscany. JCC 8: 518–21.

[Enclosure]

The Commiss<sup>rs</sup>. received of M<sup>r</sup>. Gruel on Acc<sup>t</sup>. of the  
Indigo imported in the *Reprisal*

41571 . . 17 . . 6—

Of M<sup>r</sup>. Solier Banq<sup>r</sup> to M<sup>r</sup>. Gruel, M<sup>r</sup>. Pennet and

M<sup>r</sup>. Tho<sup>s</sup>. Morris

(about) 23000—

Liv<sup>rs</sup>. 64571 . 17 . 6

This is What they have rec<sup>d</sup>. in Consequence of Remittances, from America,—M<sup>r</sup> Souliers Acc<sup>t</sup> has been delivered, but returns to be corrected, & settled, but this is nearest the Sum received

The Commiss <sup>rs</sup> have paid to M <sup>r</sup> Chaumont for Powder received by M <sup>r</sup> Bingham at Martinique	}	Liv <sup>rs</sup> 188729 . . 15 . . 0
To M <sup>r</sup> Montieu for the Magazine of Arms at Nantes the first Cost		
Expenses already paid for repairing the Arms &c <u>about</u>		3000—
To M <sup>r</sup> Montieu for Cordage & Duck &c Shipped in the <i>Therese</i>	}	70655 . 2 . 6
To Mess <sup>rs</sup> Horneca Fitzeau & C <sup>o</sup> . at Amsterdam for the Construction of a Ship of War		
To Mess <sup>rs</sup> Sabbatier & C <sup>o</sup> . for 10000. Suits of Cloaths		339799 . 11 . 7
To Mess <sup>rs</sup> Delaps on Acc <sup>t</sup> of M <sup>r</sup> Merkle to get his Goods from Bourdeaux about	}	5000 . —
To ditto, & to other persons on Acc <sup>t</sup> of Repairs, & Disbursements of the <i>Lexington</i> , the <i>Reprisal</i> , the Equipments of the <i>Dolphin</i> & other Vessels about		
To M <sup>r</sup> Hodge for equipment of the Two Cutters at Dunkirk, about	}	60000—
To M <sup>r</sup> Williams for 10.000 Suits of Cloaths and other Articles about		
To M <sup>r</sup> Ross to pay for Goods he had engaged for Congress	}	450 . 000

These are some of the Capital Articles of Disbursements referred To a particular Acc<sup>t</sup> of which shall be sent as soon as the Bills are in & settled—

D, Uk, Auckland Papers, vol. 3, fol. 227. Docketed: "Sketch of Disbursements."

"EXTRAIT D'UNE LETTRE DES OFFICIERS DE L'AMIRAUTÉ DE BORD<sup>x</sup>.  
A M DE SARTINE DU 7. 8<sup>BRE</sup>. 1777"

M<sup>gr</sup>:

[Bordeaux]

Par la lettre dont vous nous avez honoré en datte du 28. du mois dernier, vous nous mandés qu'on vous a assuré que depuis les derniers ordres que vous nous avés donné concernant les Bâtimens américains, le Navire la *liberté* Cap<sup>ne</sup>. Seabrook a été complètement équipé à Bordeaux, qu'on a achetté huit pieces de Canons pour ce Bâtiment, qu'ils doivent y être montés avant qu'il sorte de la rivierre, et qu'on y a embarqué plusieurs Caisses et barils contenant des armes et munitions de guerre qu'on fait passer pour marchandises ordinaires; que le navire l'*industrie*, actuellement dans notre Port, est un Corsaire américain qui se donne pour Vaisseau Marchand, qu'il n'avoit que 14 Canons à son arrivée, et qu'actuellement il en a 18. et qu'on a également dessein de le charger d'armes et de munitions de guerre.<sup>1</sup>

Le premier de ces Bâtimens est parti depuis plusieurs jours <sup>2</sup> ainsi que nous avons eu l'honneur de vous le marquer par notre lettre du 20 du mois d<sup>ec</sup> comme ce Bâtiment etoit un de ceux sur lesquels portoient les ordres que nous avions reçû de votre part en datte du 19. août d<sup>ec</sup> nous avons eu le plus grand soin de le faire visiter avant

qu'il ne sortit de notre Port. cette visite a été faite avec le plus grand soin. l'huissier visiteur nous a assuré qu'il n'y avoit vu aucune espèce d'armes ni de munitions de guerre, que ce Navire n'avoit que des Canons figurés en bois et que dans la S<sup>te</sup>. Barbe il n'y avoit que quelques touques d'huile et autres memes objets d'usage et pas un grain de poudre; son role d'équipage a été visé au Bureau des Classes; il est donc bien certain que si ce Navire a été équipé en guerre ce n'est pas dans le Port de Bordeaux, ce n'est pas non plus avant d'être descendu au bas de la rivierre, puisqu'il a du être visité par la frégatte du Roy qui y est en station. est-ce donc au moment ou il a mis en Mer; nous avouons M<sup>gr</sup>, que nous l'ignorons absolument en tout cas si la chose est praticable, de quel moyen aurions nous pu nous servir pour l'empêcher etant à 20 lieües de distance, et n'ayant absolument personne sur les lieux. nous ignorons également si dans le nombre des Caisses et barils qui ont été chargés à bord de ce Navire il y en avoit ou l'on eut renfermé des armes et des munitions de guerre; rien ne doit se charger sans le permis du Bureau des fermes, ainsi si l'on a fait passer quelque chose en fraude, on ne pouvoit accuser que la négligence des Commis. Nous avons eu, M<sup>gr</sup> l'honneur de vous représenter que nos fonctions ne peuvent nous permettre de veiller sur tout ce qui se charge dans un Port d'une lieuë d'étenduë, et nous avons lieu d'être surpris que les personnes intéressées à faire passer en Cour des avis si bien Circonstanciés, n'ayant pas encore eu l'avisement de nous instruire de ces Contraventions que nous pourrions empêcher dans le moment si nous en étions prévenus.

A l'égard du Navire l'*industrie*, nous sommes étonnés qu'on ait déjà pu Connaître les intentions qu'on lui prête puisqu'il est actuellement en Carène et amarré sur le ponton; nous le ferons néanmoins veiller autant qu'il dépendra de nous; mais il n'y a pas d'apparence que la quantité d'artillerie d'armes et de munitions de guerre qu'il a apportées ayant été constatée au moment de son arrivée, il ose en prendre plus qu'il n'en avoit.

Vous nous marqués aussi, M<sup>gr</sup>, qu'on prétend qu'il s'arme un grand nombre de bâtimens françois qui ont l'apparence de s'expédier pour S<sup>t</sup> Pierre et Miquelon mais qui sont destinés pour l'amérique septentrionale et chargés des choses dont les amériquains ont besoin. nous ne sommes nullement étonnés; ce Commerce interlope offre des profits trop Considérable pour ne pas tenter les armateurs. les représentations que nous pourrions leur faire à ce sujet seroient absolument inutiles, ils sont assés instruits pour connaître les risques qu'ils courent. nous ne manquerons pas néanmoins de déclarer suivant vos ordres à ceux qui s'expedieront pour S<sup>t</sup> Pierre et Miquelon que s'ils sont assés imprudent pour s'exposer ils ne doivent avoir aucun espoir d'être réclamés par le Gouvernement. Nous sommes [&c.]

[Translation]

Extract of a letter from the Admiralty at Bordeaux to M. de Sartine of 7 October 1777  
My Lord

By the letter with which you honored us, dated the 28th of last month, you sent word to us that you had been assured that since the last orders you had given us concerning the American ships, the *Liberty*, a ship commanded by Captain Seabrook, has been completely fitted out in Bordeaux, that eight guns have been purchased for the ship and are to be mounted on board before the ship leaves the river, and that several barrels and cases that had been taken on board contained weapons and ammunition that were declared to be ordinary merchandise; that the *Industry*, a ship

presently in our port, is an American privateer being passed off as a merchant vessel, that it was carrying 14 guns on its arrival, and now it has 18; there are also plans to load it with weapons and munitions.<sup>1</sup>

The first of these ships sailed several days ago just as we had the honor of telling you by our letter of the 20th of last month.<sup>2</sup> As this ship was one of those dealt with in the order dated the 19th of last August that we received from you, we took the greatest care to have it inspected before it left our port. The inspection was done with the utmost of care. The inspector has assured us that he had not seen on board any kind of weapons or ammunition, that the ship had only guns made of wood, and in the powder magazine there were only a few containers of oil and other similar articles for everyday use and not a grain of powder; the ship's muster-roll had been stamped by the Classification Office. It is, therefore, quite certain that if this ship was fitted out for war, it was not done in the port of Bordeaux, nor was it done before being moved downstream, since it had to be inspected by the king's frigate on station there. Or was it when it put to sea. My Lord, we avow that we are totally ignorant, in any case, as to whether the matter is practicable, what measures we could have taken to prevent it, being 20 leagues away and having no one in the area. We are also unaware whether among the number of cases and barrels that were taken on board the ship there were some in which someone had enclosed weapons and munitions of war. Nothing was to be taken on board without the permission of the tax collectors bureau. So if someone has smuggled something on board, we could only blame the commissioners' negligence. We have had, my Lord, the honor of pointing out to you that our duties do not allow us to oversee everything being loaded in a port a league in extent, and we have reason to be surprised that persons interested in forwarding to the court such thoroughly detailed information, when they had not the discretion to inform us of these violations that we would have been able to prevent immediately, if we had been forewarned.

In regard to the *Industry*, we are astonished that someone had already been able to learn what intentions are taken for it, seeing that it is presently being careened and is secured to a pontoon. We shall, nevertheless, keep watch on it as long as it depends on us; however, there is no likelihood, the quantity of military supplies, weapons, and ammunition it brought having been verified at the time of its arrival, that it would dare to take on more than it had.

You indicate to us, my Lord, that it is alleged a large number of French ships are being fitted out which have the appearance of being sent to Saint Pierre et Miquelon, but actually are destined for North America and are loaded with things the Americans need. We are not at all surprised, for this unauthorized trade offers profits too large not to tempt the owners. Any representation we could make to them on this matter would be absolutely of no use. They are well enough informed to know the risks they run. We shall not fail, nonetheless, to state, in accordance with your orders, to those who will be sailing for Saint Pierre et Miquelon that if they are foolhardy enough to expose themselves to such risks, they must not hold any hope of being reclaimed by the Government. We are [&c.]

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525, fols. 67–68. Notation: "avec la lettre de M. de Sartine du 15"; "with M. de Sartine's letter of the 15th."

1. On 19 Aug. 1777, Lord Stormont protested to the Comte de Vergennes that in the course of the month the Admiralty of Bordeaux had allowed four American vessels, which had arrived from the Caroli-



nas and New England without a single cannon, not even being pierced for guns, completely to arm and equip themselves with ball and powder, and to take on French crewmen. Stormont identified the four vessels as the *Liberty*, sloop, Capt. Seabrook, the *Seaflower*, sloop, Capt. Hodgeson, the *Betty*, schooner, Capt. Williamson, and the *Peggy*, brig, Capt. Barry. FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 584, fols. 340–41. By the date of the Admiralty of Bordeaux's reply to Sartine's inquiry, 23 Aug., two of the vessels had sailed: the *Betty* to which Stormont had referred was in all probability the *Sally*, Capt. Williamson; and the *Polly*. The *Liberty*, Capt. Nicholas Brown Seabrook, from Virginia, and the *Seaflower*, Capt. Francis Hodgson, from Philadelphia, had each arrived on 12 July. The *Liberty* arrived pierced for eight cannon, but unarmed save for muskets, two swivel guns, and wooden cannon. Its officers had obtained eight more swivel guns and sought to purchase some carriage guns for defense. The *Seaflower* arrived armed with four English three-pounder cannon and eight swivel guns and had had four French two-pounder cannons purchased for it. The Admiralty officials sequestered both vessels' munitions purchased at Bordeaux. Ibid., fols. 369–70, 373, 479–80. The Pennsylvania privateer brig *Industry*, Hugh Lysle, of 14 guns and 45 men, owned by Blair McClenachan and John Pringle, and bonded 19 June 1777, arrived at Bordeaux from Sinepuxent, Md., in late August. *Pennsylvania Archives*, 5th ser., 1: 609; Jonathan Williams, Jr., to the American Commissioners, 28 Aug. 1777, in *Papers of Benjamin Franklin* 24: 475. For the complaint to which the present letter is a reply see Stormont to Vergennes, 24 Sept. 1777, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, 584, fols. 545–47.

2. The *Liberty* and the *Seaflower*, the latter now commanded by Patrick Barry, after their purchased munitions had been restored, sailed together from Blaye on 22 Sept. John Ross to Silas Deane, 7 Oct., Connecticut Historical Society *Collections* 23: 117; deposition of Patrick Barry, at Bordentown, N.J., 10 Jan. 1778, in *Pennsylvania Gazette* (Philadelphia), 14 Feb. 1778.

## October 8

GAZETEER AND NEW DAILY ADVERTISER (LONDON), WEDNESDAY, OCTOBER 8, 1777

London.

The *Hawke* Gribble, a letter of Marque, has taken the *Juno*,<sup>1</sup> an American vessel laden with rice, indigo, &c. valued at 5000l. and sent her safe into Sandwich.

1. *Juno*, Scott, from North Carolina.

LLOYD'S EVENING POST, AND BRITISH CHRONICLE (LONDON),  
MONDAY, OCTOBER 6, TO WEDNESDAY, OCTOBER 8, 1777

London.

The *Heart of Oak*, Patterson; *Eagle*, Dorew; and *Mary*, Jenkins, all from Senegal, are arrived in the Downs: They have retaken the *Thames*, Capt. Hill, from Oporto to Hull, that had been taken by the *General Mifflin* privateer.<sup>1</sup>

1. See George Gostling, Jr., to Philip Stephens, 18 Oct., below, and enclosure, and NDAR 9: 484, 490–91, 638–39.

LORD STORMONT TO LORD WEYMOUTH

[Extract]

N° 150

Most Secret

My Lord

Paris October 8<sup>th</sup>. 1777

Tho' I have no Expectation that any Endeavours of mine can correct the Duplicity of this Court, yet I continue those Endeavours, and I do it the rather My Lord

as I happen to know, that it has been intimated to the Rebel Agents by the french Ministers themselves, that my repeated Representations distress and perplex them. It was upon this Principle, and without much Hope of success, that I waited upon M de Maurepas yesterday Morning, and had a pretty long Conversation with Him of which I will give your Lordships a particular account.

I began with saying, that I was doubly sorry to break in upon his Retreat, as I was come to talk to Him upon a very disagreeable Subject.—I will put no Embarrassing Questions to you Sir about what you do, or do not know, but will only say, that if the Information I am going to give you is really new to you, such Orders may yet be issued as will prevent much Mischief, if it is not, the Evil I doubt is remediless, Whatever be the case, I shall not repent this further Attempt to preserve the Public Tranquillity.

I have certain Intelligence Sir that several Vessels are building in Your Ports, particularly at Nantes, for the use of the Rebels: that Ship<sup>1</sup> I have frequently mentioned to M de Vergennes, and which is to mount 36 guns, twenty six of them Brass, will be Launched this Week, and will be ready to sail towards the End of the Month. She is to carry a Quantity of Arms, and Ammunition for the use of the Rebels—all that regards this Ship, Her sails, Rigging, Guns, Ammunition &c are all furnished in France, and She will be manned with french Sailors, and all this Sir is done in a country the Ministers of which continue to make us the most Peaceable and friendly Professions—

M de Maurepas Attempted an answer, but it was so lame a one that I am almost ashamed to repeat it: He began by denying the fact, and said that our Spies gave us false Intelligence—I insisted upon the Truth of my Information—He then said that if anything of this Kind was done, it was the Act of Individuals, of Merchants who had no orders from Court, who in this, as in every other Case consult their own Interest, and who built, and fitted out Trading Vessels whenever they thought proper—“but these are Armed Vessels”—They are armed only for their Defence—They are Vessels Sir Commissioned by Rebel Agents, and built for the use of the Rebels, and whether ordered by the Court or not it matters not for us to enquire, if such succours are suffered to be furnished in this country to the Rebels, c’est la France qui Leur fournit du secours, nous ne voions que cela Monsieur le Comte, et il est impossible d’yvoir autre chose—Without dwelling farther upon this Topic, to which I meant to return before the End of our Conversation, I went on to say, that I knew that the *Hippopotame*, that old french Frigate which Beaumarchais had purchased, and refitted, was now ready to put to sea, was Laden with Arms and Ammunition, and was to sail at the same Time with the Frigates, that escort the Troops to the french Islands, in order to be protected by them. M de Maurepas replied that with regard to the *Hippopotame*, He could speak positively—as you had expressed some uneasiness said He, some suspicions with regard to this Ship, in order effectually to remove them, She is frêtée pour le Compte du Roi will transport some of the Troops to St Domingo, but will carry no Arms or Ammunition—I was the more surprized at this avowal, as my secret Intelligence says, that this is the very Point Beaumarchais has been endeavouring to carry. He has begged that two or three hundred french soldiers may be sent on board this ship, till she gets to a certain Latitude, I would not mention this for fear of a Discovery but only expressed my surprize, that a ship of War (this Frigate carries above forty Guns) should be employed as a Transport and asked Him whether He would engage that the *Hippopotame* should go to St Domingo, and no where else. He replied that He could and did engage, that St Domingo was her Destination that He could not say what would become of her Afterwards, but that she would

like all other ships give a soumission to return directly to Europe—I answered, that we knew this ship, knew her Figure, Dimensions &c and that if she did go to America we should know her at once, and should know too what Wind carried Her thither, and from what Quarter it Blew; after this Reflexion I went on with my Narration.

That ship at Marseilles called *l'heureux*, which at my sollicitation, was stopt, and forced to unload the Cannon, Mortars and Ammunition She had on board, has now Sir, loaded the whole again; all this has been Winked at, and she has besides in Consequence of a tacit Permission taken on board Eight thousand stand of Arms, and has also a secret leave to sail, and is upon the point of putting to sea—, if she is not actually sailed.

Your Lordship knows that this is the ship that is commanded by Captain Lundy,<sup>2</sup> one of Bougainvilles Lieutenants, I hope our Fleet will be able to give a good account of Her as she passes the Streights. She surely would be a lawful Prize if ever there was one. When this Ship was stopt and unloaded it was believed that the Rebels were in no want of Warlike stores, and it was upon the News of their having lost such Quantities at Ticonderago, that a secret Permission was sent Her to load again, and set sail. Beaumarchais secretary Frances goes on board of her to distribute the Cargo.

M de Maurepas pretended that all He knew with regard to this ship was that she had been stopt, and obliged to unload the Canon, and Ammunition she had on board, He declared that He never had heard of her since, but would speak to M de Sartines upon the subject. It would not have been polite, and would have answered no good Purpose to contradict so positive an assertion, I therefore only said, that my Intelligence was sure and begged Him to consider, how directly contrary all this was to every Principle of friendship, and how impossible it was for us to believe, that they meant real cordial Peace, if they assisted our Rebels<sup>3</sup>. . . . I am [&c.]

Stormont

L. *Stevens's Facsimilies*, vol. 19, no. 1716. Addressed at foot of first page: "Lord Viscount Weymouth." Endorsed: "Paris 8 October 1777/Lord Stormont/(N<sup>o</sup> 150) most secret/R. 12<sup>th</sup> by Express from Dover."

1. Frigate *Lyon*, which would become Continental Navy frigate *Deane*.

2. Pierre Landais, captain, Continental Navy.

3. The remainder of the interview with Maurepas consisted mainly of Stormont's elaboration of the last point.

#### LORD STORMONT TO LORD WEYMOUTH

Confidential

My Lord

Paris Wednesday Two o'clock

oct<sup>r</sup> 8. 1777

I think it my Duty, to dispatch this Extra<sup>y</sup> Messenger to y<sup>r</sup> Lordship to convey an important Piece of Intelligence I have just rec<sup>d</sup>. A servant of Monsieur Re chaumont sets out this afternoon for Havre de Grace charged with a large packet of very material dispatches from the Rebel agents to the Congress which Dispatches are to be sent to North America on board one of those French Packet boats at Havre of which M. de chaumont has engaged to furnish one Every Month for the Purpose of carrying Dispatches. These are very material, they contain Duplicates of all those sent by the *Lexington* and several Papers which Franklin and Deane sent to M de Vergennes for his Consideration before they would transmit them to America and which were returned them Yesterday I can say nothing positive as to the Contents of these Papers but am inclined to think that they relate to a Treaty which is in Negotiation between France

and the Rebels. Franklin and Deane had long Conferences with chaumont and sat up writing all last night. The seizure of these Dispatches which would probably lead to most material Discoveries might I think be easily made in the following Manner.

Two Unarmed vessels protected by a small frigate or large Cutter might be orderd instantly to Havre de Grace The Ship of War might be directed to keep at sea and one of the Unarmed Vessels go into the Harbour of Havre under some Pretence with an intelligent Person on board who should inspect the Harbour and take proper Measures to discover the french Packet. It will be easy to do this as Your Lordship knows that the ships lie within the Bason till ready for Sea and then take the Harbour which is small, only for the Tide. This french Packet is a new built vessel mounting 10 or 12 Guns; will be found very clean and will have french Master Crew and Papers of Expedition for St Pierre in the Island of Miquelon. The other unarmed Vessel may be directed to wait at a convenient Distance off the Port to receive by Private Signal the Discovery made and communicate it in the like manner to the armed Vessel The Precaution of having two unarmed Vessels is the more necessary to prevent a failure which might be occasioned by shoal water or other accidents hindering the going out of the Harbour in which case however the Master of the vessel so detained by going upon the Pier w<sup>ch</sup> projects a great way into the Sea might from thence make such signals as would easily be discoverd by the second unarmed vessel.

The Risk of not coming at the Papers after the Discovery of the Packet, is not so discouraging as at first sight it may appear. I know for certain that the General Instructions given to the Masters of those Packets are not to throw their Dispatches over board whilst they are in these seas, but trust to their being French vessels shew their Passes to any English cruizer they meet, and endeavour to prevent any further search if attempted. If there should be an objection to the using Force, a few hundred Guineas properly employed would probably tempt the french Capt<sup>n</sup> to throw his Dispatches overboard in such a Manner as to let em fall into our Hands. M. chaumonts servt will not travel very fast and ships are often wind bound at Havre for many Days. My Zeal for the service has led me into tedious Details I am [&c.]

Stormont

L., *Stevens's Facsimiles*, vol. 19, no. 1717. Addressed at foot of first page: "Lord Vis<sup>ct</sup> Weymouth." Endorsed: "Paris 8 October 1777/Lord Stormont/(Confidential)/R. 10<sup>th</sup>. by Pearson."

JOURNAL OF FRENCH NAVY CORVETTE *ETOURDIE*,  
MARQUIS DE MONTBAS, ENSEIGNE DE VAISSEAU

[Gironde] du mercredy 8<sup>eme</sup> [octobre]

les vents pendant la nuit ont été au sudsudest, le matin ils ont passé a lest, et cette après midy ils sont au nordest. ce matin a cinq heures la prise faite par les insurgents a appareillié.<sup>1</sup>

[Translation]

[Gironde River] Wednesday, 8 October

The winds during the night were to the southsoutheast, in the morning they passed to the east, and this afternoon they are to the northeast. This morning at 5 o'clock the prize made by the insurgents sailed.<sup>1</sup>

D, FrPNA, Marine B<sup>4</sup> 147, fol. 285.

1. *Mercury*, prize to New Hampshire privateer ship *Portsmouth*, John Hart.

#### DEPOSITION OF DANIEL GREY, MASTER OF THE SLOOP *PEGGY*

In the City of S<sup>t</sup> Andaro this Eighth day of October 1777, before the Secretary of the Marine Department appeared the Cap<sup>t</sup> Daniel Grey lately of the English Sloop named the *Peggy* who by the interpretation of Santiago Blanco deposeth, that he sailed in all respects well equipp'd from the Port of S<sup>t</sup> Johns in Newfoundland the 10<sup>th</sup> day of Sept<sup>r</sup> last past bound for Bilboa consigned to Don Ventura Gomez under Convoy of the Frigate of War the *Squirrel* Cap Harvey with 37 or 38 other Merchantmen all bound for the Coasts of Portugal & Spain & continued under the care of the said Convoy untill the 30<sup>th</sup> of September when he endeavour'd to make the first port as his Ship made much water that on the 3<sup>d</sup> of Octo<sup>r</sup> he made Cape Ortugal designing to put into Corunna but which he could not do being prevented by strong contrary Winds which obliged him to bear away for Bilbao where he was bound for, his vessel still making more water, he proceeded in this course 'till the 7 of October when at about Six oClock in the morning, having made the great Cape of this Bay at S.S.E distant about three or four Miles he espied in American Privateer about a Mile & half from the shore who fired a Gun at him & hoisted his Provincial Colours notwithstanding which this deponent continued his Course, about a quarter of an hour after the Privateer fired another Gun & making all the Sail after him he possibly could, came up with the *Peggy* & passing under his Stern—demanded from whence he came & where bound & what Cargo he had on board, to whom he answered he came from Newfoundland & was bound to Bilbao, with a Cargo of Bacalao or Dry Salt Fish, the Cap of the Privateer then told him he must strike to the American Flag & sent his Boat on board him to take out his Crew with their Beds & Chests & all his Papers which where carried on board the said Privateer who gave orders to his people to proceed with their Prize to S<sup>t</sup> John de Luz 'till further orders keeping this deponent & his Crew on board the Privateer 'till towards Evening when he sent them onshore in a small Boat being about five miles to land, to this City where they landed about 8<sup>h</sup> at night with their Beds & Chests &c, against all which proceeding the said Cap Grey this deponent protests against the Cap of the said Privateer for the Robbery he has committed & for all damages that may accrue from the same, not being able to make this his Protest 'till his arrival in this Port, for which reason he appears directly on his arrival here before me the Writer here of & makes this Protest likewise appears with him his Crew viz W<sup>m</sup> Mylae and W Craig, Alex<sup>r</sup> Murray, Alex<sup>r</sup> Mean W<sup>m</sup> Baillie & John Brown his Mate

Having read & examined the Deposition of the Cap<sup>o</sup> Dan Grey & his Crew by the aforesaid Interpreter, together & seperately, they do all voluntarily swear according to their Religion that the above Deposition is true in all & every Respect & have hereunto set their hand & seals, the day & year above mentioned signed

L: A: Somonte

D, UklPR, S.P. Foreign 94/204, 306–7. Docketed: "Deposition & Protest of Daniel/Grey late Master of the Sloop/*Peggy* made before the Sec<sup>y</sup>/of the Marine Department/in S. Andero 8 Oct<sup>r</sup> 1777/Translation/R. 4 Nov<sup>r</sup> from Mess<sup>rs</sup> Bingley/& Pitt/copy of this & the Original/in Spanish sent to Lord Grantham/14 Nov<sup>r</sup> 1777."

## HERMAN KATENCAMP TO LORD WEYMOUTH

No. 66

Corunna 8<sup>th</sup> October 1777

My Lord,

I have the Honor to acquaint your Lordship that the Rebel Privateer commanded by Cunningham returned last Thursday from her Cruise, having taken and brought in a large Ship named the *Three Brothers* Capt. Nicolas Kelly bound from Dublin to Oporto.<sup>1</sup> He sailed on another Cruise the Sunday following, and has left his Prize here.

This Pirate has been at Ferrol and in this Port so long that it is almost impossible His Majesty's Ships cruising in the Bay of Biscay should not be apprized of it, yet none of them make their Appearance in this Neighbourhood, which, now the Season for the arrival of our Newfoundland Ships approaches, is resorted to more than ever by Rebel Privateers.

I humbly conceive, if Our Ships on this station were sometimes to put in here for intelligence, which they may do without any difficulty under pretext of bad weather, want of provisions, or contrary winds, that few of these piratical Vessels would escape them.<sup>2</sup>

Orders have been received in Ferrol to put all the Ships of war in that Harbour in a fit Condition to be armed at a short notice. A great number of additional workmen are employed on this Service, and new Orders for completely arming seven Ships of the Line and two Frigates are daily expected.

I must humbly beg leave to recommend myself to the Continuance of your Lordship's Protection, having the Honor to be [&c.]

H Katencamp

L, UKLPR, S.P. Foreign 94/204, 263. Addressed at the foot of the page: "The R<sup>t</sup> Honb<sup>le</sup> Lord Visc<sup>t</sup> Weymouth." Docketed: "Coruña 8 October 1777/Consul Katencamp/(N<sup>o</sup> 66)/R. 3 Nov<sup>r</sup>."

1. Ship *Brothers*. For Conyngham's account of the capture see Captain Gustavus Conyngham to Silas Deane, 3 Oct. 1777, above.

2. This paragraph is in cipher in the original.

## October 9

## "EXTRACT OF A LETTER FROM CORKE, OCT. 9."

"On the 5<sup>th</sup> inst. the brig *Jenny and Betty*, of Larn, Mark Workman master, bound from Antigua to this place, was taken by the *Bellona* American privateer,<sup>1</sup> mounting sixteen carriage-guns, besides swivels, and was re-taken on the 8<sup>th</sup> inst. by the *Champion*, of Bristol, commanded by Captain Wm. Peacock, who behaved with the greatest spirit and bravery on the occasion. . . ."

*Gazeteer and New Daily Advertiser* (London), 16 Oct. 1777.

1. South Carolina letter of marque brig *Bellona*, Capt. Cross.

## PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE

My Lord,

[Admiralty Office] 9 Oct<sup>r</sup> 1777

My Lords Comm<sup>rs</sup>: of the Admty having been informed from very good Authority that a Ship named the *Heureux*, carrying 24 Six Pounders, commanded by Lundai

(late Bouganvill's Lieutenant) is intended to sail from Marseilles for North America; that she will endeavour to make Portsmouth in New Hampshire, and that Baron Steinbar<sup>1</sup> is gone down to take passage in her; And that a small Vessel is expected to sail soon from St Maloes with Dispatches for the Congress: I am commanded by their Lordships to acquaint you therewith, and have the honor to be &c.

PS

LB, UklPR, Adm. 2/556, 104. Addressed at foot: "R<sup>t</sup> Honble Vice Adm<sup>t</sup> Lord Howe/in N<sup>o</sup> America. By the *Maidstone*/at Spithead." Notation in the margin: "Acq<sup>d</sup> that the *Heureux* is to sail from Marseilles to N<sup>o</sup> America & a small Ship from St Maloes with the Dispatches for the Congress."

1. Friedrich Wilhelm Augustus, Baron von Steuben (1730–94).

# CHARLES GLÉYO LA CHESNAÏE TO JONATHAN WILLIAMS, JR.

Copie de la seconde lettre écrit par M Gleyo la Chesnaïe à M<sup>r</sup> Williams<sup>1</sup>

Monsieur,

de la Rade du port Louis ce 9. 8<sup>bre</sup> 1777

Les Vents contraires m'ont forcé de mouiller dans la rade du port louis, d'où je m'empresse de vous donner avis de mon arrivée, mais je suis bien fâché de vous annoncer que j'ai été forcé de Submerger le paquet et jen'ai pu Sauver que mes ordres,<sup>2</sup> une notte de la vente, de ma depense, mon reçu et cette lettre de M. Votre père que j'ai laissé en bonne Santé également que toute votre famille. j'aurais bien désiré le rendre aussi heureusement que celui dont vous m'aviez chargé en Partant.

j'ai appareillé de portsmouth le 4 7<sup>bre</sup> au soir et trois jours après environ 60 Lieues dans l'est de nantwet je fus au point du jour rencontré par une frégate anglaise qui me chassa et envoya à midi son Cannot à Bord. (j'étais alors par 40° 9' de Latitude). il y fit une rude perquisition. l'officier fit le veoles tillacr de la chambre, fouilla lui même jusques dans mon pot à Tabac et il n'y eut pas une bouteille qu'il ne déboucha. j'ai encore été visité Sur le grand banc par un corsaire anglais quoique de nuit le Cape Vint lui même à bord.

on me mena à bord de la frégate où je fis voir de faux papiers dont je m'étais muni expédiés du môle de St Domingue au l'est et allant à miquelon; avec un faux journal que j'avais disposé. cela m'a Servi à me Sauver mais de Rien pour la Conservation du paquet, que je regrette plus que vous ne croyez.

Vous avez du recevoir une lettre que j'ai eu l'h<sup>r</sup> de vous écrire par les frégates le Rouli et l'autre qui l'accompagnait.<sup>3</sup> Sans doute elles Sont à nantes car elles ont parti trois Semaines avant moi. peut-être vous ont-elles appris la perte de 1000 hommes que les anglais avaient faite Contre les amériquains. mais elles n'ont pas pu vous annoncer qu'un détachement du général Burgoyne fut attaqué par un parti de milice qui lui tua 600 hommes tant morts que prisonniers. enfin de Compte arreté le général Burgoyne a perdu 2500 hommes depuis la prise de ticonderado.

Vous savez sans doute que la frégate de 22. Canons Commandée par le Cap<sup>c</sup> john doit être en mer actuellement. car elle devait partir en peu quand j'ai quitté portsmouth.<sup>4</sup>

je vais écrire à M. Cornic<sup>5</sup> pour lui demander ses ordres que j attendrai ici, à moins que vous n'en ayez à me donner.

je suis bien fâché que les vents m'ayant empeche d'entrer à Nantes. mais je l'eusse encore été davantage, si j'avais été assez heureux pour vous remettre le paquet.

on ignorait quand j'ai parti ce qu'était devenu le général howe embarqué avec son armée. j'ai L'h<sup>r</sup> d'être &c.

[Translation]

Copy of the second letter written by M. Gleyo la Chesnaÿe to Mr. Williams<sup>1</sup>

Sir, from the road of Port Louis this 9th of October 1777

Contrary winds have forced me to anchor in the roadstead of Port Louis, whence I hurry to give you news of my arrival, but I am very sorry to tell you that I was forced to sink the packet and I was able to save only my orders,<sup>2</sup> a memorandum of the sale, of my expenses, my receipt and this letter from your father, whom I left in good health, as is all your family. I would have very much wanted to render him as happy as you had charged me to when I left.

I sailed from Portsmouth 4 September in the evening and three days afterward about 60 leagues to the east of Nantucket I was at dawn met by an English frigate which chased me and at noon sent its boat alongside. (I was then in 40° 9' of latitude). A strict search was made. The officer had the decks of the cabin raised, rummaged himself even in my tobacco pot and there was not a bottle he did not uncork. I was again visited on the Grand Banks by an English privateer although at night the captain himself came on board.

I was taken on board the frigate where I showed the false papers that I had supplied myself, sent from the Mole of St. Domingue to the east and going to Miquelon, with a false journal that I had ready. This served to save me, but did nothing for the conservation of the packet, which I regret more than you might believe.

You should have received a letter I had the honor of writing you by the frigates the *Rouli* and the other which accompanied it.<sup>3</sup> Without doubt they are at Nantes for they left three weeks before me. Perhaps they have informed you of the loss of 1000 men that the English have had against the Americans. But they were not able to announce to you that a detachment of General Burgoyne's was attacked by a party of militia who killed 600 of his men, as many deaths as prisoners. At last count, General Burgoyne had lost 2500 men since the taking of Ticonderoga.

You know, doubtles, that the frigate of 22 guns commanded by Captain John ought to be at sea by now, for she was nearly ready to sail when I left Portsmouth.<sup>4</sup>

I am going to write to Mr. Cornic<sup>5</sup> to ask him his orders, which I will wait for here, unless you have any to give me.

I am vexed that the winds have prevented me from entering Nantes. But I might have yet been of some benefit, if I had been happy enough to send you the packet.

It was unknown when I left what had become of General Howe, embarked with his army. I have the honor to be &c.

Copy, PPAmP, Benjamin Franklin Papers, vol. 71, 112. Enclosed in Jonathan Williams, Jr. to the American Commissioners in France, 14 Oct. 1777, in *Papers of Benjamin Franklin* 25: 68–69.

1. La Chesnaÿe was master of the packet *Mère Bobie*, which had carried dispatches for Congress from the American Commissioners in France, as well as cargoes for the owner, Jacques Le Ray de Chaumont, and on the Congress's account. See NDAR 9: 368–71. The first letter, dated 11 Aug., told of the packet's arrival in Portsmouth 14 July, its refitting there, and La Chesnaÿe's sojourn to Boston. PPAmP, Benjamin Franklin Papers, vol. 71, no. 112.

2. For La Chesnaÿe's orders, including instructions to sink the Congress's dispatches rather than allow them to be captured, see NDAR 9: 845.

3. Continental Navy frigate *Raleigh* and Continental Navy ship *Alfred* sailed from Portsmouth 22 Aug.

4. Continental Navy ship *Ranger*, John Paul Jones, left Portsmouth 1 Nov.

5. Veuve Mathurin Cornic & fils, Morlaix merchant firm.



## INTELLIGENCE FROM NANTES

Octo<sup>r</sup> 9<sup>th</sup>. 1777—

Information of Edw<sup>d</sup>: Kerby late Surgeons Mate of His Maj<sup>s</sup>. Brig *Hope* but discharged in Halifax on Acc<sup>t</sup>. of his Health & who had been taken in his passage in the Brig *Margaret & Mary* from Halifax to London by the *Mars* Privateer of 22 Guns & carried into Nantz

That soon after his Arrival there He saw the Captain who commanded the above Privateer which took him, swaggering about Town & was told by Him that the Prize and Cargo were sold in France.—He likewise says that Two days before He sailed from Nantz which was on Wednesday the 24. of September, a Brig arrived from Carolina at Penbeuff laden with Rice, at the Sight of which all the Privateers in the Harbour hoisted their Colours of which He says the following are now actually lying there The *Hancock & Adams*—a Ship

The *Liberty* Brig & }  
*Bellona* Brig } mounting 16 Guns each

The *Mars* of 22 Guns by which He was taken & which is now repairing at Penbeuff. The *Fanny* Brig who had taken 9 Prizes & carried them all into France.

Copy, UkLPR, C.O. 5/149, 331. Enclosed in John Robinson to William Knox, 14 Oct. 1777, *ibid.*, fol. 329.

## JOHN KING TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Nantes October 9<sup>th</sup>. 1777

Agreeable to my promise I beg leave to inform you that I shall leave this place in about Nine Days, & will with pleasure take charge of any Letter's &c. that you may send to America, I have met with no person inclinable to advance their Credit in behalf of the State of Virginia,<sup>1</sup> except Mess<sup>rs</sup> J. Gruel & C<sup>o</sup>., who have undertakeing for £6000 Sterling & the Goods are now getting ready to be Ship'd immediately for Ocaro-coak in N<sup>o</sup>. Carolina, It was necessity that obliged me to engage with those Gentlemen, I shall take care to have proper articles signed before I leave here—please forward me the latest Paper's to take with me, on the other side is the Signal to be observed at Cape Henry for the Bennefit of those that may go to Virginia & Maryland I remain [&c.]

John King

Signal to be observed at Cape Henry

If it's very dangerouse to get in, that is to say if the Men of War command the Capes—Four Distinc't Fire's will be seen—

If they are within the Cape's & ly in Hampton Road, or pretty high up Chesepeak, three distinct will be seen—

If no Danger their Two distinct Fires will appear,

A Guard of 50 Men stationed their for the Protection of Vessells that may go on shore to get clear of the Enemy—<sup>2</sup>

J. King

L, PPAmP, Benjamin Franklin Papers, vol. 7, 70. Addressed: "Doc<sup>t</sup> Franklin/at/Passy/prés de Paris," and at foot of first page: "Hon<sup>ble</sup> Doc<sup>t</sup> Franklin/[Hon<sup>ble</sup>] Silas Dean/[Hon<sup>ble</sup>] Arthur Lee Esq<sup>t</sup>" Docketed: "Jn. King Oct 9./77 Nantes."

1. On 21 July 1777, King, a merchant of Petersburg, Va., who was then "speedily going to France," had been authorized to contract on the behalf of the state of Virginia "with any Persons willing to undertake the supplying ten thousand Bushels of Salt for this State by the first Day of January next." *Journals of the Council of the State of Virginia*, edited by H. R. McIlwaine, et al., 3 vols. (Richmond: Virginia State Library, 1931-52) 1:454.

2. On 8 December, as soon as he returned to Virginia, King informed the governor that "many Vessels may be shortly expected here laden with the Commodities which are most necessary for the Army, & that for their greater safety he had appointed them certain Signals on Cape Henry. . . ." In consequence, the governor, with the Council's advice, directed the county lieutenant to employ up to 20 militiamen to tend the proposed signal fires. *Ibid.*, 2: 43.

## October 10

### NEW-LLOYD'S LIST (LONDON), FRIDAY, 10 OCTOBER 1777

The *Dover*, Walsby, from Oporto to London, was taken the 11th of Sept. by the *Civil Usage* Privateer;<sup>1</sup> the *Leonora*, ———, from Mountsbay, was also taken by the said Privateer, and released after being plundered.

1. The *Dover* was later retaken by the *Levant* letter of marque. *New-Lloyd's List*, 4 Nov. 1777.

### SILAS DEANE TO JEAN H. AND SAMUEL DELAP

[Extract]

Dear sir

[*Paris, Oct. 10, 1777*]

Yours of the 4<sup>th</sup>. to Mess<sup>rs</sup>. F. D. & L is before me & I now inclose you a Copy of mine of the 19<sup>th</sup>. of August last since which I have had none of yours<sup>1</sup> M<sup>r</sup> I.<sup>2</sup> is in the Country for a few days, in the meantime the measures you have taken as well with respect to the Vessels detained as the Prize<sup>3</sup> are undoubtedly the most proper & I hope you will yet succeed so as to get Liberty for the Prize to go to Bilboa, where our Correspondence is with the house of Mess<sup>rs</sup>. Gardoqui, fils & C<sup>o</sup>. & if it be practicable I wish you would engage the Pilots to deliver to the Commanders of Prize Vessels arriving in future directions how to conduct on their entering the River or being examined, which will be singly to shew American Colours, keep their Prisoners (if any) out of sight & report the Vessel from Boston. But as two Prizes are now detained at Nantes which were reported from S<sup>t</sup> Eustatia & as you have many busy person in Bourdeaux as well as Nantes the safest way may be to advise them for Bilboa & to apply there to Mess<sup>rs</sup>. Gardoqui &c. These Prizes are made by Privateers on private acc<sup>t</sup>. consequently are not at our Controul & all we can do is to advise. . . . &c.

LB, CtHi, Silas Deane Papers. Addressed at foot of letter: "Mess<sup>rs</sup>. Delap." The date is approximate. The letter appears in the letter book between those dated 9 Oct. and 11 Oct. 1777. The portion not printed here concerned bills drawn on the Delaps by Robert Morris and Richard Henry Lee.

1. Neither letter has been located.

2. Perhaps Ralph Izard.

3. On 7 Oct., John Ross sent Silas Deane an extract from a letter from the Delaps, dated Bordeaux, 27 Sept. 1777, in which they asked Ross to inform the American Commissioners "that we are impatient to hear from them. We have however got the two Vessels that were stoped cleared. They both left Blaye last Monday. . . ." *Connecticut Historical Society Collections* 23: 117. The two vessels that had been stoped were the *Seaflower*, Patrick Barry, and the *Liberty*, Capt. Seabrook. See notes to "Extrait D'une lettre des officiers de l'amirauté de Bord<sup>x</sup>. á M De Sartine Du 7. 8<sup>bre</sup>. 1777," above.

## CAPTAIN THOMAS THOMPSON TO THE AMERICAN COMMISSIONERS IN FRANCE

To The Hon<sup>b</sup>. Benjamin Franklin, Silas Dean, & Arthur Lee. Esq<sup>rs</sup>.  
Gent<sup>l</sup>.

You will perhaps be surpriz'd at two Continental Frigates arriving in France, & not bringing Dispatches or Letters of any kind to you respecting the Public Service—I will therefore do myself the Honour of making known to you the reason of this unexpected appearance in France—Having waited a long time for Guns and being often disappointed, I went in person to Congress to obtain leave to proceed to France & procure Guns and necessaries, I return'd to the Ship again at Portsm<sup>o</sup>, on my return I found a probability of getting Cannon in a short time, which I thought would be much better than risking the Ship to France without Guns; I obtain'd most of them after along time waiting.—Then I was put to a difficulty for Men; however I made up the Complement to 180 being 80 short of our number—however considering the little probability of obtaining more, the Season advancing; the Ship growing very foul, & the chance of being block'd up, or watch'd by Brittish Frigates—I say, taking all these things together I thought best to proceed to Sea & make the best of our way to France making what prizes in our way we possibly could Man—From my former Instructions <sup>1</sup> I thought I was authorized to take this Step; therefore without waiting an Answer from Congress I put to Sea, informing them what I had determined; being the Senior Officer I order'd Capt<sup>n</sup> Hinman in the *Alfred* to proceed on the Cruize in Company, whose Ship was in the same situation as the *Raleigh*, respecting Men and Guns, and in want of many other Articles not to be procured in America, such as Cables Sails and Rigging—we proceedd in full confidence Congress will justify the Step, rather than the Ships should remain in port & be block'd up as the other Frigates are—we are now arriv'd, we want our Ships clean'd and repair'd, some Cables, Cordage, and Canvas &<sup>c</sup>, the *Raleigh* will not want much except some Cables, and a Main Mast, which we had the misfortune to spring at Sea in a Gale of Wind; shall also want Six twelve pound Cannon & some military Stores—I shall use all the frugality possible, allowing the Ships ought to be well fitted, now they are where Materials are to be had cheap—We have obtained leave, after various pretences, not consistant with the Honour of the United States, nor the Respect due to a Man of War belonging to a free and Independant Empire—But small Folks must sing small, & for the sake of Convenience must abate their Dignity my Line of Conduct shall be mark'd with prudence and Circumspection, and the Interest of the States whom I serve, shall be my governing principal; I meet with every personal Respect & the principal people shew a friendly disposition towards America; they seem even to Love them for murdering their Old Enemies the English—I wish they were as little afraid of them as the Americans are.—With this you will receive a Letter which was wrote to you at that time for the Special purpose abovemention'd;<sup>2</sup> I don't know that it contains anything that can be apply'd to the present Case, but I thought it proper to forward it to you, in order you might see the Contents; The Frigate I have the Honour to Command is of equal Quality to any in Europe & will do Honour to the United States, wherever she goes—I have a very crouded Audience every Day—I should be proud of a Line from you, pointing out a Line for my Conduct during my stay here (which will be as short as possible (except you have any Commands to execute for the good of the Continental Service) if so the Ship shall wait your Commands—I

wish I had hapned in a place where I could have had an Interview I might have given you a just description of our Naval Affairs; as I flatter myself none have a more comprehensive view, nor have the Honour of the Service more at Heart, & am confident any Measure I might recommend, would be agreed to by Congress—

What we did after leaving New England, will appear by the Copy Inclos'd of a Narrative of our Cruize, w<sup>ch</sup>. I have forwarded to Congress by a Vessel I Boarded at Sea.<sup>3</sup>—I also send you the Minutes of our Voyage afterwards untill our Arrival at this Port;<sup>4</sup> which was on the Evening of Monday Oct<sup>o</sup>. 6<sup>th</sup>. when the *Raleigh* & *Alfred* came to Anchor in Port Louis both in Distress. I orderd the prizes to Anchor without the Harbour under the Island of Groix, until I could be Inform'd what reception we might meet with—they are yet at that place, but not at our Risque—I hope you will approve of our proceedings; the Ships and Cargoes are Sold for about half their value; but there seems a necessity for secresy & Dispatch, & half a Loaf is better than no Bread, says the Old proverb—I must refer you to Mess<sup>rs</sup> Berard & C<sup>os</sup> Letter<sup>5</sup> for further particulars respecting the Ships in the Road—The Frigates we are preparing with all Expedition to heave down, &c. &c. As to News in America when we saild—can say but little about it—How's Fleet was at Sea, seen last, standing out of Delaware Bay, suppos'd bound to Chesapeak Bay he knows not where to go, he sends his Dove often out of the Ark to see if there is any resting place for his foot on Land, he will not find any except New York—Our Grand Army was at and about Philadelphia, wanting nothing but a General Battle with the Enemy—Ticonderoga to be sure is a cursed Affair & not cleared up to the Satisfaction of the public when I saild; the whole proceedings there are very misterious & very unfortunate at present; but I believe it will turn to the Enemies disadvantage—

The Enemy were at Still-water 50 Miles above Albany dealing out pardons and Proclamations: our Forces were Collected about 10 Miles below; where it was s<sup>d</sup>. they would make a Stand; 4,000 under Gen<sup>l</sup> Sullivan were marching to their Assistance and many other Reinforcements of Militia—All the Enemy can do will not hurt us so much as the Averice & Loss of Virtue among the people, not that they are less united in Voice but less Active in Body; some parts of the Continent are in a seemingly lethargic Security—Necessaries are very high, which some have not fortitude enough to bear with—short sighted Mortals don't see the prospect brightening before them of Ease, Freedom & plenty—the Day we saild we spoke a Sloop in Boston Bay, who said an express arriv'd in Boston as he came out, that General Burgoyne was surprized with his Guards, & taken—how far this may be depended on you will judge from the nature of the Information—I wish I could add anything further that would be either Interesting or Amusing—I must beg pardon for the Freedom I have taken in troubling you with the Long and I fear Insipid Letter—but it is stampd with truth & just as things appear to me with respect to America—I am [&c.]

Tho<sup>s</sup>. Thompson

Port Louis Oct<sup>o</sup>. 10<sup>th</sup>. 1777

Since concluding my Letter—here has arriv'd a small Vessess [*Vessel*] which came as a paquet to America—She saild from Portsmouth 4<sup>th</sup>. Septem<sup>r</sup>. Capt<sup>n</sup>. de La *Mere Bobie*,<sup>6</sup> he was boarded & search'd by an English Frigate of 22 Guns, 50 Leagues from Nantuckett Shoals—he threw over his Mail and all his Letters except one for M<sup>r</sup> Williams w<sup>ch</sup>. he has sent<sup>7</sup>—he further adds there was no Acco<sup>t</sup>. of How's Fleet &

Army, & that Burgoyne had lost 2,500 men in different Skirmages, since he took Ticonderoga—600 of which number a party of our Militia had taken Prisoners—

This all I can learn respecting American News—I am [&c.]

Tho<sup>s</sup>. Thompson

L, PPAmP, Benjamin Franklin Papers, vol. 7, 71.

1. Continental Marine Committee to Captain Thomas Thompson, 29 Apr. 1777, *NDAR*8: 472–75. *Raleigh* sailed before Thompson received the Marine Committee's subsequent orders, dated 6 Sept. *NDAR* 9: 887.

2. Continental Marine Committee to the American Commissioners in France, 29 Apr. 1777, *NDAR*8: 475.

3. Thompson to the Continental Marine Committee, 28 Sept., above.

4. Journal of Continental Navy Frigate *Raleigh*, Captain Thomas Thompson, above at 5 Oct.

5. Goullade, Bérard Frères & Monplaisir to the American Commissioners in France, 6 Oct., above.

6. Charles Gléyo La Chesnaye was master of the packet *Mère Bobie*.

7. Charles Gléyo La Chesnaye to Jonathan Williams, 9 Oct., above.

# JEAN-PIERRE LOUVEL TO GABRIEL DE SARTINE

Copie D'une lettre de M. Louvel Comm<sup>re</sup>. des Classes à M De Sartine.

M<sup>gr</sup>. De Paimbeuf Le 10. 8<sup>bre</sup>. 1777.

Le *Mars* doit en fin sortir demain. ce Corsaire armé de 22. Canons et de 120. hommes parroit bien disposé à tirer parti des Circonstances et des rencontres qu'il pourra faire. je le vois ici avec une certaine inquiétude par le souffle belliqueux qu'il répend dans notre petite Cité un peu Républicaine, surtout parmi nos Marins naturellement disposés à se laisser séduire par l'appas de la fortune avanturiere. heureusem<sup>t</sup> que plusieurs, déjà détrompés par l'infidélité des Cap<sup>nes</sup>. Corsaires à leur tenu leurs promesses, en qui ont déserté de leurs bards bien résolus de n'y pas retourner, dégoutene les nôtres de ce métier pénible et dangereux. en effet ces Capitaines ne trouvent plus gueres que des mauvais Sujets, des vagabons et avanturiers qu'ils traitent en conséquence et dont la société ne peut être assés tot purgée.

On m'assura hier, M<sup>gr</sup> qu'un navire amériquain qui etoit sorti d'ici il y a environ 3. semaines comme Marchand n'ayant que quatre canons en cas de besoin, avoit fait trois prises dans nos Mers dont une chargée de sucre, Caffé et indigo évaluée à 900<sup>m</sup> £ que l'on prétend avoit été déchargée sous voiles au large dans quelques Navires françoise ou étrangères qui sont entrés dans cette rivierre. voila les moyens usités actuellement pour éviter toute défense et prévoyant à ces egard. je ne vous eu parle M<sup>gr</sup>, que pour vous prévenu de l'impossibilité ou je suis de pouvoir vous instruire exactement de toutes les ruses et intrigues que la Cupidité inspire à nos spéculateurs de fortune. Je Suis [&c.]

[Translation]

Copy of a letter from M. Louvel, Commissaire des Classes, to M. de Sartine.

My Lord From Paimboeuf, the 10th of October 1777.

The *Mars* should at last depart tomorrow. This privateer, armed with 22 guns and 120 men, appears well disposed to take advantage of the circumstances and encounters it may confront. I see her here with a certain uneasiness because of the warlike influence that she diffuses in our little, somewhat republican, town, especially among our seamen, naturally disposed to let themselves be seduced by the temptations of adventurous fortune. Happily, several, already undeceived by the bad faith

of the privateer captains in keeping their promises to them, who have deserted them, firmly resolved not to return, gave a disgust to our seamen for this troublesome and dangerous calling. Indeed, these captains find hardly more than bad subjects, vagabonds and adventurers whom they treat accordingly, and of whom society cannot be purged soon enough.

I was assured yesterday, My Lord, that an American vessel that left from here about three weeks ago as a merchant ship, having only four canons in case of necessity, has made three prizes in our seas, one of which was laden with sugar, coffee, and indigo valued at 900 thousand £, which, it is asserted, was discharged under sail at sea into some French or foreign vessels, which have come into this river. Those are the means now employed to evade every defense and precaution in this regard. I have spoken to you, My Lord, only to show you the impossibility of my being able to tell you exactly of all the ruses and intrigues that greed inspires in our speculators of fortune. I am [&c.]

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525, fol. 76.

JOURNAL OF FRENCH NAVY CORVETTE *ETOURDIE*,  
MARQUIS DE MONTBAS, ENSEIGNE DE VAISSEAU

[Gironde] du vendredi 10<sup>eme</sup> [octobre]

beau temps toute la journée, et petit vent de sudsudest. ce matin a huit heures ayant eu connaissance d'un bâtiment a trois mats armé en guerre. sur le champ j'ay fait embarquer la chaloupe, et fait [*indecipherable*] le branlebas chacuun a son poste. a dix heures j'ay appareillé. j'ay fait gouverner sur le susdit bâtiment a onze heure le pilot luy ayant manqué, il a mouillé au dessous de royan.<sup>1</sup> a midy étant assez près de luy pour le reconnaître pour insurgent, j'ay envoyé un officier a son bord. a une heure j'ay mouillé auprès de luy. mon canot est revenu a bord avec le capitaine du dit bâtiment qui est le sieur jean heart commandant la fregate le *portsmouth* armée de dix huit canons en batterie, quatre sur ses gailliards, et de cent trente hommes d'equipage. a cinq heures, j'ay fait débarquer la chaloupe. a six heures j'ay appareillé ainsi que la fregate insurgente, et apres avoir couru six bordées les vents au sudest nous sommes parvenu a [laide?] du flot a une heure après minuit dans la rade du verdun. ou nous avons mouillé par les 10 brasses fond de sable gris. et filé 45 brasses. l'insurgent a mouillé a coté de nous.

[Translation]

[Gironde River] Friday 10th [October]

Fine weather all day, and light wind from the southsoutheast. This morning at eight o'clock having had knowledge of a three-masted armed ship, I immediately brought on board the ship's longboat, and had the ship cleared for action, sending each to his station. At ten o'clock I set sail. I steered toward the above-mentioned ship. At eleven o'clock, lacking a pilot, he anchored below Royan.<sup>1</sup> At noon, being close enough to him to recognize that he was an insurgent, I sent an officer on board him. At one o'clock I anchored near him. My boat returned with the captain of the said ship, who is Mr. John Heart, commanding the frigate the *Portsmouth*, armed with eighteen cannons in broadside, four on the forecastle and quarterdeck, and with a

crew of 130. At five o'clock I ordered the longboat away. At six o'clock I set sail, as did the insurgent frigate, and after having tacked six times, the winds to the south-east, we had reached the fleet, at an hour after midnight, in the road of Verdon, where we anchored in 10 fathoms, a bottom of gray sand, and payed out 45 fathoms. The insurgent anchored beside us.

D, FrPNA, Marine B<sup>4</sup> 147, fol. 285.

1. Royan, town on the north bank at the mouth of the Gironde.

## October 11

### LORD GEORGE GERMAIN TO GOVERNOR EDWARD HAY

[Extract]

(N<sup>o</sup>. 9.)

Whitehall 11<sup>th</sup>: October. 1777.

Governor Hay.

Sir,

I have received and laid before The King your two Dispatches of the 12<sup>th</sup> July, & one of 17<sup>th</sup> numbered 19.<sup>1</sup>

The Assembly having refused to make provision for defraying the expense of the Rebel Prisoners landed by Cap<sup>t</sup> Pringle,<sup>2</sup> you have no other resource than that of drawing upon the Treasury for your reimbursement, & I doubt not their Lordships will give orders for the payment of your Bills, if they are accompanied with the proper vouchers.

It would certainly be very improper to set these Prisoners at large, or to put them on board Merchant Ships without any obligation from the Masters for their safe delivery But in order to relieve you from your present embarrassment on this account, as well as to ease the public of the extraordinary charges of keeping them confined in the Island of Barbados, I would recommend to you to put them on board any of His Majesty's Ships that may touch at Barbados, in such numbers as they can be received, in order to their being sent to England by the Admirals directions; and in case you cannot so dispose of the whole you might agree with the Masters of different Merchant Ships to take the remainder in small numbers, & to carry them home as Prisoners, their passage to be paid upon Certificates of their delivery on board any of His Majesty's Ships at Plymouth, Portsmouth, in the Downs, or at the Nore; and this method I should advise you to pursue in all future Cases of the same nature. . . . I am &c.

Geo: Germain

DfS, UKLPR, C.O. 28/56, 133–34. Docketed: "Dra<sup>t</sup>/to Governor Hay/Whitehall 11<sup>th</sup>: Oct<sup>r</sup> 1777./ (N<sup>o</sup>. 9.)" Notation: "Ent<sup>d</sup>." The portion not printed here concerns the importation of ammunition for the island's defense and relations with the Marquis de Bouillé.

1. An extract of the second letter is printed at *NDAR* 9: 294.

2. On 6 June, Capt. Thomas Pringle transferred to Hay's custody 56 seamen captured by *Ariadne* in American privateer sloop *Marangoin*, John Welsh, commander. See *NDAR* 9: 46, 121–22. On 16 July, he brought in seven more American prisoners, from the privateer *Retaliation*, prize crew of a recapture. Hay to Germain, 17 July 1777, UKLPR, C.O. 28/56, 137–38.

GABRIEL DE SARTINE TO JEAN-FRANÇOIS-TIMOLÉON VIGER,  
COMMISSARY OF THE PORT AND DOCKYARD, L'ORIENT, FRANCE

à fontainebleau 11 8<sup>bre</sup>. 1777.

J'ai reçu, Monsieur, la Lettre que vous m'avez écrite Le 6 de ce mois pour m'informer de l'arrivée dans la Rade du Port Louis, des deux frégates anglo-américaines, Le *Raleigh* de 26 Canons, Cap<sup>ne</sup>. Thomsein, et l'*Alfred* de 20 Canons, Cap<sup>ne</sup>. Elechia Henman, et des deux navires de Commerce, pareillement Anglo-américains, Venus sous l'escorte des deux frégates et chargés d'environ 200 T<sup>n</sup> de Sucre et de Rhum.<sup>1</sup> Vous aurez soin de faire constater par des procès verbaux les réparations dans les deux frégates peuvent avoir besoin pour être mises en état de reprendre la Mer, et vous leur ferez fournir, en payant, les secours de subsistance et autres qui leur seront nécessaires; mais vous veillerez exactement à ce qu'il ne soit embarqué sur ces Bâtimens aucuns effets ou munitions de guerre, et à ce que, conformément aux traités, ils ne restant dans le port que le temps absolument nécessaire pour se réparer et pouvoir à leurs besoins. Vous aurez soin de me rendre compte des moyens que vous aurez mis en usage pour accélérer leur départ.

à regard des deux navires Chargés de Sucre et d Rhum vous les laisserez jouir tranquillement de la liberté du Commerce que Sa Majesté accorde dans Ses Ports à toutes les nations. je Suis [&c.]

de sartine

[Translation]

Fontainebleau, 11 October 1777.

I have received, Sir, the letter that you wrote to me on the 6th of this month, informing me of the arrival in the roadstead of Port Louis of the two Anglo-American frigates, *Raleigh*, of 26 guns, Captain Thomsein, and *Alfred*, of 20 guns, Captain Elechia Henman, and of the two merchantmen, also Anglo-American, arrived escorted by the frigates and laden with almost 200 tons of sugar and rum.<sup>1</sup> You will take care to verify by means of official reports the repairs to the two frigates, putting them in a condition to put to sea again, and you will furnish them, for payment, provisions and others assistance that they will need, but you will keep a close watch so that there will not be embarked on these ships any warlike supplies or munitions, and so that in accordance with the treaties, they only remain in that port for the time absolutely necessary to make repairs and to fill their needs. You will take care to report to me the means that you use to speed their departure.

In regard to the two ships laden with sugar and rum, you will allow them to enjoy calmly the freedom of trade which His Majesty grants to all nations in his ports. I am [&c.]

de sartine

L, FrLAL, series 1, E<sup>4</sup> 80, fol. 18. Addressed at foot of page: "M. Viger l'orient."

1. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, and Continental Navy ship *Alfred*, Capt. Elisha Hinman, and their prizes *Jamaica*, David Watt, master, and *Anna Susannah*, John Taylor, master.

"EXTRACT OF A LETTER FROM ST NAZER—RIVER MOUTH OF NANTZ—  
DATED 11<sup>TH</sup> OCT<sup>R</sup> 1777—"

"In hopes of being of service to my Country & to some Friends I give you the following information w<sup>ch</sup>. may be publish'd if you think proper,—



“One day this Week a Brigg Letter of Mark of 16 Guns<sup>1</sup> that sail’d from hence ten days before for S<sup>o</sup> Carolina return’d with a large Jamaica Man w<sup>ch</sup> she pick’d up from out of a Convoy this prize is Loaden with 400 & odd Hh<sup>ds</sup> Sugar & 150 puncheons rum, besides Mahogany & pimento—they say to value of £20,000 Stg they have endeavourd to erase the Name from the Stern, but still remains a sufficiency to see, she was call’d the *Manners*, she is a long ship without a Head has Quarter Gallaries, close Quarters Boards & four Windows in her Stern—the Crew are close prisoners on Board the Brigg whose Name I cannot learn but is commanded by one Cross, this day they sent a New sail on the prize w<sup>ch</sup> denotes they intend sending her out again—a practice—this they use with all prizes since the *Clarendon* & *Hanover Planters*—interruption & then return under French or some other Neutral Colours, or else after reaching some adjacent small port send the Goods thence in Barks it is said that Cross is determin’d to sell his prize for the first offer, may be made him & dare say wou’d not refuse £8 to 10,000 Stg for her tho’ she may be actually worth three times the sum,—

“There are in this River Eight privateers the *Mars* of 18 Guns to sail in course of next Week as well the *Liberty* of 16 Guns in Concert with another Brigg, whose Name I cannot learn, Its really distressing to any good subject to see these pirates swarm in this manner & daily insulting the British Flag—God grant the present troubles may soon subside—& then I woud be glad to see our perfidious Neighbours receive their Meritt for their underhand dealings.[”]

Copy, UKLPR, C.O. 5/155, 174. This extract, without the first paragraph, was published in the *London Chronicle*, 1–4 Nov. 1777.

1. South Carolina letter of marque brig *Bellona*, Capt. Cross.

#### EDMUND ELSDEN TO LORD WEYMOUTH

My Lord

Lynn R<sup>o</sup> Octo<sup>r</sup> 11<sup>th</sup>. 1777

M<sup>r</sup> Chamiers obliging Letter by direction of your Lordship, dated 1<sup>st</sup> July, regarding the Ransomer of the Ship *Patty*, John Green Master, was duly rec<sup>d</sup>, agreeable to which I take the earliest Opportunity to inform your Lordship that, James Grice the Ransomer for said Ship, was carr<sup>d</sup> into Feroll ab<sup>t</sup> the 10<sup>th</sup>. of Sep<sup>r</sup> & by the Letter herewith inclosed, which came to my Hands late last night, it appears. in Case they did not receive an Acc<sup>t</sup> there, that the Ransom was paid, they were to proceed to Bilbao, which no doubt they will do. As stop, was put to the Payment of the Bill, Bilbao is the Port the *Northampton* was ordered to. by what ever Name the Privateer may go, or who ever may appear as Commander, Cunningham is the Person who has the command of her. as appears by a Letter from Benj<sup>n</sup> Bailey who was Prize Master of the *Northampton* Dated Forton Goal 19<sup>th</sup> Sep<sup>r</sup> to M<sup>r</sup> Hogg Owner of s<sup>d</sup> Ship.<sup>1</sup> The Privateer was called the *Pegasus* by the People on board, but by a Letter from M<sup>r</sup> Frazer at Dunkirk I find, that s<sup>d</sup> privateer went from thence 17<sup>th</sup> July under the designation of the *Levrier* John Hutchinson of Newcastle—Master, and Richard Allen went as Super cargo, bound to Bergen. I hope your Lordship will use your good Offices in endeavouring to get the Ransomer released, and flatter my Self there is no doubt of your succeeding, your Lordship will observe something has been cut from the bot-

tom of the Ransomers Letter which I apprehend was done by the Ransomers Wife before she sent the Letter to Lynn, I remain [&c.]

Edm<sup>d</sup> Elsdon

L, UkLPR, S.P. Foreign 94/204, 308A. Addressed at the foot of the page: "To the R<sup>t</sup> Honor<sup>le</sup> Lord Visc<sup>t</sup> Weymouth."

1. Letter not found. For the capture of *Northampton* and the subsequent activities of Benjamin Bailey see NDAR 9: 517–19, 522, 534–36, 539.

## October 12 (Sunday)

### "EXTRACT OF A LETTER FROM CORKE, OCT. 12."

"The Master of the *Hero* transport, arrived here from New York, says, that in lat. 50, 30, long. 9, he fell in with an American privateer, whom he engaged some time, he having ten six pounders on board during the action. The *Two Brothers*, another transport, and part of the convoy, came in sight, and bore down to them, on which the privateer crouded all the sail she could, and left him. He said he should have chaced her, as the *Two Brothers* came to his assistance, but that he knew she had much the heels of him, and he could never hope to come up with her, unless by some accident of her carrying away a mast, &c. The privateer is described to have 10 guns, a black vessel, snow rigged, to sit very well on the water, and to have a number of hands on board, from whence it is concluded she was not long from port.["]

*London Chronicle*, 21–23 Oct. 1777.

### "EXTRACT OF A LETTER FROM CAPTAIN BRAIN, OF THE *ALEXANDER* LETTER OF MARQUE, BELONGING TO GREENOCK, DATED 12TH OF OCTOBER"

"On the 20th of June last I<sup>1</sup> fell in with two American sloop privateers, the largest of which mounted 12 carriage guns, besides a great number of swivels, and came up with me about eight o'clock in the morning, and hailed. I fired a gun aboard of her, and hoisted an English ensign. She gave us a whole broadside, and hoisted an American pendant. After a smart engagement, which lasted above three glasses, she sheered off. There was reason to believe a great many of the privateer's men were killed, as there was not above one third of the people seen on deck when she went away, which at first appeared to be about 120 or 130. The *Alexander* had only 30 men and a few passengers, who all behaved exceeding well. The *Alexander* had only some shots through her masts and sails, and her stern a good deal shattered."

*London Chronicle*, 21–23 Oct. 1777.

1. J. Baine, captain of letter of marque ship *Alexander*, 14 guns.

### JOURNAL OF H.M.S. *CENTAUR*, CAPTAIN RICHARD HUGHES

October 1777  
Sunday 12<sup>th</sup>.

Lizard N<sup>o</sup>. 10. 4E Distant 55 Leagues  
AM, at 6 Saw a Sail to the S<sup>o</sup>ward Gave Chace at 8 Fired 4 Eighteen Pounders & Brought the Chace too, on Examination found

hir to be the *Betsey*<sup>1</sup> Schooner from Nantz, bound to N<sup>o</sup>. Carolina, American Property, which we made a Prize of, Sent a Lieutenant and Two Petty Officers & Ten Seamen on Board of hir

D, UKLPR, Adm. 51/172.

1. The master's name was variously reported as Gill, Gale, and Galle.

CONDE DE FLORIDABLANCA TO LORD GRANTHAM

[Translation]

Most excellent Sir.

My Lord,

I have taken into Consideration what Your Excellency says in your Office of the 9<sup>th</sup>. Inst: relative to two Cases, which you mention, of Ships which have lately entered the Ports of Coruña & Bilbao.—With regard to the first, your Excellency states, that it is not an American Vessel as it is thought to be, but an English one, named the *Three Brothers*,<sup>1</sup> which was taken by the Privateer Cunningham, & the Sale of which is intended, adding, that the Commandant General is apprized of it, although you think he may have been misled by wrong Informations.

With regard to the second, it has been asserted to your Excellency that the Privateer Hibbert took another English Vessel under the Cannon of Bilbao,<sup>2</sup> and carried it into that Port. I am writing to both Places to know thoroughly the Truth of both the Cases, and can assure your Excellency, that the King's Orders are strictly observed everywhere: But I will not omit laying before you, that, according to the Advices which I have already received from Coruña, there has been no Intention of selling the Ship called the *Three Brothers*, but merely of disarming and laying her aside there for the present; and with respect to the other, which is said to have been taken under the Cannon of Bilbao, I cannot but think that the Information must be groundless, from the Circumstance of the Judge not having made me a Complaint of it, it not being natural that an Insult of that Nature should be left to be represented by a third Person.

A short Time ago an English Frigate attacked and took, under the Cannon of Muros in Galicia, a Vessel commanded by Captain Buchomere coming from the Colonies, and carried his Prize into Lisbon, where he sold it.—We undergo other frequent Grievances of the like kind from English Ships of War, which cruize within Sight of our Ports and Coasts. The Insults which the Spanish Flag suffers in the American Seas are even more frequent and more serious, although our Ships are on the direct Course to our own Possessions, (nor are even some of the Ships of the King's Navy exempted from this Treatment,) it being now a regular Practice of the British Navy to fire immediately with Ball, to take possession of the Ships, to recognize the Cargoes, to break open the Papers & sealed Registers, to occasion many other Vexations, & even to declare some Vessels to be legal Prizes. Facts, which unless proved as they are, would appear incredible.—We have made infinite Applications & Complaints to the English Ministers, in the most moderate and friendly Terms, upon these irregular proceedings, but unfortunately we have not yet received due Satisfaction in any one Instance.—Your Excellency loves the publick Good & Justice, and knows how important the preservation of Peace between the two Courts is, and that, in order to procure it, both Courts should strive to exceed each other in fixing it by the

Root, by avoiding all Disturbances, & lawfull Causes of Complaint. I therefore leave it to your Excellency's Penetration & Prudence to consider, whether We, who watch the doing Justice to British Subjects in the most slight & minute Objects, can indifferently see, that while we receive continual Protestations of the like kind from the British Cabinet, no Measures yet reach the stopping the Evils of which we complain, nor give any Satisfaction for the Grievances already suffered.

I repeat my Obedience [&c.]<sup>3</sup>

S<sup>t</sup> Lorenzo,

12<sup>th</sup>. Oct<sup>r</sup>. 1777.

El Conde de Floridablanca.

Translation, UKLPR, S.P. Foreign 94/204, 271–72. Addressed at the foot of the page: "His Excy/Lord Grantham." Docketed: "In Lord Grantham's N<sup>o</sup> 56." Enclosed in Grantham to Weymouth, 13 Oct., below.

1. Ship *Brothers*, Nicholas Kelly. See Gustavus Conyngham to Silas Deane, 3 Oct. 1777, above. Grantham argued in his note to Floridablanca on 9 Oct. that the prize crew of the *Brothers* tried to sell the ship, pretending it was an American-owned vessel recently set sail from Bordeaux. The Americans said they were trying to sell it because its condition was too bad to make it to Philadelphia. See Lord Grantham to Floridablanca, 9 Oct., UKLPR, S.P. Foreign 94/204, 270.

2. Massachusetts privateer *Hawke*, Jeremiah Hibbert. See Ventura Gomez de la Torre and Barrena to Lefras and Le Mesurier, 4 Oct., above.

3. A second letter from Floridablanca followed this one. See Floridablanca to Lord Grantham, 12 Oct. 1777, UKLPR, S.P. Foreign 94/204, 268. It was written in response to another letter sent by Grantham, and essentially summarizes the points made in Floridablanca's first letter of 12 Oct.

## October 13

LLOYD'S EVENING POST, AND BRITISH CHRONICLE (LONDON),  
FRIDAY, OCTOBER 10, TO MONDAY, OCTOBER 13, 1777

London.

Capt. James Angues of the ship *Betty*, who sailed from Blew-fields, in Jamaica, along with the fleet and convoy, lost sight of them in a gale of wind a few days after he had got clear of the Gulph of Florida. In prosecuting his voyage to England he fell in with an American privateer brig, of 16 guns, 4 and 6 pounders, name unknown, about 100 leagues to the Eastward of the Banks of Newfoundland; she, being a fast sailer, ranged up along-side of the *Betty*, without shewing any colours. Capt. Angues, who suspected her to be a foe, hailed her twice, but received no answer; but before she came up he consulted his men to know if they would defend the ship, which they promised to do, and gave three cheers. The colours were hoisted, and this was no sooner done than he gave orders to play off his guns against the Rebel privateer, which was answered by them with great spirit for three hours, when she thought proper to bear away. She had not quitted the *Betty* above half a mile, when she hawled her wind, with an intention to renew the attack. Capt. Angues perceived it, and again prepared to give them a hearty reception. The main deck was commanded by Capt. Traill, a passenger, who, with great calmness and bravery, kept up a constant fire against the enemy; nor was Mr. Fawcett, the Mate, who commanded in the cabin, wanting in good conduct and alacrity. The privateer, finding them hardy, and seeing they had but few men, prepared to board the *Betty*; but the Captain, who stood all the time of the engagement upon the round house, perceiving their intention, ordered the man at the helm to run her aboard in the waist; the privateer providentially avoided her fate, as she was under proper guid-

ance of her helm; so that the *Betty* shot past her; and another vessel appearing to come to their assistance, she put on all the sail she could carry, bore away, and in two hours was out of sight. What is remarkable, the *Betty* had only eight 3 and 4 pounders, and 16 hands, men and boys; the other, besides her superior weight and number of guns, was manned with 150 men. Capt. Angues had one man killed, and there is reason to believe some of his shot took place on board of the privateer.

AMERICAN COMMISSIONERS IN FRANCE TO GOURLADE, BÉRARD FRÈRES, & MONPLAISIR

Gentlemen

Paris 13 Oct<sup>r</sup> 1777.

Yours of the 6<sup>th</sup>.<sup>1</sup> is before us. When the Private Letter referred to<sup>2</sup> & the situation of the Frigates shall be communicated to us we shall be in a Situation for forming a judgment & writing you more particularly. meantime we inclose a Letter for Capt. Thompson which we take the Liberty to ask you to deliver to him. We must rely on y<sup>r</sup> assisting these officers as well to Careen their Vessels & procure the necessary refreshments, as in having the Prizes disposed of to the best possible advantage. We have the honor to remain [&c]

LB, CtHi, Silas Deane Papers. Addressed at foot of letter: "Mess<sup>rs</sup>. Gourlade &c."

1. See above at 6 Oct.

2. Captain Thomas Thompson to the American Commissioners in France, 10 Oct., above.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN THOMAS THOMPSON

Sir

Paris 13 Oct<sup>r</sup> 1777

We rec<sup>d</sup>. from Mess<sup>rs</sup>. Gourlaed &c an acc<sup>t</sup>. of y<sup>r</sup> arrival<sup>1</sup> & were informed that you had a Private Letter for us which we have not yet rec<sup>d</sup>.<sup>2</sup> conclude it must Come to hand in the Course of this week. Mean time we desire you would inform us in a Letter under Cover of Mess<sup>rs</sup>. Gourlade &c what is the situation of y<sup>r</sup> Vessels & what their destination, as well as what articles of supplies you are ordered to purchase &c so far as may be consistant with y<sup>r</sup> instructions to Communicate to us, that so far as any thing depend on or may be expected from us we may be apprized as early as possible. We recommend to you to write no Letters but under M<sup>r</sup> Gourlade's Cover who will inclose them to M<sup>r</sup> Chaumont by which means we shall receive them with less danger of their being intercepted & opened—we are with Compt<sup>s</sup> to Capt. Hinman as well as yourself on y<sup>r</sup> safe arrival Sir [&c]

LB, CtHi, Silas Deane Papers. Addressed at foot of letter: "Commodore Thompson."

1. Gourlade, Bérard frères, & Monplaisir to the American Commissioners in France, 6 Oct., above.

2. Thomas Thompson to the American Commissioners in France, 10 Oct., above.

GABRIEL DE SARTINE TO JEAN-FRANÇOIS-TIMOLÉON VIGER,  
COMMISSARY OF THE PORT AND DOCKYARD, L'ORIENT, FRANCE

Fontainebleau 13 8<sup>bre</sup>. 1777.

J'ai reçu, Monsieur, vos Lettres par lesquelles vous m'informez de l'arrivée des deux Batimens Américaines avec deux prises angloises. Vous me avisez que celles-ci

ont eû ordre de votre part de sortir dans les 24-heures sans avoir une vendu et j'apprends par une autre voie que la totalité de ces deux cargaisons a été vendue a des étrangères. J'ai peine a le croire d'après les ordres positifs que je vous ai donné, et les intentions du Roy qui vous sont bien connues. Mandez moi Courier par Courier ce qui en est.

Vous ferez bien de conseiller aux Negotians de L'orient de ne se point compromettre, ce qui ne moins auroit pas de leur arriver d'après la Lettre circulaire que j'ai écrite a toutes les Ports du Commerce <sup>1</sup> et qui doit leur être connué. Je Suis [&c.]  
de sartine

Comme l'heure de la poste me presse et qu'en ai pas gardé la minutte de cette Lettre vous en ferez faire une Copie que vous m'enverrez.

d s

[Translation]

Fontainebleau, 13 October 1777.

I have received, Sir, your letters by which you informed me of the arrival of the two American ships and the two English prizes. You told me that these latter had received orders from you to leave within twenty-four hours without having sold anything, and I have learned from another source that the entirety of the two cargoes was sold to foreigners. I could hardly believe it after the positive orders I gave to you and the king's wish which is well known to you. Send me a report of it by courier.

You will do well to advise the merchants at Lorient not to compromise themselves at all, which would, nonetheless, occur to them, according to the circular letter which I wrote to all the ports of commerce <sup>1</sup> and which must be known to them. I am [&c.]  
de sartine

As I have to hurry to make the next mails, and as I have not kept a draft of this letter, you will make a copy and send it to me.

d s

L, FrLAL, series 1, E<sup>4</sup> 80, fol. 19. Addressed at foot of page: "M. Viger." Notation: "R. le 17. 8<sup>re</sup>."

1. Gabriel de Sartine to the Chambers of Commerce of All Ports of France, printed under 23 Oct., below.

#### LORD GRANTHAM TO LORD WEYMOUTH

N<sup>o</sup>. 56.

Escorial 13<sup>th</sup>. October 1777.

My Lord,

I have received the Honour of your Lordship's N<sup>o</sup>. 22.<sup>1</sup>

I enclose to your Lordship an Office, marked N<sup>o</sup>. 1. which I sent to M. Florida blanca upon hearing that the Vessel mentioned in it had put into the Port of Coruña under false Pretences; and upon my first Notice of a Prize carried into Bilbao by one Hebbert. I have likewise spoken to him upon it, and he promised to write immediately with regard to both Cases; asserting that he had yet received no Information concerning either.

My several Letters ever since the Date of Cunningham's Entrance into Ferrol, will have shewn your Lordship how constantly attentive I have been to that Object, by speaking and writing upon it to M. Florida blanca: And the Office, N<sup>o</sup>. 2, which I now enclose for your Lordship's Information, was sent to him after I had spoken to him on the Subject of it. For tho' in our Conversation he had promised to take particular Steps to stop so daring a Proceeding as Cunningham's, yet I thought it necessary to appeal to him in writing in order to refer to every part of the Case, and to his repeated Assurances.

No Argument has been omitted on my Side to convince him how necessary it is, that the Governors should execute the orders he has sent, if he had any Intention to be thought in earnest about them. and upon my referring to some fresh orders issued in France, which He treated as great concessions in that Court, I added, that such measures might become very necessary here, and would be expected, if those, already taken, were not better executed.<sup>2</sup>

I need not repeat the Circumstances of Cunningham's last Entry into the Coruña, as I recapitulate them in the enclosed Office, N<sup>o</sup>. 2., to M. Florida blanca.—The Governor of Galicia, Don Felix O'Neale, allowing the Ammunition & Provisions to be taken out of the Prize, is a Proof of his not having, as he pretended, suspended all Proceedings 'till Orders from Court: And I have represented his Conduct, which has been so partial, in the strongest Light to the Minister.

I have mentioned in my Office the Attention, which I was sure would be given to all Matters of Complaint from hence, because a fresh one has been made to me.—It is of a Ship, laden at the Coruña with Provisions for Porto Rico, being taken by a Letter of Marque from S<sup>t</sup> Christopher's, carried into the Island of Anguilla, there set free by the Commissary, and retaken by another Letter of Marque Ship from S<sup>t</sup> Christopher's, carried in there and condemned. From the Information which I have received, I believe the Vessell was laden at Bilbao, & was really carrying Provisions to Porto Rico.<sup>3</sup>

I shall continue, as I have hitherto done, to represent to the Minister every Instance of the elusive Practises of the American Agents, and press him to consider them seriously in a liberal Manner without resting on the misrepresentations of interested Parties, or the bad Apologies of Governors and other inferior Officers.

By my last Advices from Ferrol, I learn that the S<sup>t</sup> *Isabel*, and the *Soledad* Frigate had sailed for Cadiz: And by different Accounts from Bilbao I find, that there were no American Vessels or Prizes in that Port, except that commanded by Hebbert and his Prize. I have the honour to be [&c.]

Grantham

P:S: I have just received together two Offices from M: Florida blanca, in answer to those which I have mentioned in this Letter, & have only just Time to enclose to y<sup>r</sup> Lordship a Translation of them<sup>4</sup>—G.

L, UKLPR, S.P. Foreign 94/204, 265–67. Docketed: "Escorial 13 Oct<sup>r</sup> 1777/Lord Grantham/(N<sup>o</sup> 56)/R. 3 Nov<sup>r</sup>/four inclosures."

1. See *NDAR*, 9: 649.

2. This sentence, beginning with "and upon . . ." is in cipher in the original.

3. See Declaration of Manuel del Zerro Rubio, at 4 Oct., above.

4. Conde de Floridablanca to Lord Grantham, 12 Oct. 1777, above; see also its note no. 3.

October 14

J. L. DOERFELD TO WILLIAM EDEN

N<sup>o</sup>. 31.

Stockholm October 14<sup>th</sup>. 1777.

Sir,

I am honored with Your Letter N<sup>o</sup>. 6, containing the Earl of Suffolks commands relative to the American Brig, which came in August last to Marstrand, and was said to be English property, taken by an American Pirate.<sup>1</sup>

All ever since I had presented a Memorial on this subject to Senator Baron Falckenberg<sup>2</sup> I have made every inquiry in my power to learn such particulars as might confirm, that the Vessel had been taken by an American Pirate. But I got only a very vague Report, by which nothing could be proved; and when I applied lately to Baron de Falckenberg, he told me that according to the accounts which were sent hither from the Governor, strict inquiries had been made, but it had not been found that the Brig in question had ever been English property. I took this opportunity of declaring to Baron de Falckenberg, that I made no doubt but the amicable, just, and dignified Principles, which had induced His Swedish Majesty to prohibit the admission of Pirate armed Vessels into His Ports, would operate equally against the admission of all Piratical Prizes. He said, that, he did not know exactly the King his Masters sentiments about such prizes as might come in unarmed under the title of Merchant Ships some time after they had been taken, but he supposed that whenever the case should exist, His Swedish Majesty would declare Himself in a satisfactory manner: with regard to those as should be carried into Swedish Ports by American Pirates, or such as were sent within twenty four hours after having been made Prizes they would certainly by no means be admitted. I replied, that I could wish orders without distinction would be given on this subject before any of these cases happened to exist, because there was reason to apprehend, that were they to be dispatched afterwards, several accidents were likely to happen, by which the execution of them would be rendered difficult, or perhaps impossible. But he did not seem to be much inclined to comply with this request, and told me only that it would be best to decide the question as soon as the case existed.

Upon an information that the Master of the same Vessel had of late been received Burgher at Marstrand, and his Ship made a Swedish Bottom, I gave Baron de Falckenberg to understand, that this proceeding could not fail but give encouragement to all Rebel Vessels coming to Marstrand; and that notwithstanding their being made Swedish Bottoms and carrying Swedish Flag, I would not venture to say that they would be secure should they be met with by His Majestys Cruizers, and that therefore it was to be apprehended that the Swedish Flag would of course be exposed to disagreeable accidents. He said that according to the Laws of Sweden and a long continued practice every Foreigner was to be admitted Burgher, whenever he had got a formal possession by purchasing a House or Estate, that many Foreigners and particularly Britainers had thus settled in this Country, and when they had amassed some Fortune, they returned with it to their Country under divers pretences. He said farther that he knew nothing positive of the Vessel in question having been made a Swedish Bottom; but that at all events he could not suppose that such a step would give cause of complaint, as it was impossible for any Vessel to export Arms or Ammunition, because His Swedish Majestys orders were so strict that he was confident they would be most exactly observed, and that therefore the Swedish Flag would always meet with the same consideration as before, the rather as the King his Masters assurances of friendship and attachment to His Majestys Cause against His Rebelious Subjects were true and sincere.

I think it necessary to observe, that it is difficult to enter with the Senator into Points of Business, and to get an immediate and positive Answer, as his Power with regard to publick affairs is extremely limited. This is the Complaint of almost all the Foreign Ministers here, who generally prefer to treat with Mons<sup>r</sup> Scheffer,<sup>3</sup> having in



every Respect infinitely more Power than the other. As he is expected here towards the End of this Month, I hope to obtain a more direct, precise, and favorable Answer.<sup>4</sup> I have the Honor to be [&c.]

J. L. Doerfeld.

L, UKLPR, S.P. Foreign 95/127. Addressed at foot of first page: "William Eden, Esq<sup>r</sup>." Doerfeld was British ambassador to Sweden.

1. When the unarmed brigantine *Molly* arrived in Marstrand in August, with a cargo of rice, shingles, and barrel hoops, the master, who gave his name as Lawrence Dunbar, stated that the vessel's home was in the Bahama Islands and that he had last departed Bermuda. The British consul in Göteborg, Thomas Erskine, made inquiries and discovered that the master's true name was Woodhouse, and that the vessel was the former *Sea Nymph* of Bristol, which had been taken as a prize into Philadelphia, where it had been refitted. UKLPR, S.P. 95/127: Thomas Erskine to Earl of Suffolk, 2, 6, 9 Aug., 27 Sept. 1777; J. L. Doerfeld to William Eden, 12, 22 Aug., 23 Sept. 1777; Eden to Doerfeld, 2, 23 Sept. 1777. See also NDAR 9: 549. This may have been the brigantine *Sea Nymph* captured by Continental Navy sloop *Providence*, John Paul Jones, 3 Sept. 1776, and libelled in Philadelphia the next month. NDAR 6: 684–85, 1203–4.

2. Melker Falckenberg (1722–95) was acting foreign minister in the absence of Count Scheffer.

3. Gustavus III's chancellor, Ulrik Scheffer (1716–99).

4. This paragraph, to this point, was originally in a numerical cypher.

LORDS COMMISSIONERS OF THE ADMIRALTY TO COMMANDER ROBERT P. COOPER, R.N.

By &c

So soon as the Provisions & Stores of the Sloop you command shall be completed agreeable to our Order of yesterdays date, you are hereby required and directed to take His Maj<sup>ty</sup>s. Sloop the *Alert* under your command (her Comm<sup>r</sup> being directed to obey your Orders) and then putting to Sea with the first opportunity of Wind and Weather proceed to the Coast of Portugal, and cruize between Oporto & Lisbon for the Protection of the Trade of His Maj<sup>ty</sup>s. Subjects in those parts, and diligently to look out for, and to use your utmost endeavours to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America, which you may be able to come with, calling alternately off those places, and making enquiry of the British Consuls there for Intelligence

And in case you shall receive information that can be depended upon of any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies above-mention'd, being in parts contiguous to tho' not actually within the Station you are hereby directed to cruize upon, you are at liberty to proceed in quest of them, taking care to return immediately to the said Station, as soon as you shall have taken, destroyed or driven them away, or be thoroughly satisfied that none such are there.

You are to be very careful never to go into Port in the Ship you command or to suffer the *Alert* to do so, except when there shall be an absolute necessity for so doing & even then not to stay there a moment longer than you can possibly avoid, & when you shall have occasion to go into the Tagus you are never to go higher than the Bay of Wares.

You are to enter all seamen being His Majesty's Subjects who shall offer and to bear such as may be more than sufficient to complete your allow'd Complement as supernumeraries for Wages & Victuals until you shall have an opportunity of putting them on board any of His Maj<sup>ty</sup>s. Ships or Vessels which are short of Complement, or of disposing of them in such other manner as we shall think fit to direct, and you are to give similar directions to the Captain of the *Alert*.

You are to transmit to our Secretary by every opportunity such Intelligence as may have come to your knowledge with an account of your proceedings, & of the State & Condition of the Sloops, and you are once a Month (or as often as opportunities offer) to transmit to him also a Copy of your Journal, and to direct the Comm<sup>r</sup> of the *Alert* to do the like.

You are to continue upon the above Station and Service until you receive further Order, or til' you reliev'd by some other of His Maj<sup>ty</sup>s Ships or Vessels which you may expect will be soon sent out for that purpose, and then, if you do not receive orders by them to the contrary you are to return with both Sloops to Plymouth sound & remain there until you receive further Order, sending Us an Account of your arrival & proceedings, And in case any such Ships or Vessels whose Comm<sup>r</sup> shall be Senior to you shall be appointed to cruize upon the Said Station while you continue thereon, you are to follow his Orders, and, on the other hand, if he shall be junior to you, he is hereby required to obey such as he shall receive from you. Given &c. the 14<sup>th</sup>. of October 1777.<sup>1</sup>

Sandwich

C. Spencer

H. Palliser

By &c. P.S.

LB, UKLPR, Adm. 2/103, 234–36. Addressed at foot: "Capt<sup>l</sup> Cooper, *Hawke* Sloop, Plymouth."

1. On 17 Oct., Capt. Elliot Salter, HM frigate *Hussar*, was ordered to put to sea at the first opportunity of wind and weather. The remainder of his orders read the same as Cooper's, with the addition that, if he should fall in with *Alert* and *Hawke*, which would be cruising the same station, he was to take them under his command. Ibid., 356–59.

#### NEW-LLOYD'S LIST (LONDON), TUESDAY, 14 OCTOBER 1777

The *Judith*, Lofthouse, from London to St. Augustine, is taken and carried into Charles-Town.<sup>1</sup>

The *Anna*, Hooft, from St. Eustatia, is Arrived in the Texel, after being plundered by the Americans. . . .

The *Triton*, Bertram, from Jersey to Honduras, was taken the 7th of June, off Desirada Island, by the *Mary* Privateer, of 12 Guns and 18 Swivels, and carried into Guadeloupe.

The *Revenge*, Letter of Marque, of Jersey, has taken a Brig from Virginia to Nantz, with Tobacco, &c. and carried her into Jersey.

1. *Judith*, brig, Alvara Lofthouse, captured by South Carolina Navy brigantine *Notre Dame*, Stephen Seymour, *NDAR* 9: 311, 714.

JONATHAN WILLIAMS, JR.,  
TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon<sup>ble</sup> Gentlemen—

Nantes 14 Octo<sup>r</sup> 1777.—

I have the pleasure to announce the return of the mere *Bobie* Packet Boat, who delivered your dispatches in Safety but by the inclosed Copy of a Letter<sup>1</sup> that I have recd from the Captain you will see he has not been so fortunate with those he was charged with in return. As there were no Dispatches and the news only a confirmation of what you already have at Paris, I thought that for the delay of one day it was

not worth while to put you to the Expence of an Express; If I am wrong in this I will in future send a Courier on every such occasion, but the expence is so great I always wish to save it except where the public Service requires the Contrary.—

I have sent Cap<sup>t</sup> Nicholson to L'orient to see the Captains of the two Frigates that are arrived there,<sup>2</sup> and to assist them with his advice in what may relate to their Ships &c, as they being Strangers may stand in need of it; and at the same time I have desired them to address themselves to M<sup>r</sup> Gourelade for what assistance they may have occasion for.—

A Gentleman has rec<sup>d</sup> a Letter from Bordeaux which mentions that a vessell is arrived from (Kinnipuxen) the same place Cap<sup>t</sup> Young came from, which sailed the 21 of Aug<sup>t</sup> & brings no news of Howe.<sup>3</sup>—I have the honour to be [&c.]

J Williams J

L, PPAmP, Benjamin Franklin Papers, vol. 37, 113. Addressed: "The Honorable/The Commissioners of the/United States/Paris." Docketed: "Jon Williams/Nantes 14 Octo<sup>r</sup> 1777."

1. Charles Gléyo La Chesnaÿe to Jonathan Williams, Jr., 9 Oct. 1777, above. Williams also sent a copy of La Chesnaÿe's letter of 11 August reporting his arrival at Portsmouth, N.H., 14 July. PPAmP, Franklin Papers, vol. 71, no. 112.

2. Continental Navy ship *Alfred*, Capt. Elisha Hinman, and Continental Navy frigate *Raleigh*, Capt. Thomas Thompson.

3. On Capt. John Young's sighting Howe's fleet from Sinepuxent, Md. See George Lupton (James Van Zandt) to William Eden, 15 Oct., and Paul Wentworth to William Eden, ca. Oct. 30, below.

#### BRITISH PRIZES AT GIBRALTAR

Gibraltar 14<sup>th</sup>. October 1777.

The *Enterprise*, Sir Thomas Rich, came in yesterday with the following Prizes. The *Alarm* Frigate is still out, and has a Schooner with her, as a Tender, which she took.

The *Peggy*, a French Brig, John Poindester, Master, from Nantz for S<sup>o</sup>. Carolina with Salt and Bale Goods, taken by the *Enterprise* off Cape Finisterre.

The American Brig, *Venus*, John Adron Master, from Siniputron in America for Bordeaux, with eighty Hogsheads of Tobacco, Staves, Flour, &c<sup>a</sup>. taken by Ditto.

The Ship *Alexander*, Thomas Blandell, Master, from S<sup>o</sup>. Carolina for Nantz with 1000 Barrels of Rice, five d<sup>o</sup>. of Indigo, and some Mahogany, taken in the Bay of Biscay by Ditto.

The Schooner, *Catherine*, William Boyne, Master, from Charlestown with Rice, Tobacco, and Indigo, taken by the *Alarm*, Cap<sup>t</sup><sup>n</sup>. Mann, off Cape Finisterre, intended for Bordeaux.

The *Nancy* Brigantine, William Payne, Master, retaken by the *Alarm*. She loaded at Malaga for Dublin, was taken by a Rebel Privateer,<sup>1</sup> and carried to Bilbao, but on going away from thence she was met by Captain Mann.

It seems there is a French and an Irish Merchant on board the French Brig.

L, UKLPR, S.P. Foreign 94/204, 300–301. Docketed: "In Lord Grantham's N<sup>o</sup> 59." Enclosure to Lord Grantham to Lord Weymouth, 27 Oct. 1777, below. Notation: "Copy sent to Admiralty."

1. Massachusetts privateer schooner *Hawke*, Jeremiah Hibbert, commander. NDAR 9: 657–58.

October 15

*THE LONDON PACKET; OR, NEW LLOYD'S EVENING POST* (LONDON),  
MONDAY, OCTOBER 13, TO WEDNESDAY, OCTOBER 15, 1777

London.

The *Sally*, Rose, from Philadelphia to Nants, with tobacco, is taken by the crew, and carried into Milford-Haven.

The *Patty*, Marquis, from New-York, is arrived at Teneriffe; in her passage she engaged a rebel privateer of 14 guns and 80 men.

WILLIAM LEE TO JOHN KING

[Extract]

M<sup>r</sup> Jn<sup>o</sup>. King Nantes.

Paris 15 Oct. 77

... If Cap<sup>t</sup> Barron<sup>1</sup> is not gone please to present my Comp<sup>s</sup> to him & desire him to be very careful when he goes out, for several very swift sailing ships left Portsmouth &c the beginning of this month to cruise in the Bay of Biscay—let him not depend too much on his heels, for there are several vessels now cruizing that can run round him especially if there is any thing of a Breeze. He perhaps had better wait under Belle isle, untill he has a fit wind & then take a fair start. In this he must be directed by the circumstances as they are when he sails. ...

LB, ViHi, William Lee Papers. The beginning of this letter dealt with several protested bills, and the end of the letter offered Lee's services in King's absence if King was unable to complete the state of Virginia's business. Virginia had engaged King, a Virginia merchant, to purchase salt in Europe.

1. Robert Barron commanded the *St. Tammany* from Hampton, Va.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN

[Extract]

Dear Sir

Paris 15<sup>th</sup> October 1777—

... I find the two prizes<sup>1</sup> are not yet delivered up, and from what Williams told me few days since they will not—

Cap<sup>t</sup> Young<sup>2</sup> who arrived here, some time since brought in with him a Vessell which he took on his passage from America to france, this Vessell was disposed of before any person knew of same, without the least noise whatever, the money was paid immediately, in this way they mean to proceed in future, in order to deceive your Court, and in which manner they are encouraged and advised by the French

This Vessell left America the twelfth of August, at which time there was in the Deliware and Chesopeak upwards of Sixty Sail of Merchandmen ready loaded, all which must fall into the hands of Lord Howe, if the Army advances towards Philadelphia—Amongst the Number of these Vessells are Seven or eight frenchmerchantmen, who have been waiting some time past for proper Season to leave the American Coast by which detention I hope they may fall into your hands—

The Affair between Morris & the Commissioners here, has not a little humbled their pride—they have promised never to mention any thing to the Congress concerning him in future—

Two Continental Ships of War,<sup>3</sup> are Arrived in the Port of L'Orient—they are the same which had the Engagement with his Majestys Ship the *Druid* Coming from the Leeward Islands—with the fleet under their Convoy, they brought in with them two Vessells<sup>4</sup> which they took out of said fleet, and which was sold for nine thousand six hundred pounds Sterling, which Ships are fitting out with all expedition, and mean for sea immediately, these Vessells left America, with two hundred men Short of their Complement also Cannon, &c &c—

The Cap<sup>e</sup> Green who I mentiond to you some time since, has a Ship<sup>5</sup> of 24 Six pounder which he means to proceed to America with, this Vessell will be richly loaded—and Sail in about 3 Weeks. . . . I am [&c.]

Geo: Lupton

L, Uk, Auckland Papers, vol. 3, fols. 234–35. Addressed at foot: "W<sup>m</sup>: Eden Esq<sup>r</sup>." The portions of the letter not printed here concerned relations between the American Commissioners and the French Court, rumors that one of the Commissioners, perhaps Franklin, would be sent to Berlin, reports that Bancroft was about to leave the service of the Commissioners because of their failure to pay him and Van Zandt's hopes to secure the place, Carmichael's low opinion of the Commissioners and his plans to sail for America with dispatches for Congress.

1. *Clarendon* and *Hanover Planter*.
2. Capt. John Young, Continental Navy sloop *Independence*.
3. Continental Navy ship *Alfred* and Continental Navy frigate *Raleigh*.
4. *Jamaica*, David Watt, and *Anna Susannah*, John Taylor.
5. *Brune*, which would become Continental Navy frigate *Queen of France*, Capt. John Green.

#### GABRIEL DE SARTINE TO COMTE DE VERGENNES

Fontainebleau 15 8<sup>bre</sup>. 1777.

Lorsque j'ai reçu, Monsieur, la note que vous m'avez fait l'honneur de m'envoyer de Milord Stormont<sup>1</sup> sur l'arrivée a l'orient le 6. de ce mois de deux Corsaires américains l'*alfred* et le *Polly* avec deux prises,<sup>2</sup> le S. Viger Commissaire de la marine en ce Port m'en avoit déjà instruit par Sa Lettre du 8. Il résulte de la Déclaration des Cap<sup>es</sup> Hinman et Thompson qu'ils ont relaché pour cause d'avarie; et le S. Viger ne leur a permis l'entrée qu'après avoir soin constater, par un Procès Verbal, la nécessité des réparations; mais il a prévenu en même tems les ordres que demandé M. l'ambassadeur en Signifiant qu'il falloit que ces Réparations fussent faites promptement et que ces Batimens remissent en mer par le p<sup>e</sup> vent favorable. Quant aux deux Batimens que ces Capitaines avoient anoncé Batimens de Commerce de leur Nation qu'ils escorteioient, le S. Viger ayant reconnu que c'étoient des prises faites sur les anglois, et leur avoit defendu l'entrée du Port. J'ai lieu de croire que d'après ce détail Milord Stormont sera convaincu de l'exactitude que l'on a porte a l'exécution des ordres précédemment donnés. J'ai l'honneur d'être [&c]

de sartine

[Translation]

Fontainebleau, 15 October 1777.

Sir, when I received the note from my Lord Stormont,<sup>1</sup> which you honored me by sending to me, and which concerned the arrival on the 6th of this month in L'Orient of two American privateers, the *Alfred* and the *Polly*, with two captured ships,<sup>2</sup>

Sieur Viger, the naval commissioner in this port, had already informed me of the fact by a letter dated the 8th. According to the declaration made by the Captains Hinman and Thompson, they had put into port as a consequence of damage to their ships. Sieur Viger, however, allowed them entry only after having made a point of confirming, by a report, the necessity of repairs, and, at the same time, told them of the orders requested by the ambassador emphasizing that the repairs had to be done promptly and that the ships had to put to sea with the first favorable wind. As for the ships these captains had said were merchant ships of their nation which they were escorting, Sieur Viger, having recognized these were ships captured from the English, had forbidden their entry into the port. I have reason to believe that my Lord Stormont will be convinced by this detail of the exactitude that has been applied to the execution of the orders previously issued. I have the honor of being [&c.]

de sartine

L, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525, fol. 110. Addressed at foot of first page: "M le C<sup>e</sup> de Vergennes." In the margin: "ordres donnés à l'orient sur l'arrivée de deux Corsairs américains l'*alfred* et le *Polly* avec [deux] prises anglaises"; "orders issued at L'Orient on the arrival of two American privateers, the *Alfred* and the *Polly*, with two captured English ships."

1. See Lord Stormont to Lord Weymouth, 15 Oct., below.

2. Continental Navy ship *Alfred*, Continental Navy frigate *Raleigh*, and their prizes *Anna Susannah* and *Jamaica*.

#### LORD STORMONT TO LORD WEYMOUTH

[Extract]

N<sup>o</sup> 151

My Lord

Fontainebleau October 15<sup>th</sup>. 1777

This Morning I had the Honour of your Lordships Letter N<sup>o</sup> 62,<sup>1</sup> and immediately waited upon Monsieur de Vergennes, and Monsieur de Maurepas, to both of whom I made those Representations your Lordship directs.

I gave M de Vergennes a list of the french Sailors taken on board the *Lexington*, and made Strong Remonstrances to His Exe<sup>y</sup> and to M de Maurepas upon this Proceeding, so contrary to their repeated declarations and Professions. They both assured me that the most positive Orders had been sent to all the Ports, to do every thing possible to prevent an Abuse, which they said was manifestly as prejudicial to France as it could be to us; they pretended it was impossible after the Orders that had been given that any french Sailors should be suffered to go on board American Vessels in the Ports, but that they probably slipt out to sea in small Boats and embarked there, being Allured by high Wages, and the prospect of Captures—I observed to them both, that this Evil might be corrected at once if they would cut the Root of it, by Shutting the french Ports to all American Privateers, to which they only answered, that the former Orders would be punctually executed.

In consequence of Information which I received this Morning, I drew up the inclosed Note,<sup>2</sup> which I delivered to M de Vergennes—after stating the circumstances of the Case.—He made his usual answer, that he would talk to M de Sartine upon the Subject. He spoke as if the whole had been new to Him, which I think can scarce be the Case, as Monsieur de Maurepas owned to me, that He, Maurepas, knew of the Arrival of the two American Privateers,<sup>3</sup> knew that they had been admitted into the Port of

L'Orient: He said that they were Leaky, and in great distress, and that as soon as they had received those succours which upon principles of Humanity cannot be refused, they Should be ordered to put to Sea; as to the Prizes<sup>4</sup> He said he was persuaded they were gone off—I observed to Him that whilst the Orders given with regard to the American Privateers were evaded under various Pretences, no benefit whatever could accrue to us from them; that Vessels would always appear Leaky to those who had a Mind to think them so, and that in a Word the whole was a mere jest, and was considered as such by the Americans themselves, who were known to have said, that these Orders would change a little their mode of Operation but would do them no essentiel Harm—His answer to this was general and evasive, that the french Ministers did all they could, and were very sincere in their Professions, but could not prevent every abuse. . . . I am [&c.]

Stormont

L, *Stevens's Facsimilies*, vol. 19, no. 1722. Addressed at foot of first page: "Lord Viscount/Weymouth." Docketed: "Fontainebleau 15<sup>th</sup> Oct<sup>r</sup> 1777/Lord Stormont/(N<sup>o</sup> 151)." Notation: "R. 19<sup>th</sup> by Express/from Dover/one inclosure." In the portion of the letter not printed here Stormont briefly reports a conversation with Vergennes and vents his general frustration with the failure of the French to redress British grievances.

1. In this letter, dated 10 Oct., Weymouth instructed Stormont to remonstrate with Vergennes and Maurepas concerning the French sailors taken on board the Continental Navy brigantine *Lexington*, a list of whom he enclosed. Weymouth also instructed Stormont to claim the *Manning* and its cargo, which had been captured on 30 Sept., if carried into any of the ports of France. *Ibid.*, no. 1720. For the list, see "A List of French Men taken in the *Lexington* Rebel Privater by His Majesty's Cutter *Alert* the 19<sup>th</sup> Sept<sup>r</sup> 1777," printed at 5 Oct., above.

2. The note from Stormont to Vergennes requested that orders be given to prevent the sale of the two prizes brought into Lorient by two American privateers and for the expulsion of those privateers. UKLPR, S.P. 78/550.

3. Continental Navy frigate *Raleigh*, and Continental Navy ship *Alfred*.

4. *Jamaica*, David Watt, master, and *Anna Susannah*, John Taylor, master.

## October 16

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN JOHN ELPHINSTON, R.N.

By &c

You are hereby required & directed to put to Sea in the ship you command with the very first opportunity of Wind & Weather & proceed & Cruize off the Port of Oporto for the Protection of the Trade of His Maj<sup>ty</sup>s Subjects & diligently to look out for & to use your utmost endeavours to take or destroy Privateers or other Ships or Vessels belonging to the Rebellious Colonies of North America, sending Letters to the British Consuls at that Port & at Lisbon by the first Vessel you may meet with going thither, to inform them of your arrival & of the time you are appointed to Cruize on the Coast of Portugal which is to be, off Oporto, as above directed, for the space of Fifteen Days after your arrival upon that Station & at the expiration thereof for the like number of Days off the Tagus, whither you are to proceed & Cruize accordingly for that time & for the above purposes; and then repair to Lisbon where you are to make enquiry for all such homeward bound Trade as may be desirous of accompanying you, and (after a stay not exceeding Ten Days from the time of your going into that Port) you are to take the said Trade under your Convoy & make the best of your way (consistent with their security) with them towards England & having seen them to Spithead or as near to it as your way & theirs may be together remain there until you receive further order; sending Us an account of your arrival & proceedings.

And Whereas the Commanders of His Majestys Sloops named in the Margin <sup>1</sup> are directed to proceed & Cruize, for the like purposes off the Ports of Portugal abovementioned until relieved by the arrival of other clean Frigates intended to be sent out as soon as possible; we signify the same to you that you may know of their being on the Coast & give information thereof also to the British Consuls as above directed, And, in case you shall receive information that can be depended upon, either from them, or others, that any Privatiers, or other Ships or Vessels belonging to the Rebellious Colonies abovementioned are in parts contiguous to, tho not within the Stations you are hereby directed to Cruize upon you are at liberty to proceed in quest of them; taking care to return immediately to the said Stations as soon as you shall have taken destroyed or driven them away or be thoroughly satisfied that none such are there. Given &c 16<sup>th</sup> Oct<sup>o</sup> 1777

Sandwich

J Buller

H Palliser

By &c &c

LB, UKLPR, Adm. 2/103, 350-52. Addressed at foot of letter: "Cap<sup>t</sup> Elphinstone, *Egmont*, Spithead."

1. "*Hawke Alert*."

"EXTRACT OF A LETTER FROM PLYMOUTH, OCT. 16."

"Since my last arrived his Majesty's ship the *Weazel*, from Jamaica, but last from Corke, and the *Revenge* letter of marque, Capt. Gautier, belonging to Jersey, from a cruise, who fell in with a vessel called the *Friendship*, Capt. Bennett, laden with 110 hogsheads of tobacco, staves, and flour, which prize was bound to Nantz from Maryland. Capt. Gautier put a prizemaster on board, and sent her to Jersey."

*London Chronicle*, 18-21 Oct. 1777.

CAPTAIN RICHARD HUGHES, R.N., TO PHILIP STEPHENS

Extract of a Letter from Capt<sup>n</sup>. Hughes Commanding His Maj<sup>'ts</sup> Ship *Centaur* to M<sup>r</sup> Stephens dated at Sea the 16<sup>th</sup> Oct<sup>r</sup> 1777—

I am to desire, you will be pleased to inform my Lords Comm<sup>rs</sup>. of the Admiralty that on the 12<sup>th</sup>. Ins<sup>t</sup>., I fell in with, & took, an American Schooner called the *Betsey*, from Nantz, bound to Edington in North Carolina Laden with Gunpowder, Arms Tents &c. Woollens, for the use of the Rebel Army, Salt and several other Articles; the whole Consigned to the Congress; and I have sent the said Prize into the Port of Plymouth under the Charge, of the first Lieutenant of the *Centaur*.

Having gained some little Intelligence, from the Master, & Crew, of this Vessel, I have caused the same to be transcribed, on the other side hereof, for their Lordships Information; The Schooner had been only Three days out, when she fell into my hands.

P.S. I beg leave to mention, That I found Two English Prisoners, onboard the Prize who inform'd me That Although, they will not admit, any American Privateer's coming into the Port of Nantz under that Title, They do nevertheless receive them upon their reporting themselves as Letters of Marque when they stop at S<sup>t</sup><sup>a</sup>. Lucie, w<sup>h</sup> is about 13 Leagues from Nantz; This seems a very equivocal Distinction, but as the English Prisoner's persist in its being a Fact, I thought it my Duty, to Report it to their Lordships—



An Account of American Vessels at Pember Reef<sup>1</sup>

&amp; Sta. Lucie, near Nantz—

Two Irish Wherry's, bound to Virginia Very Deep—

One Brig of 150 Tons, bound to South Carolina.

One Brig, Fitting as a Privateer, Capt<sup>n</sup> Abbott—commonly call'd Silver Fist, expected to sail in a Fortnight—<sup>2</sup>A Ship called the *Mars*,<sup>3</sup> fitting as a Privateer to mount 22 Guns only waits for Men.A Privateer Brig, Capt<sup>n</sup> Cross, mounting 14 Guns which lately carried in a Jamaica Man expected to sail in Three Weeks—<sup>4</sup>A Privateer Brig, call'd the *Fanny* Capt<sup>n</sup> Kendrick which took the *Hanover Planter* the 8 Aug<sup>st</sup>. last Ready to sail, mounts 14 Guns—A Privateer Brig, call'd the *General Mercey* took the *Clarendon* the 8<sup>th</sup> Aug<sup>st</sup>. last mounts 14 Guns & ready to sail.A Ship call'd the *Hancock & Adams* Fitting for America

There are a Great many others up at Nantz of which the Person, (who gave the Principal Part of the above Intelligence) can give no Account, by reason of his being strictly confined but heard that there was amongst them a 36 Gun Frigate, Fitting for Sea.

R<sup>d</sup> HughesCopy, UKLPR, S.P. Domestic (Naval) 42/51, 243–44. Docketed: "In M<sup>r</sup> Stephens's to SSP [Sir Stanier Porten]/21 October 1777."

1. Paimboeuf.

3. Virginia Navy brig *Liberty*, Thomas Herbert.3. Massachusetts privateer ship *Mars*.4. South Carolina privateer brig *Bellona*.

## JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon<sup>ble</sup> Gentlemen—Nantes 16 Octo<sup>r</sup> 1777.

The present serves to inform you that Cap<sup>t</sup> Brown who has the *Dolphin* wishes to be excused from taking her as his owners have directed his return in the *Mars* which belongs to them; Cap<sup>t</sup> Brown hopes you will not misinterpret his Desire, and says that if you choose he will continue, but if the Change will not displease you he wishes she may be given to some other man. Her new mast is gone alongside and they are getting it in; while the *Dolphin* stays here she is very usefull to keep our men together, as they can not appear on board the Frigate, and it would be very expensive & inconvenient to keep them on shore, I should therefore be glad if she were not to sail 'till the *Lion* is ready: Or if you think to sell her she may possibly be put off.—Please to return the french Captains Conditions<sup>1</sup> as soon as signed. I have the Honour to be [&c.]

Jon<sup>a</sup> Williams J

The 1000 Fuzils from Dunkirk are arrived & answer the model exactly, but the Lighter that brought them up to Town unfortunately Sunk so am obliged to unmount and clean every one of them.

L, PPAmP, Benjamin Franklin Papers, vol. 37, 114. Addressed: "The Honorable/The Commissioners of the/United States/Paris." Docketed: "Jon Williams/Nantes 16. Octo<sup>r</sup> 77."

1. On the conditions agreed on, and the need to have a French captain for the *Lyon*, which was to become Continental Navy frigate *Deane*, see Williams to the American Commissioners, 11 Oct. 1777, in *Papers of Benjamin Franklin* 25: 60.

JOURNAL OF A CRUISE IN MASSACHUSETTS PRIVATEER BRIGANTINE  
*OLIVER CROMWELL, CAPTAIN WILLIAM COLES*

[1777. October] 16 Thursday. At 1 AM Saw a Sail, thick Weather.—At 5 Saw her again in Chace close under our Stern, made Sail from her; but She came up fast—Discover'd her to be a Frigate.—Now she began to fire at us—many of her Shot went over us Several struck our Hull & Sails.—We hove our Guns overboard, & stove some Water & by that means got a little from her.

D, MSaE. Journal was kept by the ship's surgeon.

ETIENNE-HONORÉ DUPLESSIS DE MONGELAS TO  
 JEAN-MARIE LE SAULNIER DE LA VILLEHELIO

Copie de la Lettre Ecrite a M. Villehelio  
 Commissaire des Ports et Arsenaux, a Nantes  
 dattée de Gibraltar le 16. 8<sup>bre</sup>. 1777.

Monsieur

La presente est pour vous faire part de l'arrivée d'un Brigantin françois de Nantes, la *Poggy*, qui veut dire en françois la *Catherine* de Nantes Capitaine Jean Prochetier qui a été conduit icy par la frégatte l'*Entreprise* Commandée par le Capitaine Tomas Lier,<sup>1</sup> on l'a entré dans cette Baye le 13. du courant avec Pavillon Anglois, malgré toutes les diligences que je fais pour découvrir la verité de ce fait, il m'a été impossible, seulement j'irai accoster le Capitaine lorsqu'on le meneroit a l'Amirauté de cette place pour prendre sa déclaration, je postay un homme dans la Cour pour entendre la déclaration qu'y feroit le Capitaine et ensuite je l'attendis, pour sçavoir de luy ce qui s'estoit passé, mais les officiers de la frégatte qui l'escortoient pour le conduire abord ont dit qu'il est encore prisonnier, et ont même deffendu a personne d'aller abord, ils l'ont empeché de me parler, sinon le rapport que m'a fait l'homme que j'avois posté, que le Bâtiment appartient a M. Grûel, Negociant a Nantes a qui j'Ecriray aujourd'hui, afin qu'il donne pouvoir de suivre son affaire. Il me semble à propos qu'il envoie une procure afin que je puisse avoir toutes les forces qu'exige cette malheureuse affaire, Quoiqu' autorisé de la Cour je ne puis présenter en fait de justice, que lorsque je suis muny par procure, aussitôt que j'aurois la declaration du Capitaine, j'en ferai part a M<sup>sr</sup> De Sartine afin de prendre ses ordres et luy marquer la façon avec laquelle les anglois agissent envers notre pavillon, cet époque et bien d'autres survenires icy en peu de tems, je vous prie, M. de faire part a M. Gruel que son Batiment fut pris apres 3. jours de navigation de Nantes sur le Cap finistere ou la fregatte de cette place est toujours en croisiere. Je finis en vous assurant que j'apporterai tous les soins possibles pour faire rendre justice au Cap<sup>e</sup>. Je suis, M. &c.

P.S. Je viens d'apprendre dans le moment par une personne qui estoit a l'examen du Capitaine qu'ils s'appelle, Louis Le Grand et le Brigantin Le *Pompée* au lieu de la *Catherine*, c'est ce que j'eclaireray lorsque j'aurai vû le Capitaine. Les Anglois ont donné ce nom masque afin que je ne prisse point connaissance de l'affaire.

[Translation]

Copy of the Letter Written to M. Villehelio  
Commissioner of Ports and Arsenals, at Nantes  
dated at Gibraltar, 16 October 1777.

Sir

This letter is to inform you of the arrival from Nantes of a French brigantine, the *Poggy*, which means in French the *Catherine*, commanded by Captain Jean Prochetier, who was brought here by the frigate *Enterprise* under the command of Captain Tomas Lie.<sup>1</sup> The vessel entered this bay the 13th instant flying an English flag. Despite my haste to uncover the truth regarding this act, it was impossible for me to do so, but I was going to approach the captain when he was brought to the Admiralty of this place to take down his statement. I stationed a man in the courtroom to listen to the statement the captain would make there and I then waited to learn from him what had happened; however, the officers of the frigate, who were escorting him to the ship, said he was still prisoner and even forbade anyone to go on board. They prevented him from speaking to me. According to the report the man whom I had stationed in the courtroom made to me, the ship belongs to M. Gruel, a merchant in Nantes, to whom I shall write today so that he may give me authority to take action on his case. It seems appropriate to me that he send me a power of attorney so that I may have all the legal power that this unfortunate case requires. Although I am recognized by the court, I can appear before the court only when I am in possession of a power of attorney. As soon as I have the captain's statement, I shall inform my Lord de Sartine that I have it so that I may receive his instructions and shall report to him the way the English behave toward our flag, at this time and on many other occasions, during a short period of time. I request, Sir, that you inform M. Gruel that his ship was seized off Cape Finistere, three days out of Nantes, where the frigate is still cruising. I close by assuring you I shall exercise all possible care that the captain is treated justly. I am, Sir etc.

P.S. I have just now learned, from a person who was present during the captain's examination, that he is called Louis Le Grand and the brigantine is called the *Pompée* instead of the *Catherine*. I shall clear that up when I have seen the captain. The English used this false name so that I would not enquire into the matter.

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525, fol. 114. Notation: "avec la lettre de M. de Sartine du 6. X<sup>bre</sup> 1777." Mongelas was French consul general at Cadiz.

1. Capt. Sir Thomas Rich, R.N.

**October 17**

*LLOYD'S EVENING POST AND BRITISH CHRONICLE* (LONDON),  
WEDNESDAY, OCTOBER 15, TO FRIDAY, OCTOBER 17

London.

A Letter from Kinsale, by yesterday's Mail, says, that the Irish Coast is again visited by American privateers; that two appeared off the mouth of that Harbour, and sent a boat in to see what ships were there; but there being none of consequence, soon disappeared.

JOURNAL OF A CRUISE IN MASSACHUSETTS PRIVATEER BRIGANTINE  
*OLIVER CROMWELL, CAPTAIN WILLIAM COLES*

[1777. October] 17 Friday. The Man of War in Chace hard by. We Rowed & kept at a Distance

D, MSaE. Journal was kept by the ship's surgeon.

**October 18**

*THE DAILY ADVERTISER* (LONDON), SATURDAY, OCTOBER 18, 1777

London.

The Captain of the *Merier*, a French Bilander, arrived on Thursday in the River, gives an Account, that off Teneriffe he spoke with four American Privateers, which had been some Time cruising off the Pike, viz. a Ship of 24 Guns, bright Sides, yellow Stern, and her Head the Figure of Venus; another ditto of 20 Guns, Lion Head, and painted black; a Snow of 16 Guns, bright Sides, red Stern, and Billet Head, and a Brigantine of 12 Guns, black Sides, green Stern, and a Figure Head.

GEORGE GOSTLING, JR., TO PHILIP STEPHENS

D<sup>rs</sup>. Commons 18<sup>th</sup>. Oct: 1777

Sir.

Pursuant to your desire I beg leave to inclose you an authenticated Copy of the Letter from Messrs Berard freres & c<sup>o</sup>. to Captain Tobias Oakman, which was found on board the Ship *Thames* at the time She was retaken by the non-commissioned ships *Mary*, Morgan Jenkins M<sup>r</sup>; *Eagle*, Mich<sup>l</sup> Dove M<sup>r</sup>; and *Hearts of Oak*, Robert Paterson M<sup>r</sup>

I take the liberty to observe, that Tobias Oakman to whom the said Letter appears to be directed, was the Prize Master put into the *Thames* by Captain Day of the rebel armed ship called the *General Miffing*, after he had taken the said ship.<sup>1</sup> I am [&c.]

Geo. Gostling Jr.

[Enclosure]

Extracted from the Registry of his Majesty's High Court of Admiralty of England.  
 (N<sup>o</sup>. 4)

To Cap<sup>n</sup>. Tobias Okman  
 of the Ship *Rebecca*  
 Sir

L'Orient 27<sup>th</sup>. July 1777

Captain Day of *General Miffing's* Ship who is safe in our Road, having informed us of the particulars of the Cargo and situation of Ship *Rebecca*, that would be sold to great disadvantage at Morlaix We have advised him to give you Orders to proceed to this Port and follow our Directions on y<sup>e</sup> same which is the purport of the Inclosed to you from Cap<sup>n</sup>. Day.

We intended at first to have given you in writing the necessary Instructions how to clear your Vessel from Morlaix for this Port, but finding that many Incidents might start which might embarrass you or render our Plan perhaps abortive, we have thought best that one of us should go on y<sup>e</sup> spot to Execute and compleat our plan of clearing out your Vessel from Morlaix for this place under french Colours and Clearances to avoid all risks and difficulties of landing here your Cargo. M<sup>r</sup> De Montplaisir who will deliver you this, is the Gentleman that will attend you from us on said affair; youll please to follow his Directions, and dispatch yourself as expeditiously as possible; he will with his friends provide a Pratick who will appear Master of the Vessel with 2 or 3 men or more if he can get them, youll take care to keep as close as possible to the Land all the way and hoist your french Colours when you come in our Road; youll send all your own Men on board the *General Miffing* at Groix and will keep only what shall be necessary to work in y<sup>e</sup> Ship from Groix in the harbour, where you'll only come in when we send you an approbation and take care the Pilot youll take care on y<sup>e</sup> Coast knows nothing about you being a Prize.

If absolutely M<sup>r</sup> De Montplaisir could not settle at Morlaix in a satisfactory manner your french clearance, then you'd come in under Dutch Colours or according to M<sup>r</sup> Montplaisirs Directions, but remain in our Road of Groix here till you hear from us and send us an express boat of Cap<sup>n</sup>. Day's ship of your being arrived on which we take proper Measures for your being admitted without any difficulties.

As Capt<sup>n</sup>. Day wants all his hands before he proceeds on his new Intended Cruize, he desires youll make all haste possible that he may not be detained long here on your Account. Whatever Expences you may have been at during your stay at Morlaix, Draw for the same on us who will Discharge it when presented.

In hopes of seeing you soon safe here We Remain [&c.]

Berard freres & C<sup>o</sup>.

Gourlade

Youll please to give M<sup>r</sup> De Montplaisir a Note in writing of the Contents of your Cargo that he may take the clearance for the same

Should you hear of the Brig and the Sloop prize to Capt<sup>n</sup>. Day, M<sup>r</sup> De Montplaisir will likewise clear them wherever he'll find them for this Harbour, Pray write in that case to the prize Masters to follow M<sup>r</sup> Montplaisirs Directions as it is Capt<sup>n</sup>. Days intentions

Yours—Berard

(superscribed)

To

Capt<sup>n</sup>: Tobias Oakman  
of the ship *Rebecca*  
Morlaix

Godf: Lee Farrant  
Registrar.

Examined at D<sup>rs</sup>. Commons London, with the Original Letter, remaining in the Registry of the High Court of Admiralty of England this eighteenth day of October, 1777 by me,

Geo. Gostling, Jr.  
Not<sup>y</sup> Pub<sup>k</sup>.

L, UKLPR, Adm. 1/3884, with enclosure, Copy. Addressed at foot: "Philip Stephens Esqr."

1. For the capture of the *Rebecca*, see NDAR 9: 484, 490–91, 638–39. For the *Thames*'s recapture, see *Lloyd's Evening Post and British Chronicle* (London), Monday, October 6, to Wednesday, October 8, 1777, above.

# JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1777*]

18<sup>th</sup>. [Oct<sup>r</sup>] my Self & Doct<sup>r</sup> Powers Moved Down to the Officers Prison

D, MeHi, Jonathan Haskins Journal.

## JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon<sup>ble</sup> Gentlemen.—

Nantes Oct<sup>r</sup> 18. 1777.—

I have recvd<sup>d</sup> a Letter from Cap<sup>t</sup> Thompson Commander of the *Rawleigh* Frigate by which I find the prizes made by the two Ships consisted of

750 hhds Sugar

325 Punch<sup>ns</sup> Rum

70 Plank Mahogany

15 Casks of Coffee and the two Ships which Capt. Nicholson tells me are 500 & 800 Tons Burden, this Property was sold for 9700 Sterling, which I take to be about  $\frac{1}{3}$  of the real value, & about  $\frac{1}{2}$  of what in their circumstances they ought to have been sold for; this appear'd to me such a shamefull waste of property, that I thought it my duty to signify my disapprobation of it & have written to L'orient accordingly; offering 2000 Sterling more, on your acco<sup>t</sup> if the bargain is not past redemption; should that be accepted I will go over to L'orient [*torn*] some dutchmen, and send the whole as french Property to Holland.

I hope you will not think me wrong in what I have done, but it is too painfull to see such measures taken with the public Interest, to remain silent.

I have too good an opinion of M<sup>r</sup> Goulade to suppose he has acted improperly, but I am afraid that all concerned are not like him.<sup>1</sup> I have the Honour to be [&c.]

Jon<sup>a</sup> Williams J

L, CtY, Beinecke Rare Book and Manuscript Library, Western Americana Collection. Addressed at foot: "The Hon Commissioners/of the United States." Docketed: "M<sup>r</sup> Williams Oct<sup>r</sup> 18. 1777/Thompson's/Prizes/Goulade & C<sup>o</sup>."

1. On Goulade's role in the sale of the prizes and their cargo, cf. Paul Wentworth to William Eden, ca. 30 Oct. 1777, below.

## JOURNAL OF A CRUISE IN MASSACHUSETTS PRIVATEER BRIGANTINE

OLIVER CROMWELL, CAPTAIN WILLIAM COLES

[1777. October] 18 Saturday. Fine Weather. Lost sight of the Man of War

D, MSAE. Journal was kept by the ship's surgeon.

October 19 (Sunday)

SILAS DEANE TO  
MIGUEL LAGOANERE AND COMPANY

Gent.

Paris 19 Oct<sup>r</sup> 1777

We did ourselves the honor of replying to y<sup>rs</sup>. of the 20<sup>th</sup>. ult<sup>o</sup>. since w<sup>h</sup>. are fav<sup>d</sup>. with y<sup>rs</sup>. of the 27 w<sup>h</sup>. came to hand last Evening only, so that I presume this will hardly reach you before the affair of Capt. C<sup>s</sup>. Prize <sup>1</sup> will be adjusted we wrote Mess<sup>rs</sup>. Gardoqui & Fils at Bilboa to honor the Bills for G. Cun. repairs which hope has been done. As to the Prize mentioned it is to be hoped that it may be disposed of at Some rate or other. & the less the loss the better. some must be inevitable circumstanced as we are at present. In future should prizes arive the most prudent method as we apprehend will be to have them reported as Vessels belonging to America & to dispose of them without loss of time, keeping every thing secret until the Sale is made. Unacquainted as the Com<sup>rs</sup>. at this distance must be with the modes of Procedure with you in such Cases they can only give general directions relying on y<sup>e</sup>. prudence & knowledge of the situation of affairs to do the best which can be done in these affairs. I have the honor to remain [&c.]

S. D.

LB, CtHi, Silas Deane Papers. Addressed at the foot of the page: "Mess<sup>rs</sup>. Lagoanere & C<sup>o</sup>."

1. Continental Navy Capt. Gustavus Conyngham's prize *Brothers*.

JOURNAL OF H.M.S. *MARS*,  
CAPTAIN GEORGE FALCONER

1777 October  
Sunday 19

Cape Finisterre S  $\frac{1}{4}$  W. 16 or 17 Leagues—

Light Airs and fair Weather. . . 8 AM Saw a Sail to the Westward, Hal'd our Wind and Gave Chase 11 Spoke a Spanish Brig from Malaga bound to Amsterdam Bore Away and Gave Chase to the NW. Several Sail in Sight— $\frac{1}{2}$  past a privateer Brig. (as we Supposed) passed under our Stern to take Our Attention from the Chace Who hoisted a White field With a Pine Tree In it.—

First part Moderate and Cloudy. Middle and Latter Fresh Gales and Cloudy at 1 fired a shot and brought too the Chace a Brig from South Carolina bound to Bourdeaux <sup>1</sup> Sent an Officer and 10 Men to take Charge of her. Rec<sup>d</sup>. on board 7 Americans and One French man Emp<sup>d</sup>. Sending Necessarys onboard 6 Wore Ship Brought too and Got in the Boats. Saw the Privateer Brig Standing to the Eastw<sup>d</sup>: 11 handed Main Sail Mizzen Tops<sup>l</sup> and [*illeg.*]Sail and Got down Top Gall<sup>t</sup> yards.

D, UklPR, Adm. 51/566.

1. *Charming Betsey*, Ephraim Gardner, master, from South Carolina with rice and oak staves.

October 20

LLOYD'S EVENING POST, AND BRITISH CHRONICLE (LONDON),  
FRIDAY, OCTOBER 17, TO MONDAY, OCTOBER 20

London.

The *Cæsar*, Tobias, from the West Indies to New York, is taken by an American privateer, off the Banks of Newfoundland, and sent to Newbury.

The *Arthur and Betty*, Prittijohns, and the *Eleanor*, Bailey, are taken on the Banks of Newfoundland, by the *Pluto* and *Hancock* privateers.

The *Sterling*, an American vessel, from South Carolina to Nantz, with rice, &c. is taken and sent into Lisbon.

CAPTAIN JOHN WELSH TO BENJAMIN FRANKLIN

S<sup>r</sup>

Portsmouth Oct<sup>r</sup> 20<sup>th</sup>. 1777

Excuse the Freedom of my Presumption, in Writing to you tho not Personally Acquainted, Still from the Charector you bear from every Loyal American, induces me to let you Know of my Misfortune of being taken Prisoner, & brought here from the Westindias Where I commanded a Privatier fitted out by W<sup>m</sup>. Bingham Esq<sup>r</sup>. Agent of the Honourable Congress of the United States<sup>1</sup> am in a Distress'd situation, the Particulars you'l Excuse as times does not permit. begs your Assistance if Convenient & hopes you'l make Known to Congress, as we may Expect a Carteel some time Tho God Knows When. however any service I may Recive will be Greatly thankful, as W<sup>m</sup>. Bingham or Rich<sup>d</sup>. Harrison of Martinicoe Wood be Answerable—I am [&c.]

Jn<sup>o</sup>. Welsh

N.B. those letters you'l be Pleas'd to forward to Martinicoe: I mention to these Gentlemen in these letters of my Application made to you Which I hope will Reach them. if this Answers you'l Direct to Portsmouth at Fortune Goal I draw for 20 Guineas as ¶ Note—

Superscription thus

To

Capt<sup>t</sup>. Jn<sup>o</sup>. Welsh  
at Portsmouth  
in the Goal of  
Fortune

L, PHi, Benjamin Franklin Papers. Addressed: "To/Franklin Esq<sup>t</sup>/Agent of the United States of America/in Parris."

1. Welsh commanded the armed sloop *Marangoin*, tender to *Musquito*, Virginia Navy brig, John Harris, commander. For the capture, see *NDAR* 9: 114, 122. For Welsh's arrival at Portsmouth, see Captain William C. Finch, R.N., to Philip Stephens, 4 Oct. 1777, above.

"EXTRACT OF A LETTER FROM GOSPORT, OCT. 20."

[Extract]

"The *Rising States* privateer, taken by the *Terrible*, was purchased by Mr. Samuel Robin-



son, merchant, of Portsmouth, who is fitting her out as a letter of marque. She will soon be ready for sea.”<sup>1</sup>

*London Chronicle*, 21–23 Oct. 1777.

1. For the capture and sale of Massachusetts privateer brigantine *Rising States* see NDAR 9: 523, 635.

CAPTAIN THOMAS THOMPSON TO THE AMERICAN COMMISSIONERS IN FRANCE

L'Orient. *Raleigh*  
October 20<sup>th</sup>. 1777.

Gent<sup>n</sup>.

I have the Honour to have now before me your Letters of the 13<sup>th</sup>. & 15<sup>th</sup>. Instant<sup>1</sup>—in the first you desire I would write our situation; mine of the 10<sup>th</sup>.<sup>2</sup> will satisfy you in that particular, therefore shall not say anything more on that head; in your first you advise us to Gurlard and Company—& to send our Letters under Gurlard's Cover—in your last you say “wish you to take the Advice of M<sup>r</sup> Gurlard in your affair, who is our Friend,” we wish you to be particular on that head & to know if you give a preference to M<sup>r</sup> Gurlard, as we look upon the whole House now concerned—with whom jointly we at present do our business.

We have no apparent reason to find any fault with either—but must say M<sup>r</sup> Gurlard seems to be the Man of Candor & Honour.—I have had an Application from M<sup>r</sup> Morris rather singular.—he deputizes a M<sup>r</sup> Pinet & recommends him to us—M<sup>r</sup> Pinet picks up a third person & dispatches him express to us to do the Business—they all urge Secrecy & dispatch, & solicit the selling the prizes themselves; altho' neither Pinet nor M<sup>r</sup> Morris are nearer than Nants, they offer to come & give dispatch if wanted—I wrote M<sup>r</sup> Morris for answer—I had found persons properly authorized by the Commissioners & as he said the Business required Secrecy & dispatch I had repos'd an intire Confidence in them and they had dispos'd of our Effects—I thank'd him for his Offer of Service, & promis'd to apply to him if I wanted any Assistance from the Continental Agents

I am sorry to inform you we have but this Day been able to get to the place destin'd to heave down; their Customs here are clog'd with so many Applications & so much Ceremony, 'tis impossible to make dispatch—we propos'd being at Sea in three Weeks after we first arriv'd—I shall keep you Inform'd of our proceedings whenever our positions alter materially.—I am [&c.]

Tho<sup>s</sup>. Thompson

PS I wish with you the Prizes had sold for more I know not the worth here except by Hudebrass & Neels in England the two with Cargos, would have been 21000£

L, PPAmP, Benjamin Franklin Papers, vol. 7, 78. Addressed: “The Honorable/Doct<sup>r</sup> Benjamin Franklin, Silas Deane/& Arthur Lee Esq<sup>rs</sup>/American Commissioners/At/Paris.” Docketed: “T. Thompson/L'Orient Oct. 30. 77.”

1. For that of the 13th, see above; that of the 15th has not been found.
2. Above.

October 21

PAUL WENTWORTH TO WILLIAM EDEN

Sir

I flatter myself you will Pardon the liberty I take to acquaint you that a Certain Ph: Merckle<sup>1</sup> a German, has found Credit enough at Leige to Purchase

3000 fusils of the Prussian Modell  
 2000 lighter D<sup>o</sup>.  
 200 Brass Blunderbusses.  
 100 Iron D<sup>o</sup>.  
 200 Swivel Guns—of 1<sup>lb</sup> Caliber  
 1000 Pairs of Cavalry Pistols  
 5000 Spare Gun locks  
 1000 Spare Pistols—

Which are now actually in Amsterdam—But as the failure of the Remittance (by the Shipwrecks on the Coast of Holland) put a stop to his progress, the House of Hornica, Fiseaux & C<sup>o</sup>. at Amsterdam, have interposed their Credit, & have received Orders from M. Grand the Banker at Paris entrusted with the Conduct of these Expeditions—to pay the Engagements of Merckle & assist him to ship them to America—A M<sup>r</sup> Deane,<sup>2</sup> brother to the American Commissioner at Paris, left that City last Tuesday for Amsterdam, from whence he proposes to Embark for America—He lately arrived at Nantes from Guadaloupe—and probably with Merckle may sail in the New Ship lately built & to be Commanded by M. Boux<sup>3</sup> (Brother to the Chevalier). She was launched from M. Staats Wharf at Amsterdam about Six Weeks Since, & is of a Construction too remarkable to escape the slightest notice. You will make any use you please of this intelligence, as my wishes are to prevent the destructive Success of the Enterprise. I have the Honor to be [&c.]

Poland Street. [*London*]

the 21 Octr. 1777

P. Wentworth

L, Uk, Auckland Papers, vol. 3, fols. 240–41.

1. Johannes Philip Mercklé.

2. Simeon Deane.

3. The 36-gun ship *Indien*, built by Jacques Boux.

#### PAUL WENTWORTH TO WILLIAM EDEN

[Extract]

[*London, Oct. 21, 1777*]

#### General intelligence & Observations.

... about 50 Sail for Trade.

... The House of La Veuve Lalanne et fils of Bayonne—three Cargoes.—Six or Eight Cargoes are going from Havre de Grace; & others from other Ports.—

George Grand, Chev<sup>e</sup> of the order of Vasa, is the consealed partner of this House. He reced the Knighthood at the request of C<sup>t</sup> Vergennes, whose principal agent he was in Sweden, in the Part france acted in the late Revolution. He also attended on the part of the C<sup>t</sup> Vergennes As umpire, between the Farmers General, & the

M. Chenicke—Spanish Agent in Amsterdam, & Mess. Hornica Fiseaux & Comp<sup>y</sup>—are building in the same Ship Yard of M. Staats—the first a 74 Gun Ship—the last two ships of a New Construction planned by the Chev<sup>e</sup> Boux one to Carry above 1200 Tons Merchandize besides 36—24 Pounders on one Deck & Able, he says, to fight a 74 Gun Ship: the other launched above

American Comm<sup>rs</sup> during the late Tobacco Contract. He is also the Contractor for the Dutch Tobacco—with the Farmers General, M. Prevôt of the Royal Americans at Augustine, married his Daughter; has sent His Children to Ams<sup>t</sup> who are in Grands house—and they Correspond—but I do not mean to suggest that M. Prevôt is unfaithfull to his Majesty. M. Grand—Bqr. at Paris, has the trust of the American Comm<sup>rs</sup> Money reced from M. Micault d'Harvebey, Court Bq'r for foreign affairs—under the direction of M. Vergennes.

Monthieu is Brother in law to Belgarde; & M. de Grebevalle is his Agent.<sup>1</sup> The reformed fusils were of a hexagon form; Beaumarchais bo't them at £4.10. reduced the angles & sold them at £18—to the Comm<sup>rs</sup>. for the Congress—they are found to be dangerous in the day of Battle. But they have been better supply since—and they say it was a french Gift. Beaumarchais has No Contract, nor has he ever hinted the Idea of payment.

Six Weeks to carry 24—18 Pounders. M. Boux Brother or Relation to the Chevalier inspects them, but the Chavalier was in Amsterdam in the months of May & June, when these three Ships were Contracted for & put on the Stocks for French & Spanish Account—they were to be ready for Sea by the 1 Nov., but ~~th~~haps the two largest will not be so soon finished. The other, probably will take on board M. Ph: Merckle's Cargoe of Small arms &c—besides Cloathing from Germany & Cordage Sail Duck &c &c for two Ships of the Line building at Portsmouth & Newberry in N. England—It will be remembered that the Estimate, proves that M. Grand of Paris Brother to the Chevalier at Amsterdam remits the mony to Amsterdam to H, F & C<sup>o</sup>. there for this Ship, & that the Same House has been lately ordered to draw on him, for the amount of Merckle's engagements &c &c.

Besides the great Quantity of Warlike Stores Collected & Collecting at Nantes by M. Monthieu according to the Contract with the American Comm<sup>rs</sup>.<sup>2</sup> which I Copied from the Original—there are in the Kings Warehouses at Marseilles under Beaumarchais, for the use of the Congress—the remainder of the following Articles—

13000 Bombs

27 Brass Mortars with their

Beds &c

68 D<sup>o</sup>. field Cannon, with their

Carriages &c

50000 Sulpher

36000 Gun Powder

25000 Tools for Artillery,

Engineers, Miners, &c &c

6 large Hogsheads Soldiers

Knives

a large Quantity of Cannon Balls.

Of which were Shipped onboard the  
*Heureux* (often mentioned) besides  
 the Articles mentioned p<sup>r</sup>. 3<sup>d</sup>.—

44 Brass field Cannon—

Carriages &c—

20 Brass Mortars &c

5000 Cannon Balls

2000 Bombs.

6 Hhds soldiers Knives.

There are several ships building in  
 Private Yards in France, & in foreign  
 Ports—pretendedly for India Ships,  
 but are all Pierced for 54 & 64 Guns,  
 & more probably intended for Ships  
 of War.

L, Uk, Auckland Papers, vol. 3, fols. 242–47. The portion not printed here reported the establishment by Congress of a Committee of Foreign Affairs, the appointment of commissioners to various European capitals, congressional politics involving western lands and George Washington, Silas Deane's apparent disillusionment with the Revolution, Franklin's attitude toward French aid, inflation of Continental money, the Continental Army's difficulties raising enlistments, the American military's use of slave labor, and Congress's troubles with the foreign officers sent them by Deane.

1. Alexandre Cassier de Bellegarde, inspector general of artillery, and his brother-in-law Jean-Joseph Carié de Montieu sold the commissioners a large number of old and faulty muskets, probably the same they had earlier been accused of trying to pass off to the royal arsenal as new. Lieutenant-général Jean-Baptiste de Vaquette de Gribeauval was director general of the artillery. See *Papers of Benjamin Franklin* 22: 461–64.

2. For the contract between the Commissioners and Montieu, see *ibid.* 24: 122–26.

#### LEFRAS AND LE MESURIER TO LORD WEYMOUTH

My Lord,

We take the Liberty to inclose to Your Lordship a Letter which we received Yesterday from our Correspondents Mess<sup>rs</sup>. Ventura Gomez de la Torre & Barrera of Bilbao<sup>1</sup> (the first of whom is Vice Consul for the English Nation at that Port), by which Your Lordship will see the daring Insolence of Cap<sup>n</sup>. Jeremiah Hibbert of the American Privateer called the *Hawke*, by taking the Schooner *Adventure* of Jersey Cap<sup>n</sup> Philip De Gorrequer, bound from Newfoundland with a Cargo of Fish to the said Port of Bilbao, when lying at an Anchor near the Bar at the Entrance of that Harbour with a Pilot on board, and under the Sanction of the Forts, As it may be a Matter of Doubt whether the said Vessel and Cargo will be restored, we have thought it necessary (and more particularly at this time that the Newfoundland Ships are daily arriving at the different Ports of Spain, where and on that Coast we are informed several American Privateers are waiting for them) to inform Your Lordship of this, that Your Lordship may take thereon such Steps as in Your Wisdom may be thought necessary for the Protection of the Trade of the English Nation. We have the Honor to be [&c.]

Walbrook 21 October 1777

Lefras & Le Mesurier

L, UKLPR, S.P. Foreign 94/204, 229. Addressed: "Right Honourable Lord Viscount Weymouth His Majestys Principal/Secretary of State." Docketed: "Walbrook 21 Oct<sup>r</sup> 1777/Mess<sup>rs</sup>. Lefras & Le Mesurier/R. D<sup>o</sup>/one inclosure." Enclosed in Lord Weymouth to Lord Grantham, 21 Oct. 1777, *ibid.*, fol. 228.

1. Ventura Gomez de la Torre and Barrera to Lefras and Le Mesurier, 4 Oct. 1777.

October 22

"EXTRACT OF A LETTER FROM BEERHAVEN, OCT. 22."

"An American privateer, which had been cruising for some time off Cape Clear, put in here two days ago, in order to heel ship, on account of a leak. They gave out that they were a letter of marque belonging to London, and on a cruise; this took with the common people, and many others; they bought a great quantity of live stock, and some spirits, for which they paid in dollars, and after lying here almost 24 hours, put again to sea."

*London Chronicle*, 6–8 Nov. 1777.

*THE LONDON PACKET; OR, NEW LLOYD'S EVENING POST* (LONDON),  
MONDAY, OCTOBER 20, TO WEDNESDAY, OCTOBER 22, 1777

London.

The brig *Martha*, from Waterford to Bourdeaux, partly in ballast, was boarded in the Bay by an American privateer, who, after rummaging the vessel and taking away some provisions, suffered her to proceed: she had taken four prizes, and it was supposed she had not hands to spare to put on board the *Martha*, if they had kept her.

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN JAMES CUMMING, R.N.

By &c

So soon as the Provisions & Stores of the Ship you command shall be completed agreeable to our other Order to you of this date,<sup>1</sup> you are hereby required & directed to put to Sea in the Ship you command, without a moments loss of time & to proceed and cruize between Cape Pinas & Cape Machacaca for the protection of the Trade of His Maj<sup>ty</sup>. Subjects & diligently to look out for, and to use your best endeavours to take or destroy Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America; And in case you shall receive information, which can be depended upon that any such Privatiers are cruising in parts contiguous to, tho' not within the abovemention'd Station, you are at liberty to proceed in quest of them, taking care to return to the said Station when you have taken, destroyed or driven them away, or shall be thoroughly satisfied that none such are there.

You are to continue, upon the said Station for the space of one Month after your arrival thereupon, and then make the best of your way to Plymouth & remain there until you receive further Order; sending Us an Account of your arrival & proceedings. Given &c. the 22<sup>d</sup>. Oct<sup>r</sup>. 1777.—

Sandwich

J Buller

H Palliser

By &c. P.S.

LB, UklPR, Adm. 2/103, 244–45. Addressed at foot of letter: "Capt<sup>n</sup>. Cumming—*Aurora*—Downes."

1. Ibid., fol. 244. *Aurora* was to be provisioned for four months.

## AFFIDAVIT OF JOHN HALL, SEAMAN ON SNOW NANNY

(Copy)

John Hall maketh Oath before me that on or about the beginning of Sept<sup>r</sup> 1777. that he the said John Hall was taken Prisoner in the *Nanny* Snow Capt<sup>m</sup> Smith—Commander in Latt<sup>d</sup>: 40..00. by the *Roler* of 32 Guns & the *Alford* of 20 Guns,<sup>1</sup> two American Privatiers and was Carried into Port Lewis, in France the 10<sup>th</sup>: of Oct<sup>r</sup> 1777—and was brought over to England, with 70 other Prisoners in a French Brig & landed at Chrischurch the 20<sup>th</sup>: October 1777, that he the said John Hall further says, that when he left Port Lewis that the two abovementioned Privatiers had taken out their Guns and was going to Heave Down at that Port, and he further adds that the Commanders of the Privatiers had given out their, that they had taken the other West Indiamen, which Ships were in Port Lewis & had sold their Cargoes at that Port, & likewise had taken a Brig bound to Newfoundland & a Schooner;—The *Roler* Privatier was the Ship that engaged His Majesty's Ship the *Druid*, in the Engagement the Privatier lost one Boy & a Lieu<sup>t</sup> wounded—Their Station for cruizing is in Latt<sup>d</sup>: 40..00—near the Western Islands.

John Hall

Sworn before me at Southampton the 22<sup>nd</sup>: day of October 1777.

R Vernon Sadlurs

Copy, UKLPR, S.P. Domestic (Naval) 42/51, 247–48. Notation: "In M<sup>r</sup> Stephens's 21 Oct<sup>r</sup> 1777/Copy sent to Lord Stormont/October N<sup>o</sup> 65/D." Enclosed in Philip Stephens to Sir Stanier Porten, for Viscount Weymouth's attention, 21 Oct. 1777, *ibid.*, fol. 246.

1. Continental Navy frigate *Raleigh*, and Continental Navy ship *Alfred*.

## LIEUTENANT COLONEL EDWARD SMITH, MEMORANDA

Mem<sup>os</sup>. 8<sup>br</sup>: 22<sup>d</sup>: 1777

Capt Weekes was at St<sup>e</sup> Maloes ten days before Hynson left Havre de Grace having never been out of that port since he was drove in by the *Burford* Man of War.—

Weekes was all ready to putt out for Bilboa (tho' his Guns were still in a private store), but could be on board and be gone the first tide.

The *Pacifique* a large fine Ship of fourteen twelve pounders at Havre de Grace, has shott, in for ballast, is to loaded with coarse Linnens cloth, and Lead. She is private property, and will proceed to Bilboa with two or three other ships of private property, to be convoy'd by four or five ships of force & value belonging entirely to the Congress.

The Ports of Nantz St<sup>e</sup> Maloes and Bourdoux will altogether furnish a fleet of about sixteen to twenty sail of private adventurers, who will run down to the Latitude twenty three or twenty two, and having gott as far westward as the Island of Bermudas will then push for Virginia while the Convoy hawl up to the Northward & push for Boston Coast, hoping to gett in safe by coming there in the depth of winter.

The ships belonging to private adventurers push for the Southward in order to bring back a good Freight. The Congress ships attempt the North that is the coast of Boston as the last Effort the Congress Commissarys can make in order to keep up the Rebellion there next Summer, for they give up the Provinces to the Southward.

The Congress fleet is to assemble at Bilboa and is to consist of, a French fifty gun Ship.

Cap<sup>t</sup> Weekes in his old Ship, with Clothing. & Linnens

Cap<sup>t</sup> Thompson, who (If the *Rich<sup>d</sup>. Pen* is not on her way) will be provided with a two & twenty gun frigate with Bails of Cloth and Linnen.

Cap<sup>t</sup> Nicholson in a fine four hundred tonn Ship of six or eight and twenty guns with Arms, Cloth, Linnen. Clothes.

Cap<sup>t</sup> Patten from Cadiz in a two and twenty gun Ship with arms. Clothes. Linnen.

M<sup>r</sup> Williams the Agent at Nantz has forty Men at work dayly in his very commodious Magazine in preparing & arranging every provision and armament that His Commissioners can procure, for to be ready for this next years campaign This Magazine is most commodiously situated at the back of the Town—and can load any ship from their doors with out being seen from any part of the Town. Hynson saw this building the Work men and preparations.

All American Ships falling in with Bermudas Island must stand for the West end and by their hoisting a Jack at the MainTop mast head, A M<sup>r</sup> Tucker would send if [*it*] about, and procuring them as required assistance would give them orders or satisfactory information.

E Smith

DS, Uk, Auckland Papers, vol. 3, fols. 253–54.

#### LORD STORMONT TO LORD WEYMOUTH

N<sup>o</sup>. 155

Separate

My Lord,

Fontainebleau 22 Oct<sup>r</sup> 1777.

I shall not trouble Your Lordship with a Detail of my Conversation with M de Vergennes, which turned nearly upon the same Points as that with M. de Maurepas: I read him the same Papers, and made almost the same Observations upon them. His Remark upon the Paragraph of Franklin's, and Deane's Letter,<sup>1</sup> which he read again and again, with great Attention, was rather singular. "They may assert what they please said he; it is most certain that the Sequestre was ordered by the King as a Mark of great Displeasure; If they are not hurt with such Treatment, Ils sont de bons Chretiens qui savent pardonner.["] I am inclined to think My Lord that Nicholson's Letter<sup>2</sup> is not only very material, but comes in a very critical Moment. I easily saw by the Account M. de Vergennes gave me of a Raport he had had from M. de Sartines, that without this authentic Proof they would have continued to deny the Truth of my Intelligence: M. de Vergennes actually told me, that upon Inquiry such a Ship as I had described had been found at Nantes, but that it belonged to a French Merchant who had built it for his own Use: I answered that there might be such a Prête Nom, but that Nicholson's Letter afforded clear and irrefragable Proof, and amounted to Demonstration. I dwelt much upon this, and made no Scruple to add that now They had an absolute Certainty, that this Vessel, built, armed, and equipped, in one of their Ports, was for the use of the Rebels, it was impossible they should suffer her to go out of Port, if their pacific Professions were really Sincere, as it was manifest that the conniving at such Assistance, would be contrary to every Idea of Friendship. He answered that he un-

derstood the Frigate was a good one, and that the best Way to end the whole Matter was to purchase her pour Le Service du Roi, he did not promise that this should be done, but spoke of it as a Thing he should advise. He desired an Extract of Nicholson's Letter, and of that of Mess<sup>rs</sup> Berard.<sup>3</sup> I saw no Objection to this, and sent him the Extracts as soon as I got home. Upon reading Mess<sup>rs</sup>. Berard's Letter he said, he was glad it had fallen into our Hands, as it shewed us, what Fraud and Duplicity was used, to elude the Orders given by this Court, and to deceive the Officers that are charged with the Execution of them. I answered that I must always be of Opinion that the Orders given could not be so constantly eluded, if there was a real and earnest Endeavour to execute them, that it was but too manifest that little or no Advantage had accrued to us from the Orders sent to their Ports, as the American Privateers still found their Way thither, and what was more conducted Prizes, which, if they were not sold in the Harbour were disposed of at some little Distance from it, and disposed of to the Subjects of France: This, Sir, happened very lately in the case of those two Ships which I mentioned to you last week.<sup>4</sup> We now know, and indeed half Paris knows, that they have been sold, knows the Price given, and the Persons who bought them: They have been sold, Sir, to Mess<sup>rs</sup>. Berard and Montplaisir at L'Orient, and that too for 9,700 £ Sterling, which is not half their Value. (I had this Intelligence, My Lord, five or six Days ago, but for the sake of my Informer purposely avoided mentioning it, 'till it came to me from several Quarters.) M. de Vergennes assured me that this was new to him (it is very extraordinary that it should be so): In my Answer, I asserted the Truth of the Fact, and laid in a formal Claim for the Restitution of these Ships and Cargo's protesting against the Sale, and all the Consequences of it. I expressly told him, that these Ships and Cargoes could be considered in no other Light, than that of English Property forcibly detained by the Subjects of France; put him in mind of the Orders given by this Court, which not only prohibit the Sale of Prizes, but make the Purchasers criminal; observed to him, how clearly Mess<sup>rs</sup>. Berard and Montplaisir are within these Orders and, how much they deserve to be punished, and ended with saying that the most natural Punishment was to oblige them to make immediate Restitution. He did not contravert this, but said it would be indispensably necessary that the Sale should be proved, and the Ships and Cargoes found. I insisted that it would be sufficient to prove the Sale and the Purchasers, and that they ought to be forced to make immediate Restitution. Tho' I dwelt upon this, and inforced it by every Argument I could think of, yet I do not, My Lord, expect any real Benefit from these Applications, as it will be next to impossible to establish a Proof, that to such unfair, and partial Judges, shall appear sufficient. In the Course of my Conversation, I said a great deal to M. de Vergennes upon the Mischiefs that must result from their suffering their Orders to be eluded, and observed to him, how idle it would be to suppose a real Difference between the Sale of Prizes made in the Harbours of France, or at some little Distance from them, that such Evasions were unworthy of them, unworthy of us, that there was a Time when Things of this Nature might have been supposed to be unknown to both Nations, but now that Both had spoke out very explicitly, now that we had complained, and they had promised Redress, it was for their Honour, as well as ours, that the Evil should be effectually cured. He did not contravert this Principle, but made his usual Answer, that nothing can be more positive than the Orders France has given, nothing more sincere and friendly than her Intentions. I am [&c.]

Stormont



L, *Stevens's Facsimiles*, vol. 19, no. 1730. Addressed at foot of first page: "Lord Viscount Weymouth." Docketed: "Fontainebleau 22 Oct<sup>r</sup> 1777/Lord Stormont/(N<sup>o</sup>. 155) Separate/R. 28<sup>th</sup> by Messenger to/Calais."

1. American Commissioners in France to Captain Henry Johnson, 25 July 1777. *NDAR* 9: 533–34.
2. Captain Samuel Nicholson to Captain Henry Johnson, 25 Aug. 1777. *Ibid.*: 601–2.
3. Bérard Frères & Co. to Henry Johnson, 27 Aug., 1777. *Ibid.*: 606.
4. *Jamaica*, David Watt, master, and *Anna Susannah*, John Taylor, master. See Lord Stormont to Lord Weymouth, 15 Oct. 1777, above.

## October 23

### GABRIEL DE SARTINE TO THE CHAMBERS OF COMMERCE OF ALL PORTS OF FRANCE

*Marseilles, Oct. 23.* The following is a copy of the letter written by the Minister of the Marine Department, and sent to all the ports of France.

"You could not, Gentlemen, be ignorant of the orders so often renewed by his Majesty at the sittings of the different Admiralties in his ports, not to permit the sale of any prizes made by foreign privateers, or to suffer the corsairs and their prizes to remain any longer in the ports than is absolutely necessary to procure them the provisions and assistance that they might want. This prohibition, which springs from a principle of faithfully observing a treaty once made, ought not to be eluded on any pretence whatever; and it is not without great displeasure, that his Majesty hears that many illegal methods have been made use of to evade the vigilance of his Officers, and to buy and sell the goods belonging to the above-mentioned prizes; and I am charged by the King again to give notice to the Chambers of Trade, and through them to the Merchants, that they shall not directly or indirectly buy any of the merchandizes which in any shape belong to the prizes brought into any of his ports, on pain of answering for it personally, and being obliged to return the goods or their value.

"I desire you will make these intentions of his Majesty known to the Merchants, and at the same time that the King will not permit the least evasion of his orders to go unpunished; and, I am persuaded, that the Merchants will shew the utmost alacrity to prove their submission to the King's pleasure. I am also to order you, that those who counteract these orders be rigourously proceeded against; and I am further to add, that as the ports of the kingdom are open for the trade of all nations, the Merchant ships from North America may be admitted with their cargoes, which they may dispose of, and take in return any merchandize which is permitted to be exported, except ammunition, &c. and his Majesty particularly warns all Merchants to avoid the introducing of the American prizes, under pretence of their being Merchantmen."

*London Chronicle*, 13–15 Nov. 1777.

### GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

Font<sup>au</sup>. 23 8<sup>bre</sup>. 1777.

J'ai reçu, Monsieur, votre lettre du 17. de ce mois par laquelle vous m'informez que des deux frégates américaines le *Raleigh* et l'*alfred* l'une étoit entrée dans le Port le d. Jour 17. et l'autre devoit y être admire le lendemain. Vous me faites part aussi

de cequi vous est revenu Sur l'avis que j'avois eû que les deux prises<sup>1</sup> qui avoient mouillé sous Groix avoient vendu la totalité de leur Cargaison et Je vois par le détail dans lequel vous entrez que ce Raport avoit quelque fondement. Je ne savois assés vous recommander de veiller, en cequi vous concerne et de concert avec les Off<sup>rs</sup>. de l'amirauté, à qui J'en écris également, non Seulement à ce qu'aucune prise ou Corsaire ne puisse être admis dans nos Ports, mais encore à cequ'il ne se fasse aucun débarquement de ces Batimens sous quelque prétexte que ce Soit. Les volonté du Roi est très précise à ce Sujet et la moindre tolérance Seroit reprehensible.

Quant aux demandes que les américains font aux Négociants et dont vous m'avez adressé l'Etat, la Sortée d'aucun des articles qui le composent ne peut être prohibée étant tous dans la classe des objets ordinaires de Commerce. J'en excepte cependant les vieux Canons pour [lest?], parceque Sous prétexte de Canon de rebut on peut embarquer des Canons en état de servir et masquer de cette manier une expédition fraudulant. En général il n'y a que les Seules munitions de guerre dont la sortie doit être proscrire. l'exportation des autres objets qui entrent dans les Spéculations ordinaires du commerce ne peut Souffrir de difficulté, puisque le Commerce est libre, Sauf cependant les risques que les négociants ont à courir et que nous ne pouvons garantir. Je Suis [&c.]

de sartine

[Translation]

Fontainebleau, 23 October 1777.

I have received, Sir, your letter of the 17th of this month by which you informed me that the two American frigates, *Raleigh* and *Alfred*, the one having entered the port on the 17th and the other supposed to be admitted the following day. You also apprised me of that which was told you about the information that I had received to the effect that the two prizes<sup>1</sup> which had moored at Groix had sold their entire cargoes, and I see by the detail into which you entered that this report had some foundations. I cannot urge you strongly enough to keep a close watch on that which concerns you, and, together with the Admiralty officers to whom I shall also write, not only so that no prize or privateer be allowed to enter our ports, but also so that there not be any debarkation from these ships under any pretext, whatsoever. The king's wish on this subject is very precise, and the slightest tolerance would be reprehensible.

As to the requests that the Americans are making of the merchants and on which you addressed the list to me, the shipment of none of the articles which comprise it can be prohibited, being that they are all classed as ordinary objects of trade. I exempt from them, however, the old cannons, because under the pretext of rejected cannon, one might load serviceable cannon, and in this way hide a fraudulent shipment. In general it is solely these munitions of war whose shipment must be forbidden. The exporting of other objects which enter into ordinary commercial speculation should not be subject to obstacles, since trade is free, except, however, the risks that the merchants must run and which we cannot guarantee. I am [&c.]

de sartine

L, FrLAL, series E<sup>1</sup> 80, fol. 48. Addressed at foot of first page: "M. Gonet."

1. *Jamaica*, David Watt, master, and *Anna Susannah*, John Taylor, master.

## CONDE DE FLORIDABLANCA TO CONDE DE ARANDA

11

Ex<sup>mo.</sup> Sor.

De algun tiempo á esta parte habrá notado VE. con no poca admiracion suya la singularisima conducta que observan los Corsarios Americanos en nuestros Mares de Europa. Sus excesos aun dentro de los mismos Puertos de Francia son bien notorios, y han llegado á terminos de precisar á esa Corte á expedir las estrechas ordenes que sabemos, dando tambien lugar á que en España se hayan despachado otras iguales.

Su desorden se habia reducido á los principios á abusar imprudentem<sup>te</sup> de la proteccion que hallaban en ambos Reynos, y á disponer su caso del modo que juzgaban mas perjudicial á los Vasallos de Inglaterra. Pero no satisfechos yá de este abuso han llevado la temeridad hasta apoderarse de varias embarcaciones francesas, con pretexto de conducir generos de fabrica Inglesa, á pertenecientes á Vasallos Británicos, y mirandolar como presa lexitima dirixilas á sus Colonias.

Desde luego nos persuadimos que el Ministerio de Versailles, gravemente ofendido de semejantes excesos, tomaria sus providencias yá con los mismos Armadores Americanos al volver á los Puertos de ese Reyno, ó bien con los Diputados residentes ahi, para obtener la mas completa satisfaccion, de forma que no volvieren á suceder iguales casos.

?Qual será nuestra sorpresa al ver que continua el mismo desorden y qual nuestra indignacion observando que los Corsarios Americanos se atreven á apresar embarcacion cargada principalmente de cuenta de Comerciantes Españoles? Los papeles que acompañan instruirán á VE. de lo ocurrido cerca de la Costa de Galicia el dia 9. de Sept<sup>re</sup>. al Navio francés el *fortuné* que navegaba de Londres á Cadiz é iba cargado con generos de licito comercio, como vá dicho de cuenta de nuestros Nacionales. No se expresa el nobre del Cosario, pero provablemente habrá sido alguno de los que en aquellos dias entraron en los Puertos de la Coruña y Ferrol á experimentar muy buena acogida, y a recibir los auxilios que necesitaren; cuya circunstancia hace tanto mas odioso el hecho de que se trata.

Por decontado reciben los Vasallos del Rey un perjuicio notavilísimo una vez que la Presa se ha enviado a America; pues prescindiendo de los riesgos regulares de mar, puede ser apresada por algun Buque de la armada Britanica, ó distribuido allá mismo el valor de su carga antes que tengan noticias Veridicas de su nombre, vandera y demas circunstancias.

No me detendré á exponer quan indecoroso es á las Coronas de España y Francia tolerar semejantes excesos, y quan injusto seria dejar á sus respectivos Vasallos expuestos en tiempo de paz á unos chascos de igual naturaleza. Tampoco me explicaré, como podria, sobre el incremento que tomarían estos excesos una vez tolerados, y sobre la consternacion general que habria si los Corsarios Americanos se convirtieren en piratas y á su exemplo lo practicaren igualmente los Armadores Ingleses como otros muchos de varias Naciones. Pero si manifestaré á VE. que ha chocado al Rey en sumo grado el lance del dia 9. de Septiembre por recaer sobre los que yá sabiamos, y por la circunstancia de haber sido á la vista de nuestros mismos Puertos, cuyo auxilio vienen diariamente á solicitar; y aunque en mi carta del N<sup>o</sup>. 2<sup>o</sup> tengo insinuado que se iba á providenciar la remesa de algun socorro en dinero ó Letras á esos Diputados me acaba SM. de mandar que lo suspenda. Comprehende el Rey que seria



*Conde de Floridablanca*

muy impropio exercer tales actos de generosidad al mismo tiempo que se reciben unos agravios tan escandalosos, y antes de todo desea SM asegurarse de que sin la menor dilacion se ha de restituir la presa referida con total resarcimiento de los perjuicios causados; y de que en lo sucesivo no volveran á verse lances iguales; pues así para obtener proteccion en nuestros Puertos los Cosarios Americanos se les ha de mirar como sugetos al actual Gobierno del Congreso, y en tratandose de sus tropelias particulares se han de disculpar como que no alcanza su autoridad sobre ellos, seria esta una contradiccion repugnante por mil caminos, y sobre todo incompatible con la seguridad de las Naciones.

Excuso entrar en otras muchas consideraciones obvias, y solo apuntaré, que harán bien los Diputados Americanos de reflexionar sobre los daños á que exponen su causa Nacional si llegan á disgustar á las Cortes de España y Francia pues el resentimiento de estas podria trastornar todas las ideas del actual Gobierno de las Colonias. Y concluyo recomendando á V.E. hable seriamente sobre este asunto con el Sr.<sup>o</sup> Conde de Vergennes y haya igualmente entender á los Diputados las graves causas que concurren para el justo enojo de SM. Dios gue. á V.E. m<sup>s</sup> a<sup>s</sup> como deseo. S<sup>n</sup>. Lorenzo 23. de Oct<sup>re</sup>. de 1777.

El Conde de Floridablanca

P.D. Acavo de saber que el Cosario *Hawke* apresó la goleta la *ventura* sobre nuestra Costa de Bilban y por tal ha sido alli declarada mala presa.

Lo mismo ha sucedido en S<sup>n</sup>. Sebastian con la presa la *Elisabet* que hizo el Americano Juan Bufinton.

[Translation]

Most excellent sir,

For some time at this place your excellency might have noted with no little wonder the most singular behavior that the American privateers observe in our European seas. Their excesses even within the very ports of France are notorious and have arrived at the point of obliging that court to issue the strictest regulations that we know, giving rise also to the issuance of similar ones in Spain.

Their disorder has reduced itself to the principles of imprudently abusing the protection which they found in both realms, and in arranging their case in the way that they judged most prejudicial to the subjects of England. But still not satisfied with this abuse, they have had the temerity to seize several French vessels, on the pretext of their carrying goods of English manufacture, belonging to British subjects, and looking on them as legitimate prizes to send them to their colonies.

Since that time we are persuaded that the ministry at Versailles, gravely offended by similar excesses, will take measures with the same American privateersmen on their returning to the ports of that kingdom, or with the deputies living there, to obtain the completest satisfaction, in a manner that will stop the future occurrences of like kind.

What will be our surprise on seeing that same disorder continue and what our indignation on observing that the American privateers dare to seize vessels laden principally on the account of Spanish merchants? The accompanying papers will inform your excellency of what happened near the coast of Galicia the 9th of September to the French merchantman the *Fortune*, which was sailing from London to Cadiz, laden with commodities of licit commerce, as stated in statements by our na-

tionals. The name of the privateer was not stated, but it was probably the same as one of those that on one of those days entered the ports of Corunna and Ferrol, where they recieved a very warm welcome and received the assistance that they needed; which circumstance makes so much more odious the deed under discussion.

Of course the king's subjects suffer a most significant injury once the prize has been sent to America; and setting aside the ordinary risks of the sea, it could be captured by any ship of the British fleet, or the bulk of its cargo be distributed then and there before they take truthful note of its name, flag, and other identifying characteristics.

I shall not cease to expound how indecorous it is for the crowns of Spain and France to tolerate such excesses, and how unjust it would be to leave their respective subjects exposed in peacetime to tricks of like nature. Neither shall I expound, as I could, upon the increase that these excesses would take once tolerated, and on the general consternation there would be if the American privateers turned into pirates and whose example the English privateersmen as well as many others from several nations would likewise follow. But if I shall demonstrate to your excellency that the episode of September 9th has vexed the king to a high degree, by falling back on what we already knew, and by the circumstance of it having taken place in sight of our very ports, whose help they came daily to solicit; and although in my letter of the second I had suggested taking measures to send some aid in money or bills of exchange to those deputies, His Majesty concludes in commanding me that the aid be suspended. The king understands that it would be very improper to exercise such acts of generosity at the same time we are receiving such scandalous insults, and, above all, His Majesty desires to assure himself that, without the least procrastination, the prize referred to be restored with complete compensation for the damages caused, and that in the future similar episodes will not be repeated. Thus if, in order to obtain protection in our ports, the American privateers look on themselves as subjects of the current government, to the Congress, and in treating of their particular outrages they have excused themselves as if it has no authority over them, it would be a contradiction repugnant in a thousand ways, and above all incompatible with the security of nations.

I excuse myself from entering into many other obvious considerations and will only point out that the American deputies will do well to reflect on the damage to which they expose the cause of their nation if they arrive at the point of offending the courts of Spain and France, in as much as the resentment of these courts could overturn all the plans of the current government of the colonies. I conclude in recommending to your excellency to speak seriously about this matter with the Comte de Vergennes and as well to make the deputies understand the grave consequences that they incur because of the just anger of His Majesty. That God may keep you many years is my desire. San Lorenzo, 23 October 1777.

El Conde de Floridablanca

P.S. I have just learned that the privateer *Hawke* seized the schooner *Adventure* on our coast of Bilbao and for that reason it has been declared an unlawful prize.

The same thing has happened at San Sebastian with the prize the *Elizabeth*, made by the American John Buffinton.

October 24

THE LONDON PACKET; OR, NEW LLOYD'S EVENING POST (LONDON),  
WEDNESDAY, OCTOBER 22, TO FRIDAY, OCTOBER 24, 1777

Friday, October 24. London.

The *Dolphin*, Wentworth, from South Carolina, with rice, for Cadiz, is taken by the *Levant* frigate, and sent into Gibraltar; there is also sent into the same port the *Glover*, Harris, from St. Andera, for Marblehead, with blankets, &c. taken by the *Alarm* frigate.

WILLIAM COOLEY AND W. STILES TO THE COMMISSIONERS OF THE CUSTOMS

Honble Sirs.

Cap<sup>t</sup> Watt late of the Ship *Jamaica* and Cap<sup>t</sup> Hooper of the *Nanny* both from Jamaica, and Cap<sup>t</sup> Marshall of the *Sally* from Dartmouth to Newfoundland, and Cap<sup>t</sup> Athens of a Schooner from New York with several other Passengers landed at this Port last night from Port L'Orient having been taken and carried in there by the *Raleigh* (a Frigate belonging to the Rebels) of 32 Guns under the Command of one Thompson. The two first mentioned Captains informed the Surveyor and Landwaiters, when they were examining their Baggage—"that before they left L'Orient the Cargoes of their Ships were discharging and intended to be Sold. That the *Raleigh*, and her Consort the *Alfred* of 22 Guns were landing their Gunpowder and Stores in the King's Arsenal in order that they may go into the Kings Dock—That there was a Frigate at L'Orient ready to be launched for the Rebels, that she was to be Commanded by an Irishman and manned by the French—This Frigate when ready in Conjunction with the *Raleigh* and *Alfred* were to Convey from L'Orient to America near Twenty Sail of Ships laden with Stores &c."—We think it Our Duty to Communicate this Information to Your Honours, and are in haste to save Post, with great Respect, Your Honours Most faithful and Obedient Hble Servants

Custom House.

W. Cooley

Portsmouth

W. Stiles

24<sup>th</sup>. Oct<sup>r</sup> 1777.<sup>1</sup>

Copy, UKLPR, C.O. 5/149, 507–8. Addressed at foot of letter: "Honble Commiss<sup>rs</sup> of the Customs." Docketed: "Copy of a Letter/from the Coll<sup>r</sup> & Compt<sup>r</sup> of/Portsmouth to the Comm<sup>rs</sup> of the Customs/dated 24<sup>th</sup>. Octo<sup>r</sup> 1777." Notation: "In M<sup>r</sup> Stanleys of the/25<sup>th</sup> Octob<sup>r</sup> 1777." Enclosed in Edward Stanley to William Knox, 25 Oct. 1777, *ibid.*, fol. 505. Cooley was the collector and Stiles the comptroller at the Customs House, Portsmouth.

1. In an accompanying letter of the same date to Edward Stanley, Cooley and Stiles recommended that Capt. Watt and Capt. Hooper, who were on their way to London, be examined for further particulars. *Ibid.*, fol. 509.

LACOSTE CASSENAVE & CO. TO BENJAMIN FRANKLIN

M. le Docteur Franklin Paris.

Cadiz le 24. Oct<sup>bre</sup>. 1777.

Mons<sup>r</sup>.

Nos Amis M<sup>rs</sup>. Horniold & Clough ont chargé pour notre Compte et à notre consignation 19 Balles de Marchandizes sur le Navire françois la *Fortune* Capt Beltrand

Kenguen expedie de Londres pour Cadiz, ainsi qu'apert du Connoisse<sup>t</sup> & facture des d<sup>tes</sup> effets et de la Lettre des des dites Amis qui nous les apporté.—

Le susd<sup>t</sup> Navire ayant été pris dans sa Traversée par le Corsaire Americain le *Civil Usage*, nous sommes en souffrance par le manque de nos fondes, et par le deffaut de l'assortiment qui nous étoit necessaires pour notre Commerce. Notre qualité de françois justifiée par le Certificat cy joint du Consul de France a Cadiz, nous autorise a la demarche que nous faisons auprès de vous Mons<sup>r</sup> pour reclamer no dites Effets & les temoignages Publics de votre probité nous font esperer que vous voudrez bien employer vos bons Offices auprès du Congrès pour que le Capteur nous dedomage. C'est la Grace que nous vous demandons, ainsi que celle de nous croire reconnoissons d'avance et tres parfaittem<sup>t</sup> Mons<sup>r</sup> &c &c

Lacoste Cassenave et C<sup>o</sup>

(Copy)

[Translation]

Doctor Franklin Paris.

Cadiz, 24 Oct. 1777.

Our friends Misters Horniold and Clough charged to our account and consigned to us 19 bales of merchandise on board the French merchantman the *Fortune*, Capt. Beltrand Kenguen, sent from London to Cadiz, as indicated by the bill of lading and invoice of the said goods and by the letter of the said friends who sent them to us.

The above-mentioned merchantman having been taken in its voyage by the American privateer the *Civil Usage*, we are injured by the lack of our funds, and by the lack of the assorted goods that we need for our trade. Our being French subjects, proved by the enclosed certificate from the French consul in Cadiz, authorizes the representation that we make to you to reclaim our said goods, and the public report of your honesty leads us to hope that you will willingly use your best influence with the Congress in order that the captor indemnify us. This is the favor that we ask of you, as well as that you believe us grateful in advance and very perfectly, sir, &c. &c.

Lacoste Cassenave et C<sup>o</sup>

(Copy)

Copy, DNA, PCC, item 45, pp. 283–84 (M247 roll no. 59). For a similar letter to Franklin from Pierre Deschamps, dated Cadiz, 14 Oct. 1777, see *Papers of Benjamin Franklin* 25: 69–71.

## October 25

ADMIRAL SIR THOMAS PYE TO PHILIP STEPHENS

Sir,

*Sandwich* at Spithead 25<sup>th</sup> Oct<sup>r</sup> 1777.

Inclosed is a Paper containing some Intelligence I yesterday received from M<sup>r</sup> Hooper, late Master of the *Nancy* West India Ship, and M<sup>r</sup> Kennedy, a Passenger in her, who were taken by the *Raleigh* and *Alfred* two Rebel Privateers, with the Descriptions of the said Privateers, which I beg leave to lay before their Lordships.

I have given His Majesty's Ships under sailing Orders, Descriptions of the above mentioned Rebel Privateers, and shall communicate the same to the other Ships under my Command before they proceed to Sea. I am [&c.]

Tho<sup>s</sup>. Pye



L, UkLPR, Adm. 1/955, 190. Addressed at foot of letter: "Philip Stephens Esq<sup>r</sup>." Notation on verso of letter: "27 Oct<sup>r</sup> Send Copy of the inclosed. (This far) to S<sup>r</sup> S. Porten fr Lord Weym<sup>o</sup> infor<sup>n</sup> Send the description to L<sup>d</sup> Shuldham to be distrib to [hM?] wars[hips] assent & approve of having done." For Stephens's reply, noting the Lords Commissioners's acknowledgement and approval, see Stephens to Pye, 27 Oct. 1777, in UkLPR, Adm. 2/556, 112-13.

[Enclosure]

Particulars of the Information given by M<sup>r</sup> Hooper, late Master of the *Nancy* West India Ship, and M<sup>r</sup> Kennedy a Passenger on board her, to Admiral Sir Thomas Pye 24<sup>th</sup>. October 1777.

M<sup>r</sup> Ant<sup>y</sup> Hooper Master of the *Nancy* West India Ship, and M<sup>r</sup> Kennedy a Passenger, having been taken the 1<sup>st</sup> Sept<sup>r</sup> last in that Ship by the *Raleigh* and *Alfred* two Rebel Privateers, the former was put on board the *Alfred* and the latter on board the *Raleigh*, and was in her when she engaged His Majesty's Sloop the *Druid*. M<sup>r</sup> Kennedy says one Man was killed, and the 1<sup>st</sup>. Lieutenant and a Boy wounded on board the Privateer.

They were carried into Port L'Orient and on the 11<sup>th</sup>. Ins<sup>t</sup> sailed from thence with Seventy other Prisoners in a French Brig for England.

The *Ann Susannah*, laden with 500 Hogsheads of Sugar, John Taylor Master and the *Jamaica*, a Ship of three Decks (both taken by the *Raleigh*) left L'Orient the same Day, said to be bound to some Port in Spain, but are supposed to have gone back again to Port L'Orient, so soon as the French Brig which carried the Prisoners was out of sight. The Seventy Prisoners intended to have attempted retaking the two Jamaica Ships, had they not been escorted out of the Harbour by Boats manned and Armed with French Officers and Men.<sup>1</sup>

#### Descriptions of the two Rebel Privateers

The *Raleigh*, Thomas Thompson Master, carries 36 Guns and 200 Men.<sup>2</sup>

116 feet keel, 36 feet Beam small Quarter Galleries and a yankey Head with a feather in his Cap, a Sabre in his right Hand: is designed for Sir Walter Raleigh the greatest part of her Stern and Head Painted white. her Ports are very large.

On her Main Deck, Twenty 12 and Six 9 Pounders

Quarter Deck Six 6 Pound<sup>rs</sup>.

ForeCastle Four 6 Do.

In each Top Two Swivels and an Arm Chest

On Her Taffrel Two Cohorns

Runs her two stern Chases out of the Cabin Windows

Her Sails are cut like an English Man of War's except her Top gallant sails which are more like a Merchant Ship's

Whole Mizen Yard. short top gallant Mast heads very large main topmast Stay sail, Studding sails and Driver. All her yards very Square This Ship sails very fast before the wind.

The *Alfred*, Elisha Hinman Master. carries 20 Guns and 160 Men.

A Merchant Built Ship very lofty. her head is much like the *Raleigh*

On her main Deck. Twenty 9 Pounders

Swivels on her Fore Castle.

Four Cohorns in each Top with a Chest of Arms

This Ship's yards are not square, her Sails are the same as when in the Merchant Service. Taunt Masts, two Top gallant masts, with long Royal Masts and sets a flying Mizen

Top gallantsail, her Studding sails are very large Waist Cloths black with white borders as in the Tops. her breast work on the quarter Deck is is about 5½ feet which the Master said should be cut down in France.

She can run out four Stern Chases. 2 in the Cabin, and 2 on the Quarter Deck.

This Ship sails poorly particularly on a wind

They both have a Top and Poop Lanthorn. The *Raleigh* is now cleaning at L'Orient and the *Alfred* is cleaning opposite Port Louis.

The *Raleigh's* Powder was taken out by the King's powder boat, and put into the King's Store. her Guns are landed on St Michael's Island. A main Mast was making for her in the King's Yard, if her own would not do—on the 10<sup>th</sup> Sept<sup>r</sup> it was sprung, but well fished again.<sup>3</sup>

These Ships were well found with every thing, and were in no distress—they only wanted to clean their Bottoms.

Two thirds of the Crews of the above Rebel Privateers consist of English, Irish and Scotch. In their Ensigns are thirteen stripes, and where the Union formerly was, is a blue field with thirteen white Stars, these Colours are only carried by the Continental Ships, which have Commissions from the Congress.—

D, UKLPR, Adm. 1/955, 191-92.

1. In the margin, in Stephens's hand: "See last Page, & Copy within { }." Stephens marked the enclosure from the beginning to this point with brackets, indicating the portion to be copied for Lord Weymouth's information.

2. In the margin: "N.B. The Master of the *Raleigh* is an Englishman but married in America. he was several years Master of a Ship which traded from London to St Vincent—her two Lieutenants are Irish Men."

3. Stephens bracketed this paragraph to be copied for Lord Weymouth's information.

#### "EXTRACT OF A LETTER FROM PLYMOUTH, OCT. 25."

Arrived at Catwater the *Betsy* schooner, John Galle, late Master, from Nantz, bound to North Carolina, with salt, bale goods, gunpowder, and arms; a prize taken by his Majesty's ship *Centaur*. This vessel carried a cargo of rice and indigo to Nantz, and was taking back a cargo in return. By this vessel we learn that the river of Nantz swarms with American vessels.

*London Chronicle*, 30 Oct.—1 Nov. 1777.

#### WILLIAM MCCREERY TO JOHN ADAMS

Sir

Bordeaux 10 October 1777

I did myself the Honour to write to you from Nantez the 29<sup>th</sup> ulto and at the same time forwarded Two News papers for you; I mentiond the Scarcity of Frigates in England but that they were fitting out Sixteen Gun Sloops, most of which I have since Heard are Sheathing with Copper, so that you may Expect them on the coast of America this winter, they have lately fitted out Sloops which mount Ten 4 pounders & 60 or 70 Men—one of which has made a prize of the *Lexington* Captn Johnson, after a Hot Engagement of about Four hours He had seven killed & Eleven wounded amongst the former were two or three of his officers—He had but forty Eight men,

& they were such a Motly Crew, that people are astonishd at his Having made so Gal-lant a resistance—

A Twenty four Gun Ship belonging to Coll Langden of N:E sent in a prize loaded with Fish a few Days ago, but as she hoisted the E Colours with the union down to Shew that She was a prize, she was Stoped below by a French Frigate Stationd there to prevent these things to Search our Vessels for their Seamen which they dont allow us to have now, Had they Hoisted either American or French Colours, there would not have been the least hindrance, The vessel is sent Bilboa by Mess<sup>r</sup> Delaps to whom She was consigned—

The Carolinians have been peculiarly unlucky of late in the vessels which they Sent to Europe. Four out of 5 which got into the Bay were taken, & I Saw a Letter from Cadiz yesterday which mentions two vessels from Carol<sup>a</sup> having gone in there and that the Masters immediately waited on the E. Consul & took the oath of allegiance to the King of England: they were the *Hawk* Capt Follow & the *Diana* Cap<sup>t</sup> Ingersall. It also mentions a report of two privateers being taken and carried into Gibraltar—I much fear we shall loose most of our Men by these cursed little privateers—Whatever prisoners we take in Europe are put ashore & returned immediatly to England—but ours when taken are carryed there & put into close prison where they are by all accots used most cruelly—

An Insurance office has been lately established here & I am told it is a very good one—The premium to & from America is thirty  $\text{p}^{\text{c}}$

I think the Congress would be much better servd from this port in many things, than at Nantes—for instance in Soldiers cloathing for as Montauban & where the Cloathing comes cheepest is much nearer to this port than nantes, and the Carriage is nearly all by water, whereas what goes by Nantes is first Sent several Hund<sup>d</sup> Miles by land to paris from thence part by Land & part by water to Nantes, There must certainly be a very great difference in the expence, your agent here (if you had one) could have them immediately from the Manufactures & get them made up at the Same place on very good terms Shirts Stockings & Shoes come on as good terms to this port as any other, Hatts come better from Nantes—

I believe you will agree with me that an agent for Congress ought to be in the first place, a punctual Man with a good Capital of his own, be in good Credit, have the best connections abroad & at home & have an inclination to do every Service in his power to America—Such a Man there is in Bordeaux I mean Mr Delap who continues agreeable to His Fathers will the Firm of S & J H. Delap From the Same cause he remains Single in Trade and has been obliged to refuse very lately Several offers of partnership, in particular one with an agent here of yours now at Nantez which I believe has occasiond a miff—

Should Congress see cause to Employ an agent here you may depend, there is no House so fit for the purpose, and as I have in all the Letters which I have had the Honour to write you, given my own Sentiments & opinion very freely I will now just mention what I think Congress may very well do—In the first place let Faithfull active Men be employ'd in Virginia and Maryland, (for Tobacco at present is the best article you can send to Europe) to purchase & load vessels, and when ready to Sail forward by Several different conveyances Bills of Lading to your agents here with orders to insure the whole,—At the Same time let directions be given about the returns which may be got ready immediately—If the vessel arrives safe Mr Delap will advance

as near the amount of what the Cargo is likely to bring & not detain the vessel for the Sale of it—Should Several thousand Hog<sup>ds</sup>. arrive at the Same time—his Credit is so extensive that he could immediately Ship for the whole, if the vessels are lost he recovers the insurance agreeable to orders—

I believe our publick credit has sufferd much in Europe for want of punctuality—I have had very unfavourable accotts of the French Gentlemen in Nantes who were concernd with mr T Morris<sup>1</sup> as to the Latter I have been an Eye witness to his incapability of Serving the publick his Friends or himself—Mr Ross I am informd is a first rate Merchant & bears here an Excellent Character He is by every act [*account*] very capable & very worthy—

Cap<sup>t</sup> Ashburne in a Brigg from Cinespuct [*Sinepuxent*] is arrivd here this morning with a 100<sup>d</sup> Hhds of Tob'o She is own'd in Philad<sup>a</sup>.

I would be exceedingly obliged to you to inform me How your publick magazines & furnished and what articles are most wanted as I Should encourage Speculation as much as possible & give most encouragement to Ship what you stand most in need of—I should be glad to have your opinion of what consequence our Trade to france may be when a peace is concluded, if I thought it would be considerable hereafter I would Settle in Bordeaux if otherways in Nantes, Yet there so many Americans Setling at Nantes that I am advised to Settle in this place I must determine Soon, & Shall take the liberty to advise you of it, and beg your interest with your Mercantile Friends to the Northward—I am [&c.]

W. M. Creery

Dear Sir

Bordeaux oc<sup>thr</sup> 25

Since writing the above which I found no op<sup>ty</sup> [*opportunity*] of forwarding the prize with fish has got into Bilboa & the vessel which took her has got into this place She is the *portsmouth* from portsm<sup>th</sup> commanded by capt Hart & mounts 24 Guns She was Stop'd below by the Frigate, but Mr Delap procured permission for her to Stay 3 Days that She might refit when the time expired She was orderd out in 24 hours & the Carpenters not being able to finish in that time, Mr Delap was obliged to apply to the Admiralty once more & with great difficulty obtaind 3 days more permission Hence you may perceive the Difficulty there is with Such vessels at this port, & that it all proceeds from the fear that this Court has of England—

Let me assure you of one thing, that if a war Should chance to break out in Europe it will not happen through affection to America, all that is aimd at here, is to keep the flames of war from dieing, I mention this only to yourself, It is not necessary to let it be publickly known in America—However I have the happiness to assure you of what I little expected, the people of Holland begin in reality to think justly of America & of England also, the former they are begining to trust—The credit of England begins to Shake & a little good News from America would Effect what the weakness timidity or Jealousy of princes refuses—it would gain us credit with individuals—The Merchants of Holland are petitioning the States for Convoys to protect their Trade, 3 of the provinces have voted Six Ships of War to go to St Eustatia & it is Supposed the others will accede—letters from Germany mention that it is very difficult to obtain Recruits for the English Service in America—

I beg you will be So good as to Let me hear from you I have not been able to procure the Books I wanted for you, all I can now Send you is an Irish Magazine for july, I am [&c.]

W. Creery

I have determined to Settle in this place.

Copy, MHi, Adams Papers. Docketed: "McCreery"; "October 10<sup>th</sup> & 25<sup>th</sup> 1777."

1. Pliarne, Penet & Co.

## October 26 (Sunday)

### JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1777*]

26<sup>th</sup>. [Oct<sup>r</sup>] Sunday foul w<sup>r</sup> this Day the People in the Itchey ward Detected in a plan Laid to Elope, by a pass made thr<sup>o</sup>. the Drean, thr<sup>o</sup>. which the Most of us Ex-pected to pass but are Disappointed the Guard Com<sup>nd</sup>. Six to y<sup>e</sup>. B.h. [*black hole*].

D, McHi, Jonathan Haskins Journal.

### GABRIEL DE SARTINE TO ENSEIGNE DE VAISSEAU LE MARQUIS DE MONTBAS

A M Le M<sup>is</sup>. de Montbas

Ens<sup>e</sup>. de V<sup>au</sup>. Command<sup>t</sup> La Corvette du Roi

L'*Etourdie* à Bordeaux.

Fontainebleau Le 26 8<sup>bre</sup>. 1777.

J'ai reçu, M, les Différentes Lettres que vous m'avez écrites dans le courant de ce Mois, pour me rendre compte de ce qui se passe dans la Riviere de Bordeaux, relativement aux Bâtimens Anglo-américains; et je ne puis qu'approuver en général la conduite que vous avez tenue à leur égard dans les diverses circonstances.

J'ai appris avec plaisir que la prise Le *Mercury*, Cap<sup>ne</sup>. jean Still,<sup>1</sup> a appareillé aussitôt qu'elle a pu se procurer les secours qui lui étoient nécessaires: vous avez bien fait de laisser remonter la Rivière au N<sup>re</sup>. Le *Duc de Chesuel*. Les marchands anglois n'ont jamais de passeports; mais, seulement une police et des Connoissemens. Il en est de même des Bâtimens insurgens et vous ne devez faire aucune difficulté de laisser remonter ceux qui auront un chargement en marchandises: La prohibition ne regarde que les Corsaires; Le Commerce doit être libre. J'approuve que vous ayez procuré à ce Bâtiment les facilités qui ont dépendu de vous, et les Secours dont il avoit besoin pour assurer son mouillage.

En général vous pouvez admettre dans le Port tout Bâtiment qui a une Cargaison; mais tout Bâtiment Anglo-américain, armé seulement en guerre, soit qu'il ait une Commission du Congrès, soit qu'il n'en ait pas, doit être réputé Corsaire, et ne peut Séjourner dans le Port au delà du tems nécessaire pour se procurer les Secours de Subsistance dont il peut avoir besoin; et réparer les avaries qui le mettroient en danger si on le forçoit à reprendre la Mer avant que de s'être radoubé.

Je mande aux Officiers de l'amirauté et à M Le Moyne<sup>2</sup> de tenir la main à ce que le Corsaire américain Le *Portsmouth* redescende la Riviere aussitôt qu'il aura été

réparé, & vous veillerez à ce qu'il ne reste dans la Rade que le tems que pourroit exiger l'état de la Marée ou la contrariété des Vents. Je suis [&c.]

[Translation]

To Monsieur Le Marquis de Montbas  
Enseigne de Vaisseau Commanding the King's Corvette  
L'Etourdie at Bordeaux

Fontainebleau 26 October 1777

I have received, Monsieur, the various letters which you have written to me in this current month in order to render an accounting of what is transpiring in the River of Bordeaux relative to the American ships, and I can do no less than to approve in general the conduct that you have maintained in their regard under the diverse circumstances.

I have learned with pleasure that the prize the *Mercury*, Captain John Still,<sup>1</sup> has gotten under way immediately as soon as she was able to procure the assistance she needed: you have done well to allow the merchant ship the *Duke of Chesuel* to go up the river. The English merchants do not ever have passports but only a policy and bills of lading. It is the same with the insurgent ships and you should not present any difficulty in allowing those that are laded with merchandise to go up. The prohibition only applies to privateers: Commerce must be free. I approve of your having procured for this ship the facilities which depend on you as well as the assistance of which she has need to assure her anchorage.

In general, you may admit within the port every ship that has a cargo; but every American ship fitted out only for war, whether she has a commission from Congress or does not have one, must be considered a privateer and not be allowed to remain in the port any longer than to procure the relief of subsistence of which she has need and to repair damages that might otherwise expose her to danger if one forced her to return to sea before being refitted.

I command the officers of the admiralty and Monsieur Le Moyne<sup>2</sup> to make sure that the American privateer the *Portsmouth* returns down the river as soon as she has been repaired, and you to watch that she does not remain in the roadstead any longer than the state of the tide and contrary winds require.

I am [&c.]

LB, FrPNA, Marine B<sup>1</sup> 134, fol. 359. Notations: "N<sup>o</sup>. 1"; "Admettre dans les Ports tout Bâtiment qui a une cargaison." "To admit into the ports any vessel that has a cargo."

1. See Journal of French Navy Corvette *Etourdie*, Marquis de Montbas, Enseigne de Vaisseau, under dates 1, 6, and 8 Oct., above.

2. Commissaire Ordonateur de la Marine, or pay commissioner of the navy, at Bordeaux.

#### CAPTAIN ELISHA HINMAN TO ELLIS GRAY

Dear Sir

Port L'Orient October 26<sup>th</sup>. 1777.

The 22<sup>d</sup>. of August I sailed from Portsmouth Harbour in New England, in Company with Captain Thompson of the *Raleigh* Frigate, in our way here we took a Schooner,<sup>1</sup> from New York, bound to Nova Scotia, which we burnt—We also took a Snow<sup>2</sup> from St. Vincent's, laden with Sugar, Coffee, She we ordered for America, likewise a Brig<sup>3</sup> from England bound for Halifax, laden with Salt and some Cordage, ordered her like-

wise for America, both of which we hope are arrived safe in some American port. On the 30<sup>th</sup> of September, in the Channel of England, we took two large Ships,<sup>4</sup> from Jamaica for London, which we convoyed to this port, and have sold them. We arrived here the 6<sup>th</sup> of October, we are cleaning our Ships and refitting, and shall sail first on a Cruize, and then proceed for America. I hope to be Compleatly Manned here, which was not the case when we left America. At Portsmouth I let Captain Thompson have 20 of my Men, in order to enable him to proceed to Sea, who was at least 70 Men Short.

I assure you, Sir, it is impossible for me to give you a particular Account of American affairs, with France and Spain—but will give you my own opinion from the observations I have made here, *viz.* The French are really friends at Hart to the Americans in the present Controversy, but rather seem to decline a War at present, altho' large armaments are fitting and gitting in readiness both by Sea and Land.—They will give America every assistance in their Power, but not publicly and are determined that a final Separation of America from Great Britain shall take place, even at the Expence of a War. Spain may be said to be equally disposed as France. Both Captain Thompson and myself are treated very gently, by People of the first Characters here. We have had the honor to pay our Respects to the Duke de Durass and the Dutchess de Mazarine, by whom we were received kindly, and shewed every mark of Friendship. They did us great Honour at a public Entertainment, both by drinking our Healths and wishing us Success. We also had a similarity of Friendship shewn us from the Spanish Ambassador, who passed through this Town a few days past, in short I am convinced they are as determined as before mentioned.

Dear Sir, you will receive by Captain Thompson 4 pounds of best Tea, and Sundry Letters, which beg your care in the delivery—likewise Two Pounds of Tea for M<sup>rs</sup>. Gray and two pounds of Tea to be sent to M<sup>rs</sup>. Hinman—please to except of my best wishes for you, Spouse and Family—I am [&c.]

N.B. My Respects to M<sup>r</sup>. Dolbier & Family and particularly to M<sup>rs</sup>. Grissell.

A true Copy

Robert Walker

Sworn before me this 2<sup>d</sup> April 1778  
at St George's in Grenada.

Macartney

Copy, UKLPR, C.O. 101/21, 184–85. Addressed at foot of first page: "M<sup>r</sup> Ellis Gray Esquire Boston." Docketed: "Copy of a draft of a Letter from Elisha Hinman, to Ellis Gray Esq<sup>r</sup> at Boston in New England, found on board the Rebel armed Ship, *Alfred*, commanded by said Elisha Hinman, taken off Barbados on the 9 March 1778 by the *Ariadne* & *Ceres*. The Draft is not Signed but was acknowledged by the said Hinman before me to be the Duplicate of a Letter written by him to the said Gray. M." Notation: "In Lord Macartney's (N<sup>o</sup> 7) of 10<sup>th</sup> April 1778 (3)."

1. Name unknown, Capt. Athens, master.
2. *Nanny*, Anthony Hooper, master.
3. *Sally*, Edward Marshall, master.
4. *Anna Susannah*, John Taylor, master, and *Jamaica*, David Watt, master.

## October 27

GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

Font<sup>au</sup>. 27 8<sup>bre</sup> 1777.

Je reçois, Monsieur, la lettre par laquelle vous me rendrez compte de la suite des dispositions des f<sup>es</sup>. le *Raleigh* et l'*alfred* pour leur Carène et leur radoub. Je vous

recommande de nouveau de tenir la main à ce qu'elles soient promptement réparées et qu'elles mettent aussitôt à la voile. J'approuve que vous ayez fait délivrer les différents articles que l'on vous a demandés. Je concure également que vous fassiez remettre les deux ancres dont on a besoin, afin qu'il n'y ait aucun prétexte de retard. Je Suis [&c.]

de sartine

veillés avec soin à ce qu'il ne soit embarqué sur ces deux batimens aucune munitions de guerre de quelque espece que ce soit.

[Translation]

Fontainebleau, 27 October 1777.

I have received, Sir, the letter by which you reported to me the progress of the arrangements of the frigates *Raleigh* and *Alfred* for their careening and caulking. I again recommend that you be certain that they be repaired promptly and that they set sail immediately afterwards. I am authorizing that you deliver the different articles that have been asked of you. I also agree that you may forward the two anchors they need so that there may be no pretext for delay. I am, Sir, [&c.]

de sartine

Watch carefully that no ammunition of any kind be taken on board of these two vessels.

L, FrLAL, series 1, E<sup>4</sup> 80, fol. 66. Addressed at foot: "M. Gonet."

#### LORD GRANTHAM TO LORD WEYMOUTH

[Extract]

N<sup>o</sup>. 59.

Escorial, 27<sup>th</sup>. October, 1777.

My Lord,

... M. Florida blanca has acquainted me, that the Vessel, which was said to have been taken at Bilbao,<sup>1</sup> and which I mentioned in mine, N<sup>o</sup>. 56,<sup>2</sup> had not been allowed to be kept by the Privateer who took it, but had been released upon my Application.

I enclose to your Lordship a List of Prizes taken by Sir Thomas Rich, and Captain Mann, and carried into Gibraltar on the 13<sup>th</sup>. Ins<sup>t</sup>. ...<sup>3</sup>

The Rebel Privateers, *Raleigh*, of thirty two Guns, commanded by Thomas Tompson, and, the *Alfred*, of twenty two Guns, commanded by J. Henman,<sup>4</sup> have sent a Prize into Coruña, the Brig *Sally*, Edward Marshall, Master, of Bristol, bound from Dartmouth to Newfoundland with Salt. ... I have the Honour to be [&c.]

Grantham.

L, UKLPR, S.P. Foreign 94/204, 298–99. Addressed at the foot of the page: "[To] Lord Viscount Weymouth; /&c<sup>a</sup>. &c<sup>a</sup>. &c<sup>a</sup>." Docketed: "Escorial 27 October 1777/Lord Grantham/(N<sup>o</sup> 59)/R. 14 Nov<sup>r</sup>/two inclosures."

1. Schooner *Adventure*, Captain Gorrequer. See Ventura Gomez de la Torre and Barrera to Lefras and Le Mesurier, 4 Oct. 1777, above.

2. Lord Grantham to Lord Weymouth, 13 Oct. 1777, above.

3. British Prizes at Gibraltar, 14 Oct. 1777, above.

4. Elisha Hinman.



## JAMES GARDOQUI TO ARTHUR LEE

Hon<sup>ble</sup> Arthur Lee Esq<sup>r</sup>.

My Dear sir

Madrid 27<sup>th</sup>. Oct<sup>re</sup> 1777

Under 16<sup>th</sup>. Ins<sup>t</sup> I had the pleasure to write you my last, since which continuing without your favours have to inform you that the latte uncommon beheaviour of some of your privateers towards the French vessells, & spanish property has much offended the nation, & altho' you may probably have satisfied those complaints 'ere now, I think it wou'd not be amiss to loadge an order in the several ports for such commanders of arm'd vessells as shou'd putt in that they not meddle with either of those two nations.

Since my said last I have been inform'd of the plan I am to follow about remitting goods, so that as soon as I hear of the sum & that I may begin upon it you may depend on my uttmmost expedition.

By advises from Nantz I hear two of your frigates<sup>1</sup> are safely arriv'd at L'orien & with good news about the army at Saratoga. if so I hope you will inform me without loss of time, as besides it being of service towards you I am impatient to hear of your success, may the Almighty grant it acording to the wish of your Real Fr<sup>d</sup>. [&c.]

L, MH-H, Arthur Lee Papers, bMS AM 811.2 (80). By permission of the Houghton Library, Harvard University.

1. Continental Navy frigate *Raleigh*, Thomas Thompson, and Continental Navy ship *Alfred*, Elisha Hinman.

## October 28

## NEW-LLOYD'S LIST (LONDON), TUESDAY, OCTOBER 28, 1777

The *Two Friends*, M'Gregor, from Cadiz to New-York, was taken in Lat. 40, Longit. 61, by the *Glaister* Privateer of 16 Guns, John Colson Commander<sup>1</sup>

The *Lovely Peggy*, Fitzgerald, from Waterford to N. foundland, was taken the 7th of Sept. by the *Independent* Privateer, Captain Young, and sent to America; the Capt. and Crew were landed at Nants by the Privateer.

The *Adventure*, ———, that was taken off Bilboa, and carried into that Port, by the Americans, is released, and the Captain of the Privateer<sup>2</sup> ordered to pay all Charges.

The *Nancy*, Payne, from Malaga to Dublin, was taken by the Americans,<sup>3</sup> but retaken by the *Alarm* M. W. . . .

The *John*, Merton, from Limerick to Bourdeaux, is taken by the *Hector* Man of War, and sent into Portsmouth.

The *Charm. Betsey*, ———,<sup>4</sup> from Charles Town, with Rice, is taken by his Majesty's Ship *Mars*, and sent into Portsmouth.

1. Massachusetts privateer brigantine *Gloucester*, John Coulston, commander.

2. Massachusetts privateer schooner *Hawke*, Jeremiah Hibbert, commander.

3. Massachusetts privateer schooner *Hawke*, Jeremiah Hibbert, commander. NDAR 9: 657–58.

4. Ephraim Gardner, master. *Daily Advertiser* (London), 29 Oct. 1777.

DEPOSITION OF WILLIAM BRAY CONCERNING THE SLOOP *CHESTER*

Minuted on a twelve stivers Stamp

Copy

On this 28<sup>th</sup> day of October 1777, Before me Adam Schadee, Notary Publick, Sworn and admitted, residing in the City of Rotterdam, and Witnesses afternamed, personally appeared, Capt<sup>n</sup>. William Bray, late master of the sloop Called the *Chester*, being of Competent age, and did attest in behalf of whom it may Concern, and to Serve and avail as occasion may require; that he the said deponent with the said sloop, in the bay of Honduras being laden with a Cargo of Beefhides, fustick, Logwood, Pimento and sundry small articles, sailed out of said bay to sea on the 26<sup>th</sup> of April of this year 1777, bound to this port of Rotterdam.

That in prosecution of his said intended Voyage on the 28<sup>th</sup> of May following off the Havana, he was brought too by a Letter of Marque ship Called the *Union*, Commanded by Capt. Hamilton, and belonging to London, from Jamaica bound to NewYork, who having overhauled his the deponents papers, discharged him, and supplied him with a Cask of Water and some Sugar, and that he Deponent kept Company with her through the Gulf of Florida,—and parted with her on the 3<sup>d</sup>. day of June in the Latitude of 29 deg<sup>s</sup>. 25 min<sup>s</sup>. North, and in Longitude 77 deg<sup>s</sup>. 43 min<sup>s</sup>. West from London.

That on the 13<sup>th</sup>. of said month of June he was Obligated to put into the Island of Bermudas, to take on board some provisions and Water, and sailed from thence on the next day on his intended Voyage; That soon after, and even whilst he had the Bermudas Pilot on board, he was brought too on the South west End of the said Island of Bermudas by two American Privateers, lying at an anchor there, being two Brigantines, the one Called the *Fair American*, mounting twenty Guns and about fifty men, the other the *Experiment*, mounting twelve Guns and about forty men, Commanded by Charles and Francis Morgans Brothers, both belonging to Charlestown in South Carolina, who took the Pilot out of his said Sloop, and ordered him to bring too between them both, which being done, they kept the Said Sloop betwixt them till the 17<sup>th</sup>. when they took him Deponent and his whole Ships Company (except his mate) being Eight in number, out of the said sloop, and placed him deponent and seven of his men on board of the *fair American* Privateer, and the Eighth man on board of the *Experiment*, and kept onely the Mate of the said sloop, being a Dutchman, and Called Michiel Steenblank, on board of her; that directly after they put the prize-master on board of the said sloop, mann'd her; and sent her up to Charlestown aforesaid, notwithstanding he deponent argued very much against it, and showed them a document, by which it was plainly proved, that both the sloop and her Cargo were Dutch property, and belonged and were Consigned to M<sup>r</sup>. Anthony Ameloo, merchant at Rotterdam, which document they sent in the sloop to Charlestown aforesaid.

That thereupon the two Privateers with him deponent and the beforementioned Eight men of his Ship's Company on board, steered for S<sup>t</sup>. Eustatia, where they arrived on the fifth or sixth day of the month of July last past, and would not allow him deponent or any one of his Ship's Company to go on shore, (except ones on the 14<sup>th</sup>. or 15<sup>th</sup>., when he deponent was allowed to go on shore to take a walk with the first and Second Lieutenant of the *Fair American* Privateer, by whom he was guarded all the time,) but kept them all on board of the privateers till the 18<sup>th</sup>. of said month of

July at night, at least one hour after Sunset, when the Privateers weighed Anchor and made Sail, and after making three or four tacks, brought a shoreboat too, which was plying there, and put him deponent and three of his Ship's Company, viz<sup>t</sup> his Boatswain, a Portuguese and two of his Seamen, one being an Englishman and the other an Irishman, in the boat, and sent them on shore, and kept one of his the deponent's seamen against his inclination on board of the Privateers the *fair American*, Charles Morgan, the Commander of said Privateer telling him "you are a Dutchman, and too valuable a young Lad to part with you, and you may as well fight for the Americans as for the English" and the remainder of his deponent's ship's Company (being three Irishmen and one Rotterdammer, Called Hermanus Hubregts) having voluntarily Entered on board of the Privateers.

That at about Eight o Clock that night, he deponent and his said three men Came on Shore at S<sup>t</sup> Eustatia, where he deponent staid till the twentieth, when he Sailed from thence in the Passage boat to the Island of S<sup>t</sup> Christopher's, where he arrived the same day, and from whence he took his departure on the first of August last past in an English Ship, Called the *Venus*, John Smith Commander, of and for London, in a Large fleet of English ships under Convoy of four English men of war, and arrived in London, some time this month of October, and on the twenty seventh in this City. And Lastly he Deponent did attest, that Peter Theodore van Tejligen, Esq<sup>r</sup> bought the said sloop *Chester* upwards of fifteen months ago in Black River on the Musquito Coast, and he deponent sailed in her in his service ever since, till she was taken, and that in the beginning of this year one thousand seven hundred seventy seven, a proper proof of the Said Sloop and her said Cargo, being Dutch property, and belonging to the beforementioned M<sup>r</sup> Anthony Ameloo as aforesaid, hath been made, and Sworn to in the bay of Honduras, before an English Judge in Said bay, and also that the said sloop *Chester*, from the time of her departure out of said bay, till the time of her being taken as aforesaid, never hoisted any other but Dutch Colours, and had Dutch Colours hoisted, at the time of her being seized by said Privateers. Wherefore he this deponent in name of himself and his ship's Company, and also in name of the said M<sup>r</sup> Anthony Ameloo, and all others anyways Concerned in the said sloop *Chester* and her Cargo, did and doth hereby solemnly protest against the said Charles and Francis Morgan, and their Ship's Companys, and all others Concerned, for all Losses, damages, detriments, Costs, Charges and expenses, allready had, suffered and sustained, and, yet to be had suffered and sustained, on account of the seizure and detention of the said Sloop and her Cargo, to be recovered in time and place Convenient. Proffering to make Solemn Oath to the Contents hereof, if thereto required.<sup>1</sup>

Thus done and protested in Rotterdam aforesaid in the presence of Abraham Sevenbergen and Rynart Frier, Witnesses the minute hereof is duly signed, quod attestor (Signed) LS Adam Schadee 1777. Not<sup>s</sup> Pub<sup>s</sup> & Translator.

#### Jurat

In Court of the Gentlemen Commissioners of the Maritime Laws of the City of Rotterdam, appeared Capt<sup>n</sup>. William Bray late Master of the sloop Called the *Chester*, deponent herein mentioned, who made Solemn Oath on the Holy Evangelists of Allmighty God, by us to him Lawfully administred, after having said affidavit Clear and distinctly read to him, by Adam Schadee, Notary Publick and Sworn English Translator at this City, that all the Contents of said affidavit, are in all points just and

true, and that he deponent did persist therein. So help him God. Done at Rotterdam this 29<sup>th</sup>. day of October 1777.

as Secretary

(Signed) A<sup>s</sup>. J<sup>s</sup>. V<sup>n</sup>. Ravesteÿn

This is a true Copy of the Original Affidavit Protest and Jurat, attested by me Notary Publick and Sworn English Translator at the City of Rotterdam, this 30<sup>th</sup>. day of October 1777

Adam Schadee

1777. Not<sup>s</sup>. Pub<sup>s</sup>. & Translator

Copy, DNA, PCC, item 45, pp. 109–12 (M247 roll no. 59). Notation at top of first page: “Van Berckel.” The copyist ran the text together, indicating paragraph breaks with a symbol. This copy, as well as other supporting documentation, came to the American Commissioners in France covered by two letters dated 30 Oct. from those interested in the sloop and its cargo, asking redress: Anthony Ameloo, Franco and Adrianus Dubbeldeemuts, and Pieter Willemssen to the American Commissioners, and Franco and Adrianus Dubbeldeemuts to the American Commissioners. *Papers of Benjamin Franklin*, 25: 122–24. For the commissioners’ reply to the Dubbeldeemuts, 10 Nov. 1777, see *ibid.*, 147–48.

1. The sloop *Chester* was condemned as good prize to the *Experiment* and *Fair American* privateers, in South Carolina Admiralty Court on 14 July 1777. See copy of the decree in DNA, PCC, item 45, pp. 241–47 (M247 roll no. 59) and in DNA, Records of the Court of Appeals in Cases of Capture, 2 Dallas 41. Found on board the sloop and presented as evidence in the case was a letter from Peter Theodore van Teÿlingen, dated St. George’s Key, 26 Apr. 1777, which instructed Bray to hoist British colors and show his English ship’s papers if he encountered a British ship of war; if he had any doubt whether the warship was American or British, he was to hoist a Dutch jack and state that the vessel belonged to “Mr. Anthony Ameloo in Rotterdam, as also her loading. For which purpose I have sold them to him so that it may be safely declared upon Oath that it is his property.” DNA, Records of the Court of Appeals in Cases of Capture, 2 Dallas 41. Efforts of the Dutch merchants through diplomatic channels to have the decision reversed failed finally in 1787, when the United States Court of Appeals heard arguments as to whether an appeal should be allowed. The court refused the appeal on the grounds that the procedural irregularities of not having the master give evidence and not presenting documents on the sloop’s sale to Ameloo had not prevented substantial justice. The court determined that, in any case, the *Chesters* should have been condemned: Although van Teÿlingen was Dutch by birth, his permanent residence as a merchant in British territory made his property subject to being treated as British; the transfer of ownership to Ameloo “appears to have been intended merely to deceive and cover under the name of Friend, property which ought to be considered as that of an Enemy.” *Ibid.*; see also Henry J. Bourguignon, *The First Federal Court: The Federal Appellate Prize Court of the American Revolution, 1775–1787* (Philadelphia: American Philosophical Society, 1977), pp. 293–94.

#### GABRIEL DE SARTINE TO MARQUIS DE BOUILLÉ

A M Le M<sup>is</sup>. de Bouillé

Command<sup>e</sup>. G<sup>nl</sup> à La Martinique

Fontainebleau Le 28. 8<sup>bre</sup>. 1777.

J’ai reçu, M les Lettres que vous m’avez f<sup>t</sup> lh<sup>r</sup>. de m’écrire le 16. août N<sup>o</sup>. 67 et 68.

Je répons aux art<sup>es</sup>. de ces deux Lettres qui concernent les Bâtimens en Station aux îles du vent.

Je vois que vous vous proposiez de concert avec M Le Command<sup>e</sup>. de Dampierre de f<sup>r</sup>. passer La *Renommée* à St<sup>e</sup> Domingue à la fin du mois d’août et qu’après le départ de cette frégate il a du vous rester l’*Amphitrite*, La *Blanche* et la *Diligente*. Vous m’observez qu’il ne faudroit plus que deux Corvettes pour que ces forces fussent suffisantes.

D’après votre observation, je fais partir la Corvette L’*Etourdie* Commandée par M Le M<sup>is</sup>. de Montbas Ens<sup>e</sup>. de V<sup>au</sup>.; et comme des 3 frég<sup>tes</sup>. qui escortent les Convois

de Troupes, une est destinée ☿. rester en station à La Martinique, Elle tiendra lieu de la seconde Corvette que vous demandez. Ainsi les forces en Station aux îles du vent, consisteront en 1 Vau. et 9 frégates ou Corvettes.

Je fais partir un supplément de vivres pour la *Prothée* et L'*Amphitrite*; et j'espère que cette Lettre ci arrivera assez tôt pour que M de Dampierre n'en soit pas encore parti. Quant à L'*Amphitrite*, l'ordre porté par ma Lettre du 9 juillet, prescrit à M de Dampierre de ne laisser partir aucune frégate ou Corvette que celle qui doit la relever ne soit arrivée: Je dois compter que L'*Amphitrite* ne sera pas partie.

J'ai appris avec plaisir que le Commerce est beaucoup moins troublé; et je compte que les forces que vous aurez assureront encore mieux sa tranquillité. J'ai l'h. d'être [&c.]

[Translation]

To Monsieur Marquis de Bouillé  
Commanding General at Martinique.  
Fontainebleau, 28 Oct. 1777.

I have received, Monsieur, the letters which you have had the honor to write to me on August 16th, No. 67 and No. 68. I am responding to the paragraphs in those two letters which have to do with the ships of the line on station in the windward islands.

I see that you planned to arrange with Monsieur the Commander de Dampierre to have the *Renommée* sent to Saint Domingue at the end of the month of August and that, after the departure of this frigate, he was supposed to leave you the *Amphitrite*, the *Blanche*, and the *Diligente*. You made the observation to me that no more than two corvettes would be necessary in order to make these forces suffice.

Following your observation, I have arranged for the departure of the corvette L'*Etourdie*, commanded by Monsieur the Marquis de Montbas, Enseigne de Vaisseau; and as of the three frigates that escort the convoys of troops one is destined to remain permanently on station at Martinique, it will take the place of the second corvette that you are requesting. Thus, the forces now stationed in the windward islands will consist of one ship of the line and nine frigates or corvettes.

I am arranging to send a supplement of provisions for the *Prothée* and the *Amphitrite*, and I hope that this letter will arrive rather quickly so that Monsieur de Dampierre might not have departed yet. As for the *Amphitrite*, the order carried in my letter of the 9th of July prohibits Monsieur de Dampierre from allowing any frigate or corvette to depart until the one which is to relieve it arrives. I must count on the fact that the *Amphitrite* will not have departed.

I have learned with pleasure that the commerce is a great deal less troubled, and I count on the fact that the forces that you will have will better assure its tranquility. I have the honor of being [&c.]

LB, FrPNA, Marine B<sup>1</sup> 134, fol. 361. Notation: "Mouvems p<sup>e</sup> les Stations[;] convois annoncés[;] supplément de vivres ☿. le *Prothée* et l'*Amphitrite*."

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon<sup>ble</sup>. Gentlemen

(N<sup>o</sup> 83)

Nantes Octo<sup>r</sup> 28. 1777.

The present serves to inform you that M<sup>r</sup> de Sartine has written to the Commissary here relative to the *Lion*,<sup>1</sup> in which he forbids that any munitions of war of

any kind be embark'd or that any pretended Clearances be made. I have not nor can I appear in this Business, but I have desired M<sup>r</sup> Peltier to assure the Commissary that no munitions of War shall be put on board except what immediately relates to the Ship; this as we have other Cargo enough will not injure us except as to Ballast, which we shall want & which I must otherways procure, but the prohibition of supplying the Americans with the necessaries of supporting the War is like being themselves our Enemies; a Soldier could fight even naked with materials, but without the means of defence, his Cloaths signify nothing to the public. I shall conform to the orders given and try to get the Vessell away as soon as I can, as to orders about not taking out false clearances, we must do as well as we can. I inclose a Note from M<sup>r</sup> Peltier on the Subject. (I have advice of 40 hhds of Cloaths being shipped and 40 more on the Road, on these latter are charges to the am<sup>o</sup> of 2191 .. 11. Sous to Bordeaux only which I suppose will be drawn on me for. The Charges on the Transportation of the Cloaths surpassing Expectation and must make them come dearer than was expected.) The Magazine now becomes an object of great Expence, near 40 men to pay weekly consumes money fast, and as this nor other Disbursments were provided for in the Credit you gave me, I apprehend that sum will be appropriated before all my Business is finished, of this however I shall inform you in time I have the honour to be [&c.]

Jon<sup>a</sup> Williams J

L, ViU, Lee Family Papers. Addressed: "The Honorable/The Commissioners of the/United States/at Paris." Docketed: "M<sup>r</sup> Williams Oct<sup>r</sup> 28 1777./Hon: Com<sup>rs</sup> to U.S./Expence of the Uniforms from Montpelier" and: "(N<sup>o</sup> 83)."

1. Frigate *Lyon*, which would become Continental Navy frigate *Deane*.

## October 29

*THE LONDON PACKET; OR, NEW LLOYD'S EVENING POST* (LONDON),  
MONDAY, OCTOBER 27, TO WEDNESDAY, OCTOBER 29, 1777

Tuesday, October 28. London.

The *Endeavour*, Mellish, from London to Villaviciosa, in ballast, was taken the 25th ult. two leagues off the said port, by the *Success* privateer of 8 carriage guns and ten swivels,<sup>1</sup> who gave the master his cloaths, and the boat to carry him and his men on shore.

1. Massachusetts privateer schooner *Success*, John Fletcher, commander.

### "EXTRACT OF A LETTER FROM GUERNSEY, OCT. 29."

"The success of the *Revenge* privateer, of our neighbouring isle, has stimulated some mercantile folks here to fit out one also; she is but small, and intended only against the American merchantmen, or to retake English vessels. She mounts 12 guns six pounders, and carries 80 men."

*London Chronicle*, 13–15 Nov. 1777.

## SILAS DEANE TO CAPTAIN THOMAS THOMPSON

Capt. Thompson

Paris 29 Oct<sup>r</sup> 1777

Sir Y<sup>rs</sup>. of the 24 I rec<sup>d</sup>. with respect to your seamen who entered with Capt. Nicholson it is right the Public should pay their Board, but those who after their waiting have taken their passage with you ought to be considered in a different Light, & as you will have the advantage of their Service, I must think that it lies with you to pay their billeting. as to those who are gone to America without discharging their Expences & without entering on board any of the Continental Vessels, I can only say that as they might have entered onboard some of those Vessels employed by Congress but declined I do not see the Justice of Charging the Congress with their Expences—I will however lay your Letter before the Commissioners, who must jointly determine the affair & in the mean time assure you that it will give me pleasure to render you every Service in my power & that I am &c

S.D.

LB, CtHi, Silas Deane Papers.

## LORD STORMONT TO LORD WEYMOUTH

N<sup>o</sup> 157Fontainebleau. October. 29<sup>th</sup>. 1777

My Lord

I Inclose a duplicate of my Letter by Mondays Post.<sup>1</sup> I may now venture to assure your Lordship that this very important Affair is upon the point of being concluded, and I hope to the satisfaction of the Proprietors.

M de Vergennes has just told me that an Order was dispatched to Nantes on Monday last, directing the proper Officer who if I remember right is the Procureur Fiscal to deliver the two Ships and their Cargoes aux reclamateurs Anglois

The Confiscation of these Ships to the french Kings use does certainly appear a singular prelude to this Restitution but M de Vergennes in my last Saturdays Conversation with Him upon the subject, assured me that it was the only possible way of cutting the Knot, and getting rind of various Formalities that must have occasioned great Delay. I know, from another Quarter, that the Admiralty of Nantes proposed this Method, which was adopted chiefly I believe with this View, to keep quite clear of the general Question of the Legality of Prizes made by the Americans.

M de Vergennes, from whom I am this Moment returned, spoke in the politest Terms of the Pleasure it gave Him, to see this Business terminated to our Satisfaction, and added, that He wished that every discussion between the two Courts might always have a similar issue

I must do M de Maurepas the Justice to say, that He has exerted Himself upon this occasion: Without His interposition the affair would probably have taken a different Turn, or would at least have been drawn out to great Length, as M de Sartines had contrived to throw various Obstacles in the Way, which M de Maurepas removed at once by speaking peremptorily in the King his Masters Name. I am [&c.]

Stormont

L, *Stevens's Facsimiles*, vol. 19, no. 1733. Addressed at foot of first page: "Lord Viscount Weymouth." Docketed: "Fontainebleau 29 Oct<sup>r</sup> 1777/Lord Stormont./ (N<sup>o</sup> 157)/R. 2 Nov<sup>r</sup> by Express from/Dover."

1. Stormont's letter, dated 26 Oct. 1777, stated that, having received a letter from Mr. Liege announcing that the Admiralty of Nantes had confiscated "au profit du Roi" the *Clarendon*, and the *Hanover Planter*, two British Jamaica men that had been captured by American privateers, Stormont conferred with the Comte de Vergennes, who assured him that the ships and their cargoes would immediately be restored to their British owners. See *Stevens's Facsimiles*, vol. 19, no. 1761, where the 26 Oct. letter is summarized.

## October 30

### CAPTAIN J. CHANDEAU'S STATEMENT REGARDING THE *PHILIPPE*

[Before 30 Oct. 1777]

Nous soussignés Certifions, officiers majors et mariniers et Passagers du N<sup>re</sup> Le *Philippe*, Cap<sup>ne</sup>. Chanseau, appartenant a M<sup>es</sup> Baux freres et Neveux, parti du fort Dauphin le 14. aoust 1777. faisant route pour Bordeaux, Ce jour 23. aoust meme année par les 31. Degrés 31. minutes de Lattitude Nord et par les 73. Degrés 22. m. de Long. du meridien de Paris sous toutes voiles de hors, cinglant au plus près du vent a la faveur du vent d'E.N.E. a 10. heures du matin avons eu connoissance d'une voile au vent à nous, a 11. heures reconnu que c'étoit une Goelette qui chassoit sur nous, toutes voiles dehors, a midy et demi étant a portée du Canon elle á hissé pavillon françois. j'ay répondu par le mien, et aussitot qu'elle l'a eu reconnu, elle a amené Le Sien et hissé un pavillon blanc avec une double croix rouge. Cette feinte ne m'a point étonné. Elle a fait ce que m'avoit fait la fregate La *Wenchelsa* de Londres portant 22. canons, qui m'a visité au travers au travers de la petite Cayque. Elle m'avoit mis pavillon françois avant le Sien. Cette goelette a assuré son pavillon d'un Coup de Canon, et a tiré très précipitamment trois autres Coups de Canon. j'ay fait Carguer mes basses voiles; a peine ai je eu fini Cette manoeuvre, elle a fait une autre décharge de Six autres Coups de Canons a boulets qui m'ont passé dans les manoeuvres. j'ay fait mettre vent dessus, vent dedans, et a fait aussitot une autre décharge de Coups de Canons, et m'a crié de mettre mon Canot à l'Eau et de leur envoyer tout de suite a bord, tirant toujours de distance en distance des Coups de Canons. un abord aussi impertinent m'a donné tout a craindre: je l'aurois réprimé, Si je l'avois pû; mais la poudre qui étoit la principale chose me manquoit. je n'en avois qu'environs ving livres. Cette quantité n'étoit pas suffisante pour me défendre et m'engager à un Combat. j'ay donc été obligé de mettre mon Canot à la mer, dans lequel j'ay mis 4. hommes et le Patron et un officier à qui j'ay remis mon passeport. Arrivés a leur bord ils se sont saisis de l'Equipage du Canot, et les ont mis a fond de Calle, Sans vouloir rien écouter, ni meme avoir égard au Passeport. ils m'ont renvoyé mon Canot armé de leur Equipage, qui arrivés à mon Bord m'ont dit que J'allois a la Nouvelle Angleterre, qu'il falloit que je me rendisse a leur bord pour parler a leur Capitaine, ou bien qu'ils alloient faire feu sur nous et nous Couler a fonds, et en meme tems ont fait une recherche si nous n'avions point de munitions de guerre, et se sont emparé du peu de poudre que j'avois et ont visité mes canons, et ont mis le feu à un que j'avois de chargé a poudre. Incertain sur le party que j'avois a prendre me pressant toujours d'aller à bord. je me suis consulté à qui il étoit sensé que je le fisse. Voyant, mais trop tard que j'avois affaire à des Pirates gens obstinés, devoués au Crime et a la Barbarie, dont il y avoit tout a craindre, menaçant a tout propes mon Equipage les armes à la main, je me suis rendu à leur bord. Le Cap-



itaine m'a fait passer derriere en me disant que j'étois de bonne prise. je luy ay demandé si la france étoit en guerre avec L'Angleterre: il m'a repondu que non, mais qu'il avoit ordres de L'amiral de luy envoyer à la Nouvelle York tous les navires qu'il trouveroit dans ces parages, ajoutant que nous étions la cinquieme prise qu'il faisoit. C'étoit ainsi qu'il en avoit usé avec les autres. voilà tout ce que j'ay pu Sortir et entendre d'Eux. ils ont renvoyé mon canot à bord, et ont fait mettre ma Chaloupe à la mer pour la remplir de marchandises de mon bord et la garder a latraîne de leur bord. Voilà ce qui étoit leur premier projet. Le Canot ne discontinuoit de faire des voyages chargé du pillage qu'ils faisoient, comme fusils, Epées et toutes Espèces de papiers, un de mes Canon et provisions de Bouche; Comme Volailles, vins, Sucre, Caffé, or et argent, et effets qu'ils ont trouvés dans ma malle, après avoir bouleversé toutes celles des passagers: mais la mienne a fixé leur attention ou il y avoit dedans pour quatorze ou quinze mille livres en effets, Bijoux, or et argent monnoyés de france et de L'amerique, que j'avois de divers sous connoissemens et a moy appartenant, Comme on verra par le détail cy après, que je réclame pour avoir été pris dans ma dite malle en présence des soussignés. Contents de ce dernier pillage, ils ont changé leur projet. Le Capitaine m'a dit qu'il m'alloit renvoyer à mon Bord, et que je pourrois m'en aller en france, n'étant pas assés de monde pour Conduire Cette prise, me disant cela m'arrachant ma montre dans ma poche, malgré la précaution que j'avois eu de ne pas la laisser appercevoir. je me suis rendu à mon bord a 6. heures du soir. je Les ay trouvés occuppés a enclouer mes trois Canons, ayant long-tems balancé de les jeter à la mer. Cela fini, ils se sont rendus à leur bord avec mon Canot, et me l'ont renvoyé avec mon Equipage qu'ils avoient tenu a bord tout ce tems là. j'ay fait en présence des Soussignés la vérification de ma malle, j'ay trouvé qu'il m'avoit été volé la somme et effets suivants

## Sçavoir

trois cens piastres Gourdes et dix sept Louis d'or de france sous Connoissement pour compte et risque de M. Garat, a l'adresse de M <sup>re</sup> . Bernard, Martin et Courrejeolle	3087. <sup>lt</sup>
Dix Louis d'or de france, dix sept piastres gourdes, quatre vingt Gourdins, vingt livres huit sols argents de france, sous connoissement pour Compte et risque de M. Hurvoy, à l'adresse de M <sup>re</sup> . Baux freres et neuveux, et une médaille d'argent	693. <sup>lt</sup> 17
Deux cens soixante dix neuf livres, argent de france, et Vingt quatre piastres gourdes chargées sous connoissement par M. Peyre, a L'adresse de M. Richard	616. <sup>lt</sup> 10
Soixante gourdes et quatre doubles Escaliers pour Compte et risque de M. Perrens, chargées sous Connoissement par M. Castera	501.
	<hr/> 4898 7
a feu jean L'Eglise charpentier cy devant sur le navire, conformément à son Inventaire deux cens dix neuf livres argent de l'amerique, et vingt sept Livres argent de france, une paire de Boucle et un bouton d'argent	259. 10
Appartenant au S. Chandeau Capitaine du d. navire douze Portugaises, dont cinq en or et sept en argent, et cent ving livres argent de france	972
Une montre d'or garnie en Jargon et une paire de Boucles à Brillants	435.
	<hr/> 6565. <sup>lt</sup> 17

Montant à la Somme de six mille cinq cens soixante cinq livres dix sept sols que formoient toutes les Espèces monnoyées que j'avois dans ma dite malle, plus une Bague de diamans fins, appartenante à M. Durand, qu'il m'avoit donnée pour luy faire remonter, luy ay fourni une réconnoissance. Nous avons dressé le present verbal pour servir et valoir Comme de raison. fait et redigé Le jour, mois et an susdit. Signée j. Chandeau &<sup>a</sup>.

#### Observation

La Goelette étoit d'environ 45. pieds de quille, 10. hommes d'Equipage, peinte en noir et Couret blanc, portant un Pavois bleu qui luy servoit de Bastingage, partie de La Bermude depuis 3. jours, à ce que m'a rapporté mon Patron qui avoit resté a bord, et qui l'avoit appris d'un matelot de L'Equipage.

#### [Translation]

We, the undersigned, senior officers, seamen, and passengers of the ship *Philippe*, Captain Chandeau, belonging to Messrs. Baux Freres et Neveux, certify that we sailed from Fort Dauphin on 14 August 1777, making for Bordeaux. On that day 23 August, same year, at 31 degrees 31 minutes north latitude and 73 degrees 22 minutes longitude of the Paris meridian, with all sails set, sailing close to the wind from the E.N.E., at 10 o'clock in the morning, we sighted a sail to our windward; at 11 o'clock we identified it to be a schooner bearing down on us with all sails set. At a half after noon, coming within gun-shot, she hoisted the French flag; I answered by hoisting mine, and as soon as she identified it, she hauled down hers and hoisted a white flag with a double red cross. This ruse did not surprise me. She did what had been done to me by the frigate *Winchelsea* out of London and carrying 22 guns, who inspected me off Little Caicos. She had shown a French flag before showing her own. The schooner asserted her colors by firing a gun, then very quickly fired three more shots. I had my lower sails furled; hardly had I completed that maneuver than she fired six round-shots that passed through the rigging. I had the sails backed and filled; the schooner immediately fired another volley of shots and called to me to put my boat in the water and to send it immediately to his ship, while continuing to fire his guns at intervals. Such an insolent approach gave me every reason to be concerned. I would have overpowered him, had I been able, but powder was the main thing I was lacking. I only had some twenty pounds of it. This quantity was insufficient to defend myself and to engage in a fight. I was, therefore, forced to put my boat in the water and put in it 4 men, the owner, and an officer to whom I handed my passport. Upon arriving at the ship, the boat's crew was seized and put in the bilges, without trying to hear what they had to say, nor did they pay any attention to the passport. They sent my boat back manned by their own crew who, upon boarding my ship, said to me that I was going to New England, that I was to go on board their ship to talk with their captain or they would fire on us and sink us. Meanwhile they made a search to find out whether we might have any ammunition. They seized the small amount of powder I had, examined my guns and fired one that I had charged with powder. Uncertain as to the decision I had to make while being pushed to go to the other ship, I mulled over what was the sensible thing to do. Realizing too late that I was dealing with pirates, obstinate people dedicated to crime and barbarism, of whom there was every reason to be afraid, and who were, at every turn, threatening my crew with small arms, I

went to their ship. The captain had me go aft while telling me that I was a good prize. I asked him whether France was at war with England; he answered no, but he had the admiral's orders to send to him in New York any ships found in the area, and added that we were the fifth prize he had taken and that was how he had dealt with the others. That was all I could get out of them or to understand about them. They sent my boat back to my ship and had my longboat put in the water so as to load it with goods from my ship and to keep it astern of their ship. That was their first scheme. The boat continued to make trips loaded with goods they had pillaged, such as rifles, swords, all sorts of papers, one of my guns, and provisions such as fowl, wine, sugar, coffee, gold and silver, and personal belongings they found in my trunk, after turning upside down all those belonging to the passengers. Mine, however, caught their attention. It contained items worth some fourteen or fifteen thousand pounds, gems, French and American gold and silver coins, which I held under consignment from various persons or as belonging to me, as one will see by the detailed list below, which I claim as having been taken from my trunk in the presence of the undersigned. Satisfied with this final robbery, they changed their plans. The captain told me he would send me back to my ship and I could go on to France, since there were not enough men to sail this prize. He was telling me that while snatching my watch from my pocket, despite the care I had taken not to let him see it. I went back to my ship at 6 o'clock in the evening. I found them busy spiking my three guns, having planned long before to throw them overboard. That done, they then returned to their ship with my boat, sending it back with my crew whom they had held, all that time, on board. In the presence of the undersigned men I checked the contents of my trunk and found that the following sum and items had been stolen from me:

## To wit

Three hundred <u>gourde</u> piasters and seventeen gold Louis from France on consignment for Mr. Garat's account and risk in care of Messieurs Bernard, Martin and Courrejeolle	3087. <sup>16</sup> 00
Ten gold Louis from France, seventeen <u>gourde</u> piasters, eighty <u>gourdins</u> , twenty livres eight sol in silver coins from France on consignment for Mr. Hurvoy's account and risk, in care of Messieurs Baux Brothers and Nephews, and a silver medal	693. <sup>16</sup> 17
Two hundred seventy-nine livres in silver coins from France and eighty <u>gourde</u> piasters on consignment by Mr. Peyre, in care of Mr. Richard	616. <sup>16</sup> 10
Sixty <u>gourdes</u> and four double <u>escaliers</u> from Mr. Perrens's account and risk on consignment by Mr. Castera	501.
	<hr/> 4898 7
Belonging to the late Jean L'Eglise, formerly carpenter on this ship and according to the inventory of his personal effects: two hundred nineteen pounds in silver coins from America, twenty-seven pounds in silver coins from France, a pair of buckles and a silver button	259. 10
Belonging to Sieur Chandeau, captain of the aforesaid ship, twelve Portuguese coins, five of which were gold and twelve silver, and one hundred twenty pounds in silver coins from France	972
One gold watch set with a zircon and a pair of buckles set with brilliants	435.
	<hr/> 6565. <sup>16</sup> 17

Amounting to the sum of six thousand five hundred sixty-five pounds seventeen sols, which represented the value of all the coins I had in my aforesaid trunk, plus a ring set with fine diamonds belonging to M. Durand, which he had given to me to have reset for him, and for which I gave him a receipt. We have drawn up the present statement to be used as thought proper. Done and written on this day, month, and year stated. Signed: J. Chandeau, etc.

#### Comment

The schooner was about 45 feet long at the keel, had a 10-man crew, was painted black and white, had a blue bulwark that served as the ship's rail, and was 3 days out of Bermuda, according to what I had been told by my owner who had stayed on board and who had learned it from a sailor in the crew.

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525, fols. 234–36. Notations: "envoye copie a M. le M<sup>is</sup> de Noailles le 1<sup>er</sup> 9<sup>bre</sup>. 1777."; "Copie avec la lettre de M de Sartine du 30. 8<sup>bre</sup>. 1777. Cap<sup>ue</sup>. Chandeau."

#### PAUL WENTWORTH TO WILLIAM EDEN

[London, ca. Oct. 30, 1777]

#### Port News.

This packett sailed from Sinypuxent Harbour in Maryland, the 10. August—while there, Young had seen L<sup>d</sup> Howe's fleet on the 4 to the 8 Aug<sup>t</sup> beating close in to the land with a Contrary wind, steering to the S.W. which leaving Young no doubt of their destination to Chesepeak Bay—He sent off three Expresses to Maryland, & Virginia—& to the Congress & Washington: who rec'd them, he tho't the 9 or 10 Aug:—

This Expedient was suggested by M<sup>r</sup> Thurgot to D<sup>r</sup> Fr:—& by him furnished to M. Sartine, who requested the Doctors advice about the 10 Sept.

About the later End of Sept<sup>e</sup>, the Packett called the *Independance*, Commanded by Young & mounting 12 Carriag Guns arrived, at Nantes, with a Prize she had taken on the Passage: which he sold to M. Goulade at L'orient for £23000—The new mode Practiced in these Cases, is as follows. The ship appears, (no doubt to Prove to the Purchasers that there is one, as well as the Condition of the Cargo) & leaves the Port again within the 24 hours—She is followed by Coasting Lighters furnished with Passports, & Her Cargo is reshipped on board of them—After which (the marks being altered & other like precautions taken) they go into any port on the Coasts & Enter freely having proper Coast Clearances.—

It is very probable that the Jamaica Ships<sup>1</sup> lately claimed at Nantes, will be detained—ultimately—for the Benefit of the Captors. The process will be allowed to go on, but as slowly as possible, till the Proofs of the property & the port she Cleared from are Legally admitted; then the Farmers General will claim Her as a forfeiture incurred by the false Entry, & devolving to them in right of their Compact &c. This claim will no doubt be followed by an adjudication, the King cant interfere, & the Farmers General may give away their property to the american Commissioners, or any one else.

She mounts 24 Six pounders,  
& is well Manned.

of no use in the W. Indies.

Bound to Portsm<sup>o</sup>. NHamp:

He was aid de Camp to the  
King of Prussia, & Adjutant  
Q.M.G. in Silesia—He was  
recommended by Pr.  
Ferdinand to C<sup>t</sup> Vergennes &c<sup>a</sup>.

the Comm<sup>rs</sup>. Agent.

Governor to the Comm<sup>rs</sup>. & an  
artfull Man I dare say—all this  
disinterestedness & Zeal is  
mere sham; for Gourlade His  
Partner &c. has just drawn on  
Mayne & Graham for £2500—  
& says as an apology for the  
liberty with out leave, that  
a sudden Case of great  
advantage was the Cause, &  
they were in the moment  
unprovided.—  
Nephew to D<sup>r</sup> Franklin, &  
M. Williams Downing Street.

with 500 Hhds Sug<sup>r</sup>,

The ship,<sup>2</sup> said to have been detained &  
unloaded at Marseilles, at Lord Stormonts  
demand—was again Reloaded with the same  
Articles before mentioned—Her Name Changed,  
the Command given to Lundai, late Bougainvilles  
Lieutenant, & who had just been appointed  
Captain of the Port of Brest, & by order from  
Court, allowed to take on board 8000 fusils  
25000<sup>lb</sup> Sulpher, Saltpetre &c<sup>a</sup>, for the french  
Islands—But sailed the 25 last month, bound  
directly to Portsmouth New Hampshire. On  
board Her, went Passengers The Baron Steuben,  
often mentioned; and M. Francy well known, as  
Brother to M. Morand, & Secretary to  
Beaumarchais.—

On the 7 Inst<sup>t</sup> The *Alfred* Privateer, 30 Guns,  
Cap<sup>t</sup> Hinman, and the *Polly Raleigh*—32 Guns,  
Cap<sup>t</sup> Thompson, arrived at L'orient with two of  
the last Jamaica Fleet,<sup>3</sup> Carrying 780 Hhds Sugar  
& 250 Puncheons of Rum—the Seamen are sent  
on board the Packet<sup>t</sup>,<sup>4</sup> Cap<sup>t</sup> Young laying at  
Nantes—And the Ships & Cargoes (reserving 50  
Puncheons of Rum, their Guns, the Cabin stores,  
unbent Sails &c) they sold to Mess<sup>s</sup>. Berard,  
Montplaisir, &c<sup>a</sup>. at L'orient for £9700 St<sup>g</sup>—The  
Ships lay under the Island of Grouaix, last  
Monday the 13. M<sup>r</sup> Gourlade, was to have had a  
share, but could not in Conscience agree to give  
so little, which occasioned the delay, & M.  
Chaumont, wrote a letter to the Purchasers to  
engage them, for the Honor & Interest of France,  
to make up the Price £13000 St<sup>g</sup>. The Privateers  
had found Pretexs so specious that the Comm<sup>r</sup>  
of the Port, had allowed them to stay till they  
should be refitted, or till the Court should forbid  
it, & last monday the 13. Dispatches were sent to  
the Comm<sup>rs</sup>. at L'orient by Franklin & Deane.

Another of the Jam<sup>a</sup> Fleet was brought into  
Nantes, by the Privateer lately fitted out there by  
M. Williams the Agent to the Comm<sup>rs</sup>, instead, &  
with the Crew of the *Surprize* Cap<sup>t</sup> Nicholson  
converted into a Packett & sailed the last month  
for America.<sup>5</sup> The Prize was not sold the 11.  
Inst<sup>t</sup>—as the Adventurers in the Privateer (the  
Comm<sup>rs</sup>, M. Montheiu, Chaumont, Williams &c)  
Hoped to have Interest enough to Procure

the Comm<sup>rs</sup>. had been twice before refused the large Cannon—& the fieldpieces were not ready till lately.—It is worthy remark here, that Chaumont is in Treaty with F & D. for 150 Cannon now at Barcelona &c, in Spain of 24 18 12 & 6 Pounders.

When He left Dunkirk, His vessel mounted 14 Carriage & 22 swivel Guns, having 106 Seamen 66 of which were Frenchmen, Entered—with an obligation to return in three months to Dunkirk.

M. Carmichael is going passenger in this Ship.

passports & take the benefit of Purchasers in the Case before stated.

M. Beaumarchais returned the 10 Inst. to Paris from Dunkirk, where he had been to Ship about 66 Brass Cannon of 32 24 18 & 12 Pounders—and about 60 fieldpieces.

I believe they will be put on board one of the 4 dutch ships lately mentioned—if not Carried Coastwise to the *Hippopotame* at Rochefort. M. Beaumarchais is set out, or going on a Coasting tour to Havre, Rochefort & Marseilles, to expedite Considerable supplies to Congress—He has become so cautious of late, as to Communicate only with D<sup>r</sup> Fr: who tells M. Deane that M. B. only drops generals to him—that in Regard to the Dunkirk business, He pressed him hard, but could only hear of about 66 of the Guns lately refused &c &c. and that the supplies would be ready soon, but specifick lists could not be given till they were gone & the Accounts Collected—That they have the less reason to seem anxious or insist on more accurate Communications, as the part managed by Beaumarchais, has failed least, & He has never hinted to them any terms or proposals of payment, for all he has done.

Cunningham has again sailed from Ferrol on a Cruize—after selling His Prizes—he says for half price—& refitting His ship the *Revenge*—He procured Papers from a Merch<sup>t</sup> there (which were intended for another ship belonging to Spain) to Cover the *Black Prince*—a Prize—laden with Wine, Fruit & Oyl which he sent to Bayonne.

1. Besides the *Hippopotame*—which is to carry 14000 fusils besides other warlike stores for Congress—There are the following getting ready—

- A ship of 60 Guns at Rochefort, and an
- 2 & 3. Indiaman pierced for 60 Guns, at L'orient, belonging to M. Chaumont, Holker, Sabatti, &c. to be loaded with Merchandize—The *Lyon* a Frigate of 36 Guns belonging to the Commissioners & fitting out at Nantes by M. Williams in the Name of M. Pelletier de . . . . .
4. for war.

M. Chaumont is sending 10 Vessels loaded with Salt, besides several Vessels with Cloathing & other Merchandize—

M. Monthieu & Associates—6 or 8 very Valuable Cargoes.

M. Buat of St Maloes & associates—The Count de Vaux; The Viscomte Narbonne Pelet; &c are also sending four Cargoes.

M. Jauge of Bourdeaux & His Associates—10 Cargoes.

Mess. Basmarin of Bourdeaux several Cargoes . . . . .

D, Uk, Auckland Papers, vol. 3, fols. 291–94. In Paul Wentworth's handwriting. Endorsed: "M<sup>r</sup> Luptons Papers of Intelligence from March 20<sup>th</sup> 1777 to Oct<sup>r</sup> 30<sup>th</sup> 1777 containing his Correspondence from Paris.—& also some Letters from L<sup>d</sup>. Stormont which accompanied them.—Extracts of these Informations were regularly sent as receivd to L<sup>d</sup>. Weymouth.—to the Post Office—& to L<sup>d</sup>. Sandwich.—"; and "N<sup>o</sup>. 2/Port Intelligence."

1. *Clarendon*, Thomas Cowell, master, and *Hanover Planter*, Thomas Luney, master.
2. *Flamand*, formerly *Heureux*, Pierre Landais, master.
3. *Anna Susannah*, John Taylor, master, and *Jamaica*, David Watt, master.
4. Continental Navy sloop *Independence*, Capt. John Young.
5. There is no evidence that Continental Navy cutter *Dolphin*, Capt. Francis Brown, brought a prize into Nantes. Wentworth may have mistaken for a prize to the *Dolphin* a Jamaican brought in by South Carolina letter of marque brig *Bellona*, Capt. Cross.

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN ROBERT LAMBERT, R.N.

By &c.

Whereas we intend the Ship you command, accompanied with the Ships & Sloops named in the Margin,<sup>1</sup> shall proceed to the West Indies with such Trade bound thither, as shall arrive at Spithead, when the Wind shall have been fair for bringing Ships from the Downes for the space of 48. hours after the receipt hereof; You are, therefore, hereby required and directed to take the said Ships & Sloops under your command (their Commanders being directed to obey your Orders) & such Trade as shall be assembled at the time abovemention'd under your convoy; and, putting to Sea with the very first opportunity of Wind & Weather, proceed with them towards the places of their destination, And, having seen such as may be bound to Barbadoes in safety to that Island, you are to dispatch the *Aurora* & *Deal Castle* to Tobago & Grenada with such as may be bound thither; directing their commanders, after they have seen them in safety to the respective places of their destination, to cruize about those Islands (the former off Tobago the latter off Grenada) for the protection of the Trade of His Maj<sup>ty</sup>s. Subjects, & to use their best endeavours to take, or destroy Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America; continuing on that Service until they shall be relieved by other Cruizers from Vice Adm<sup>l</sup>. Young or the Commander in Chief for the time being of His Maj<sup>ty</sup>s. Ships at Barbadoes the Leeward Islands &c. with whom they are to correspond by all convenient opportunities, following his Orders for their further proceedings; And to whom you are to cause the inclosed Packet to be delivered, or safely conveyed, by the first opportunity which may present itself after your arrival within the Limits of his Station.

Having dispatched the *Aurora* & *Deal Castle* as above directed you are, in the Ship you command accompanied by the two Sloops, to proceed towards Antigua with the Trade bound to that & the neighbouring Islands, And, having seen those bound to

Antigua, in safety thither, & the others as far as your way & theirs may lie together, make the best of your way to Jamaica with such as may be bound to that Island and the Florida's; directing the Commander of the *Hound*, when you reach the East end of that Island, to see the Trade bound to the North side of it, in safety to the Ports of their destination, and then to follow you to Port Royal, where, upon your arrival, you are to put yourself under the command of Vice Adm<sup>l</sup>. Gayton, or the Commanding Officer for the time being of His Maj<sup>ty</sup>. Ships & Vessels at that Island; And, delivering to him the inclosed Packet, follow his Orders for your further proceedings.

You are to be very attentive to the Ships and Vessels which proceed under your convoy &c. (same as to Capt<sup>n</sup>. Moore of the *Exeter* P.) <sup>2</sup> Given &c. the 30<sup>th</sup>. October 1777.

Sandwich

J Buller

Palmerston

By &c. P.S.

LB, UKLPR, Adm. 2/103, 254–55. Addressed at foot of letter: "Capt<sup>n</sup>. Lambert, *Niger*, Spithead."

1. Named in the margin were the *Aurora*, of 28 guns, and the *Deal Castle*, of 20, and the sloops *Hound* and *Sylph*.

2. This refers to the final paragraph of Lords Commissioners, Admiralty, to Captain Matthew Moore, 2 Oct. 1777 (UKLPR, Adm. 2/103, fols. 220–21), giving instructions about keeping the convoy in company, accommodating speed to the slowest, and reporting merchant vessels that part with the convoy or disobey orders.

#### LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL JAMES YOUNG

By &c.

Whereas Capt<sup>n</sup>. Lambert Comm<sup>r</sup>. of His Maj<sup>ty</sup>. Ship *Niger* (accompanied by the Ships & Sloops named in the Margin) <sup>1</sup> is directed to convoy the Trade bound from thence to the West Indies; proceeding himself, with the Ship he commands and the Sloops to Jamaica; and, when he gets off Barbadoes to detach the *Aurora* and *Deal Castle* to Tobago & Grenada, with Orders to their Commanders to cruize afterwards (the former off Tobago & Grenada) for the protection of the Trade of His Maj<sup>ty</sup>. Subjects, and to take, or destroy, Privatiers or other Ships & Vessels belonging to the Rebellious Colonies of North America; continuing upon that Service 'til you shall send other Cruizers to relieve them; corresponding with you, by all opportunities, and following your Orders for their further proceedings.

And whereas we have received a Memorial from several of the Proprietors & Merchants concerned in the former of those Islands, setting forth the defenceless state thereof, the mischief which has been done by the Rebel Privatiers abovemention'd, & their apprehensions of further insults, and it also appears, by Extracts of Letters from Lord M<sup>c</sup>Cartney Gov<sup>r</sup>. of Grenada, which have been communicated to Us by Lord George Germain, <sup>2</sup> that that Island is in a similar situation; You are, therefore, hereby required and directed, not to withdraw the said two Ships from those Islands until you shall find it proper to relieve them, and shall be enabled so to do, by other Frigates of your Squadron or 'til any other Service of a more pressing nature shall render it necessary, in which case you are to take care to send them back, or replace them by others, the moment such more pressing Service will admit thereof. Given &c. the 30. of October 1777.

Sandwich

J Buller

Palmerston

By &c. P.S.



LB, UklPR, Adm. 2/103, 254–56. Addressed at foot of letter: “To James Young Esq<sup>r</sup> Vice Adm<sup>l</sup> of the Red, or the Commanding Officer for the time being of His Maj<sup>ty</sup>s Ships & Vessels at Barbadoes & the Leeward Islands.”

1. Named in the margin were the *Aurora*, of 28 guns, and the *Deal Castle*, of 20, and the sloops *Hound* and *Sylph*.

2. See William Knox to Philip Stephens, 9 Aug. 1777, C.O. 5/254, fol. 173; Lord George Germain to Lords of Admiralty, 9 Oct. 1777, C.O. 5/127, fols. 202–3d; entry in C.O. 5/254, fols. 183–84; and Lord Macartney to Lord George Germain, 11 July 1777, NDAR 9: 267–69.

## CAPTAIN SAMUEL NICHOLSON TO SILAS DEANE

Dear Sir

Nantes Oct<sup>r</sup> 30<sup>th</sup>. 1777—

Yours of the 25<sup>th</sup>. Inst.<sup>l</sup> came duly to hand & note the Contents, w<sup>ch</sup>. does not A little surprise me. Inclosed you have the Original Copy of the Letter of advice sent You for the Drawing those bills from S<sup>t</sup> Malo, for the Disburs<sup>ts</sup>. of the sloop *Dolphin*, I do assure you, I shou<sup>d</sup> not have drawn on you, had I not have rec<sup>d</sup>. Capt Wickes's Orders for so doing, if the letter of advice did not come to hand, it is not my fault, as it was Delivered to M<sup>r</sup> Desegray to put under cover to M<sup>r</sup> Beaugeard at Paris, and as to the sum drawn for, I am now to request the fav<sup>r</sup>. of you that you will Imediately give Orders to M<sup>r</sup> Williams or Some other Person to examine and receive my acc<sup>ts</sup>. & rec<sup>ts</sup>. for the Disburs<sup>ts</sup>. of that Vessell, my Dear Sir, you may depend I have been cautious & Carefull, & have been allways ready to render an Acc<sup>t</sup>. of what I have done with the Money that has been taken up or drawn for by me, at half an Hours notice, & you may depend I have not applyed 20 G. to my own use since I left Paris,—I am told the *Deane* goes on well, I dare not look at her my self, I have only seen her once since she was launched, This Frigate goes by the Name of the *Lyon* at pres<sup>t</sup> but my Commission is filled up for the *Deane*, this matter I shall Settle on my going on board her, she is the Same Dimentions and carrys the same Mettal as the *Dillaware* & *Effingham* Frigates & I make no doubt [but] is equal to either of those ships in every respect, dear Sir if I dont write often enought it is because I wou<sup>d</sup> not be thought troublesome when I have nothing of moment to Communicate I am Dear Sir [&c.]

Sam Nicholson

P.S. M<sup>r</sup> Jona<sup>n</sup>. Williams has got the Acc<sup>t</sup>. of Disburs<sup>ts</sup>. at S<sup>t</sup> Malo, if you choose to have it, send me word & I will send you mine

L, CtHi, Silas Deane Papers. Addressed: “To/The Honble Silas Deane Esq<sup>r</sup>/At/Paris.” Docketed: “Capt. Nicholson 30 Oct<sup>r</sup> 1777.”

1. Deane asked Nicholson on what account the latter had drawn a bill for 4,703.18 livres, on 16 Sept., payable to Desegray, Beaugeard, fils & Co., “as you have not yet given me advice of your drawing.” *Deane Papers* 2: 203.

## October 31

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN ROBERT DIGBY, R.N.

[Admiralty, 31 Oct. 1777]

By &c.

Whereas we have receiv<sup>d</sup> Intelligence to be depended on, (a Copy of which you will receive in this, in addition to the Intelligence transmitted in our Order of the

18<sup>th</sup>. of last Month) that several French Ships have sailed; and that others are soon intended to sail from different Ports in France, having on board Cargoes of Warlike Stores, and other Supplies for the use of the Rebels in N<sup>o</sup>. America: All which Ships it is reported from good Authority are to be convoy'd off the Coast of France by Ships of War belonging to that Nation; And whereas it is of the utmost importance to His Maj<sup>ty</sup>. Service that the aforesaid Ships should be intercepted. We do therefore hereby require and direct you to use your utmost diligence in the Ship you command (directing the several Captains under you to do the like)<sup>1</sup> in looking out for the said ships, and in case of falling in with, to examine them, notwithstanding any remonstrance from the Officer commanding the Convoy to the contrary; And being satisfied the Ships you so examine are those pointed out to be employ'd as above described, to seize and bring them into One of His Maj<sup>ty</sup>. Ports; taking care the several Articles on board are effectually secured from loss or embezzlement: and sending our Secretary a minute Account of your proceedings.

In complying with these Orders, you are to conduct yourself in respect to the Officers commanding the Convoy (the same being to be enjoin'd to the Captains under [*incomplete*])

LB, UKLPR, Adm. 2/1334, 34. The letter is incomplete, lacking its end, date, signature, and address. Its location in the letter book, together with its contents, suggest strongly that it is the set of instructions to which the Earl of Sandwich refers in his letter to Digby of 31 Oct., immediately below.

1. Digby opened his secret instructions on 12 Nov. and on 14 Nov. sailed from Torbay on a cruise in the *Ramillies*, accompanied by the *Culloden*, *Prosperpine*, *Resolution*, and *Royal Oak*. *The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty 1771–1782*, edited by G. R. Barnes and J. H. Owen, 4 vols. ([London]: Navy Records Society, 1932–38), 1: 254–55.

#### EARL OF SANDWICH TO CAPTAIN ROBERT DIGBY, R.N.

Private.

Admiralty, October 31st 1777.

Dear Sir—The instructions which accompany this letter are of a very delicate nature, and therefore I am particularly happy that they are entrusted to a person of your discretion. You will be aware that bringing in a French ship upon suspicions that appear not well grounded afterwards may draw us into a war, which in our present circumstances ought by all means to be avoided; but the intercepting these large supplies that are intended for the rebels is of so much consequence that some risk must be run for so important an object. However, I have entire dependence on you not to involve us in difficulties with France unless you are convinced you are upon good grounds.

I give you these private hints as a friend, and because I think it right you should be apprised of our ideas upon this delicate business. I am [&c.]

Sandwich

*The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty 1771–1782*, edited by G. R. Barnes and J. H. Owen, 4 vols. ([London]: Navy Records Society, 1932–38), 1: 254.

#### NEW-LLOYD'S LIST (LONDON), FRIDAY, OCTOBER 31, 1777

The *Fanny*, Wood, from Spain and Falmouth for Quebec, that was taken by the *True Blue* Privateer, is retaken by the *Mermaid* M. W. and carried into Halifax.<sup>1</sup>

1. "James Spence mate of the Brigantine *Fanny* being duly sworn depose, that the said Brigantine was Bound on a Voyage from Falmouth in England to Quebec, loaded with Wines, that on or about the 8<sup>th</sup> of July last they fell in with a Rebel Privateer Schooner of 10 Carriage Guns, call'd the *True Blue*, that the Rebels Boarded & took Possession of said Brig being in the Latitude 45° N. Long. 33. That the Rebels took out the master John Wood, & all the hands except the Depon<sup>t</sup> & a Boy, & also took out all the Papers except the Register & Bill of Sale of the Vessel, which are in the Attorney Genls. Hands, that they put on Board said Brig 7 men and a Prize Master & stood to the Westward for Marblehead, that on the 29<sup>th</sup> of August last being near the Seal Islands in this Province they fell in with his Majestys Ship of War the *Mermaid*, James Hawker Esq<sup>r</sup> Commander who retook the said Brig *Fanny* & sent her Safe into this Port of Halifax, that when the *Mermaid* took possession of the Brig<sup>t</sup> the Rebels made their escape in the Boat & the Boy with them." *American Vessels Captured by the British during the Revolution and War of 1812: Records of the Vice-Admiralty Court at Halifax, Nova Scotia* (Salem, Mass.: Essex Institute, 1911), p. 29.

# DESEGRAY BEAUGEARD JR. & CO. TO CAPTAIN SAMUEL NICHOLSON

The Sloop *Dolphin* Capt S. Nicholson for Charges & other Disbursements since her Departure—

To Desegray Beauguard J<sup>r</sup> & C<sup>o</sup>. D<sup>r</sup>

To M <sup>rs</sup> . Neven for Tallow	as p <sup>r</sup> bill	29 .. —
To M <sup>r</sup> V. Chenard, Griandais & Le Page for fagg <sup>ts</sup> .		12 .. 14—
To Marten for brooms &c		1 .. 3 .. —
To us Desegray & C <sup>o</sup> . for a plank		1 .. 10—
To M <sup>r</sup> Touche for his Voyage from here to Nantes		
& Back by land & Several Disburs <sup>ts</sup> .		200—
To Postage & inquiries ab <sup>t</sup> 8 Men run away From s <sup>d</sup> . Vessel		5 .. 10—
		<hr/> 249 .. 17 .. 0

Our Commission at 4 p<sup>r</sup>C<sup>t</sup> including advance of Money & Disc<sup>t</sup> of bills of Exchange

10 .. 0—  

---

£259 .. 17 .. 0

We Certifye the Above Acc<sup>t</sup> of the sloop The *Dolphin*, Amount<sup>s</sup>

Errors Excepted, to 259 .. 17—

S<sup>t</sup>. Malo the 31<sup>st</sup>. Oct<sup>r</sup>. 1777—

Desegray Beauguard J<sup>r</sup> & C<sup>o</sup>.

Copy

Copy, CtHi, Silas Deane Papers. Enclosed in Nicholson to the American Commissioners at Paris, 9 Nov. 1777, in which Nicholson informed the Commissioners that he had drawn on them for the additional amount accounted for here, expended for pilotage and other small bills. Ibid.

November 1

THOMAS ERSKINE TO LORD SUFFOLK

No. <sup>10</sup>

Gothenburg 1<sup>st</sup>. Nov<sup>r</sup>. 1777—

My Lord,

I have now to Inform your Lordship that Cap<sup>t</sup>. Woodhouse is now about clear to Sail from Marstrand under Swedish Colours, his masters Name I. Tangren—the vessell under the same discription as already given—the Cargo consisting of Salt, Linens &c<sup>a</sup> to the Extent of circa £3000—

The two Schooners are also about clear to sail chiefly loaded with Teas & I suspect some Powder,—

[T]here was lately Exported from hence to Marstrand in name of the Merchant who is agent for these Ships 60 Casks of Gun-Powder—I gave in a memorial to the Governor concerning it & desiring that he would forbid it being shipped on board of these Americans—which he accordingly did—nevertheless I am well convinced that not only that parcell, but also another much larger, is either intended for the Ships now at Marstrand, or another that is daily expected—all this I have communicated to M<sup>r</sup> Doerfeld at Stockholm[.] I have found out that the Agent here Henry Greig receives Letters almost evry other post from D<sup>r</sup> Franklin at Paris—I am [&c.]

Thom<sup>s</sup> Erskine

L, UklPR, S.P. Foreign 95/127. Addressed at foot of first page: "R<sup>t</sup> Hon<sup>ble</sup> Earl of Suffolk." Notation in left margin: "Extract sent to the Admiralty."

#### HERMAN KATENCAMP TO LORD WEYMOUTH

My Lord.

Corunna 1<sup>st</sup> Nov: 1777.

I humbly beg leave to acquaint Your Lordship of Cunninghams Return from his second Cruize having taken and brought in here the Brig *Two Brothers* bound from New foundland to Bilboa with Codfish.

I have used my utmost Endeavors My Lord to prevent as much as possible any Evasions of the Orders that have been issued respecting American Privateers & their Prizes, in doing which I have been often obliged to represent the Captain General's Conduct and Partiality towards them to My Lord Grantham. His Excellency has had a Conference thereupon with Count Floridablanca which has produced a Letter from this Minister to the General, who has charged me with being the Occasion of it in Terms which give me just Cause to apprehend I shall soon or late feel the Effects of his Resentment. Again therefore I most humbly intreat Your Lordship in your great Goodness will be pleased as soon as a Vacancy will admit of it to remove me to another Consulship or some other Employment, the Emoluments and situation of which may in some Measure compensate for what I endure in this.

Every Thing is perfectly quiet in this Neighbourhood. I have the honor to be [&c.]

H Katencamp

L, UklPR, S.P. Foreign 94/204, 328. Addressed at foot of page: "The R<sup>t</sup> Hon<sup>ble</sup> Lord Viscount Weymouth." Docketed: "Coruña 1<sup>st</sup> Nov<sup>r</sup> 1777/Consul Katenkamp/(N<sup>o</sup> 68)/R. 28<sup>th</sup>."

#### November 3

#### CAPTAIN JOHN ELPHINSTON, R.N., TO PHILIP STEPHENS

(Copy)

*Egmonts* Intelligence

Torbay Road Nov<sup>r</sup> 3. 1777.

John Woods of the *Oderion* of 90 Tons from Newfoundland to S<sup>r</sup> Andero was taken the 6: Oct<sup>r</sup> about 7 Leagues to the NW of Cape Ortugal by the *Hawke* Schooner of 10 Guns & 10 Swivels put the Crew on board a Spanish Brig, and were carried to Bilboa, when he left Bilboa the *Hawke* & *Success* Schooners were cleaning & wou'd

be ready for Sea in 5 or 6 Days an American Letter of Marque was ready for Sea & waited only for a Bar & bound to America—

He also says that a Ship called the *Romney*, Terry Master, carries 12 Guns besides Swivels, & had English, French, Spanish & American Colours, had French & Spanish Masters on board, says they were going on a Wale Fishery & was taking in a Cargoe of Merchandize, the said John Woods came a Passenger in a Brig from Bilboa bound to Topsham, & put into this Road in a Gale of Wind.

Jn<sup>o</sup>: Elphinston

Copy, UKLPR, S.P. Foreign 94/204, 312. Docketed: "In M<sup>r</sup> Stephens's to S<sup>r</sup> S. P/13 Nov<sup>r</sup> 1777." Enclosed in Philip Stephens to Sir Stanier Porten, 13 Nov. 1777, *ibid.*, fol. 311.

## November 4

*THE LONDON CHRONICLE*, SATURDAY, NOVEMBER 1, TO MONDAY, NOVEMBER 4, 1777

London.

The snow *Rebecca*, Capt. Blackburn, a letter of marque, fitted out by some merchants at Waterford in Ireland, was taken by the *Congress* cutter, mounting 12 guns, on the 29th of September, after an obstinate engagement of five glasses, and carried into port L'Orient.

### DECLARATION OF PHILIP AMY, MASTER OF THE BRIG *ELIZABETH*

This is to Certify that on the last day of September at 6 o'Clock in the afternoon, being on the Coast of Spain, one Mile from Mount S<sup>t</sup> Anthony where I took a Pilot for Bilboa; The Morning ensuing at 5 o'Clock distant about two Miles from Shore, I was boarded by the *True American* privateer mounted with 12 Guns commanded by John Buffington who immediately took possession of my Vessel ordered myself & Crew on board of his privateer, where we was kept thirty six hours, but it blowing strong from the N.W. obliged him to put in Castro (the said Privateer left Bilboa at 2 o'Clock the same Morning) At my arrival at Castro I sent an express to Mess<sup>rs</sup>. Gardoqui & Sons of Bilboa who had for several Years before transacted my owners business in that port, desiring them to have the Privateer arrested, I receiv'd an Answer the 3<sup>rd</sup>. day of October that if I could have a Certificate of the Pilot, proving that I was taken within Gun Shot I could have the said Privateer arrested; but in the same hour Buffington received a Letter from Bilboa ordering him to leave Castro immediately which was effected in the night. I repaired as soon as I could to Bilboa with my Crew and where I made a Certificate proving that I was taken within two Miles of the Coast, & obtained one of the same assertion from my Pilot. On the 13<sup>th</sup>. of the same Month Mess<sup>rs</sup>. Gardoqui's informed me that my Vessel was at Secouá [*Socoa*] in France; on the 15<sup>th</sup>. I went Post & arrived there the 19<sup>th</sup>. but after enquiry found that my Vessel had left the place the 16<sup>th</sup>. but the Americans had unloaded the Cargo which Consisted of 2200 Q<sup>ts</sup> of Cod Fish & sold it to M<sup>r</sup>. Du fourcq of Bayonne in france, at Fifteen Livers  $\frac{3}{4}$  quintal. Sixteen hundred Quintals where sent by the said Du fourcq to S<sup>t</sup> Sebastien, where I have had them arrested; and the law suit to be tryed.

I went to Bayonne in order to speak myself to M<sup>r</sup> Du fourcq; & this is what he told me concerning my Vessel. "I have remitted to your Correspondents Mess<sup>rs</sup> Gardoqui & Sons 26,000 livres, French curr<sup>y</sup> for John Buffington's Account part of the amount of the Cargo I purchased from him." He further said, that the Mess<sup>rs</sup>. Gardoquis had sent several expresses ordering the Officer of Buffington who was Master in my Vessel to go to sea without delay for fear of my meeting him there.

When M<sup>r</sup> Du fourcq hear'd that I have arrested the 1600 hund<sup>d</sup>. Q<sup>ls</sup>. of Fish at S<sup>t</sup> Sebastien he told me he had remaining 330 Q<sup>ls</sup>. but could not send them there for fear of meeting the same Fate. I returned to S<sup>t</sup> Sebastien & gave a full power to M<sup>r</sup> Birmingham a Correspondant of my owner M<sup>r</sup> Peter Mallet of Jersey.

Jersey 4<sup>th</sup>. Nov<sup>r</sup>. 1777.

Ph: Amy

DS, UKLPR, S.P. Foreign 94/204, 333–34. Endorsed: "In Mess<sup>rs</sup> de Gruchy & Fiott's/21 Nov<sup>r</sup> 1777." Docketed: "Declaration of Cap<sup>t</sup> Amy/of the Ship *Elizabeth*/ & Letters from S. Sebastian." Enclosed in Lord Weymouth to Lord Grantham, 28 Nov. 1777, *ibid.*, fols. 330–31. Extracts of letters from Richard Birmingham and Peter Mallet were included. These letters attest to Amy's journey.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon<sup>ble</sup>. Gentlemen

(N<sup>o</sup>. 84)

Nantes Nov<sup>r</sup> 4. 1777.—

As it was absolutely necessary to have Ballast for the Ship <sup>1</sup> and neither the Flints or Copper arrived nor any appearance of their arriving (except about 30.000 w<sup>t</sup> of the latter) for some time I have bought 40.000 w<sup>t</sup> of Bar Lead at 23<sup>1/2</sup>  $\text{p}$  cwt and about 30 Ton of Salt. I have in doing this been as saving as I possibly could, and even now shall be obliged to fill in the ground Tier of Casks with as much sand & small Stones as I possibly can, for so large a Ship must have at least 150 Tons dead weight in her Hold to enable her to carry sail, especialy in such blowing weather as she will probably have on our Coast. I should have been happy to have purchased three times as much Lead, as it is a usefull article with us, and will Ballast the Ship without taking up any Room, but I dare not make so great a Consumption in our Funds without orders. If the Copper or Flints had arrived this purchase would have been unnecessary, that is if we could ship the Flints without their being considered munitions of War.

The first Gabar <sup>2</sup> consisting of water Casks filled, Lead, what Copper we have and other articles to go in her Bottom will be loaded to day and the Ship by the Time these Things get down will be ready to take in.

I have about 5000 Suits of my Cloths pack'd & packing, the Remainder will soon be ready, but whether quite time for the *Lion* or not will not be material, as I have already more Cargo than sufficient for that Ship.—If you are willing to continue the making of Cloaths here after my 10.000 shall be finished, I beg to know now, as I will so take my measures for Cloth & other materials that the work will go on with Facility and dispatch, I have now near 100 hands that when I finish will be again dispersed unless I continue their employ. I am [&c.]

Jon<sup>a</sup> Williams J.

P.S. A Circumstance is much talked of here that is supposed to be an omen of war, it is the recall of the Newfoundland Fishery. One Vessell is arrived with a small quantity only on board & reports that she quitted the Banks by express orders, a Frigate being there with the Kings commands that all the Vessells whether loaded or not

should immediately return home.<sup>3</sup> The Post from Bordeaux to day advises the arrival of a Vessel from Eddington N Carolina, the Captain of which reports that Gen<sup>l</sup> Howe & the Fleet had not got more than half up the Bay, and had never attempted to land.—The acco<sup>t</sup> adds that Gen Prescott is exchanged for Gen Lee.

L, ViU, Lee Family Papers. Addressed at foot of letter: "The Hon<sup>ble</sup> Commissioners/of the United States." Docketed: "Mr Williams Nov<sup>r</sup> 4 1777/Hon: Com<sup>rs</sup> U.S./Soldiers Cloaths" and "N<sup>o</sup> 84)."

1. The *Lyon*, subsequently Continental Navy frigate *Deane*.

2. Gabare, a lighter for transferring cargo.

3. In August, expecting a British declaration of war, the French government had ordered the Newfoundland fishing fleet home. Jonathan R. Dull, *The French Navy and American Independence: A Study of Arms and Diplomacy, 1774-1787* (Princeton, N.J.: Princeton University Press, 1975), pp. 78-80.

## November 5

### LEFRAS AND LE MESURIER TO PHILIP STEPHENS

Extract of a Letter from Mess<sup>rs</sup>.

Lefras & Le Mesurier; dated at

Walbrook 5<sup>th</sup>. Nov<sup>r</sup>. 1777, to M<sup>r</sup>

Stephens

Walbrook 5<sup>th</sup>. Nov<sup>r</sup>. 1777

We take the Liberty to inclose you a Letter from our Correspondents Mess<sup>rs</sup>. Ventura Gomez de la Torre & Barrena of Bilboa<sup>1</sup> (the first of whom is Vice English Consul at that port) by which you will find that a great number of American Privatiers infest that Coast, waiting for the Newfoundland Ships, and that there are three of them that Rendezvous in the said Port of Bilboa, and go out by turns to relieve one another, by which means very few English Vessels escape being taken; Cap<sup>n</sup>. Gorrequer of the Schooner *Adventure* of Jersey (mentioned in the aforesaid Letter) was taken at an Anchor near the Bar of Bilboa as he was going in, and carry'd into the said Port by one of these Privatiers, but as he was taken when under the Protection of the Forts, he was by order of the Commissary of Marines released.

By a Letter we have from the said Captain of the 18<sup>th</sup>. Ult<sup>o</sup>. he was ready to sail for Jersey and had fallen down that River, on which the Privatiers in that Port had armed one of their Boats, and sent it out [in] order to take Gorrequer when he came without the Barr of Bilboa, which had obliged him to come to and Anchor again, and there he was detained.

Copy, UKLPR, S.P. Foreign 94/204, 293. Docketed: "In Philip Stephens's to S<sup>r</sup> S P/12 Nov<sup>r</sup> 1777." Enclosed in Philip Stephens to Sir Stanier Porten, 12 Nov. 1777, *ibid.*, fol. 292.

1. An extract of the letter is in Ventura Gomez de la Torre and Barrena to Lefras and Mesurier, 18 Oct. 1777, *ibid.*, fol. 295. The extract contains no additional information.

## LORD STORMONT TO LORD WEYMOUTH

[Extract]

Secret

N° 160

Fontainebleau November 5<sup>th</sup> 1777

My Lord

... I went yesterday Morning to M de Maurepas . . . . I then My Lord went over all the essential Pieces of Intelligence transmitted to me in the Papers marked A and E, which I had arranged and digested in my Head before I went to His Excellency. I spoke shortly, but strongly, and He did not interrupt me except once, to say that He knew one of the ships I had mentioned to be building in Holland, according to a new construction imagined by M<sup>r</sup> Boux, was for the Service of the King his Master, that there might be two, but that He knew only of one, mounting four and thirty twenty four Pounders. I asked Him if He was absolutely certain that that ship was for the use of the French Navy, and would not be employed in the service of the Rebels. He replied that he could safely answer for that. When I had finished my Narration, which I made as rapid as possible knowing his incurable aversion to Details—He answered in short broken sentences, that they never intended to stop all commerce with the americans; that if Merchant Vessels engaged in that branch of Trade, it was a Leur Risques et Perils; that they ought not indeed to carry Arms and Ammunition, that that was expressly prohibited, but as to every thing else Government could not interfere, could not pretend de donner des Entraves au Commerce.

I observed to Him what a difference there was between selling Merchandize to the Americans who came to purchase it in France, and sending out ships to North America, to which according to universally known established, and uncontroverted Rule they could have no Right to Trade at all. Without pretending Sir to say what we shall or shall not do, I will ask you a plain Question If you knew for certain that forty or fifty English Merchantmen were going to Martinico or S<sup>t</sup> Domingo, with false Lettres de Mer, to conceal their real Destination, would you with a certainty of such an Intention suffer it to be carried into Execution. He was embarrassed, and could not say they would suffer it. The present case is much stronger than the imaginary one I have put to you, these ships are not only designed for North America, to which they have no Right to go, designed to carry every species of succour to the Rebels of a Nation of which France calls herself the Friend, but they are to unite into Fleets, and be escorted by a large Convoy consisting of French and American Ships of War. I should mispend your Time Sir, I should wrong the opinion I have of your Judgement, if I stopped to make Remarks upon such Projects as these, your Eye must go at once to the Consequences without being guided by me. You are Still in Time to prevent the Execution of these Projects, but you have not a Moment to lose. You are perhaps the only Man breathing who can effectually Stop them, and if your Intentions are as pacific as I love to think they are, you will Stop them.

His Answers were short, and not very Satisfactory. He only said that he had never heard before of a Fleet assembling at Bilboa, that He did not know how to credit the existence of such a Project, qu'il s'informerait plus particulièrement et verroit ce qu'il y auroit a faire He renewed the Professions of his Pacific Intentions. . . .<sup>1</sup> I am [&c.]

Stormont



L, *Stevens's Facsimiles*, vol. 19, no. 1735. Addressed at foot of first page: "Lord Viscount Weymouth." Docketed: "Fontainebleau 5 Nov<sup>r</sup> 1777/Lord Stormont/(N<sup>o</sup>. 160) Secret/R. 12 by Messenger to Calais."

1. Stormont completed the letter by expressing his conviction that the French government intended to do everything it could short of war to aid the rebels and that Great Britain must establish a limit beyond which it would not permit France to go.

#### LORD STORMONT TO LORD WEYMOUTH

[Extract]

N<sup>o</sup> 161

Most Secret

Fontainebleau November 5<sup>th</sup>. 1777

My Lord

With M de Vergennes whom I went to immediately from M de Maurepas' I took a very firm and serious but quite dispassionate Tone. . . . M de Vergennes heard me Attentively and without Interruption till I came to speak of the ships building at Amsterdam: He then said, that he could answer no Questions on that subject, that we could not expect them to say what ships they were or were not building in foreign Ports that our inquiring into that was a sort of Inquisition; On this subject My Lord we had a good deal of Discussion, I told Him that we did not interfere with their building ships in foreign Ports for the service of the french Navy that that was not at all the Point in Question, that my Information was precise, and I had stated it so to His Exc<sup>y</sup>, that these were ships building in appearance for France, ordered and perhaps paid by Her, but designed really for the service of the Rebels. . . .

After a good deal of hesitation, He admitted that He knew of one ship building at Amsterdam pour le service du Roi, that it was a sort of Experiment, but that the ship was by no means as far advanced as my Information supposed.

When I mentioned Monsieur le Comte de Vaux as concerned in fitting out ships for North America, He expressed great surprize, and asked what C<sup>te</sup>. de Vaux I meant, as my Information did not enable me to answer that Question positively; I told Him that I supposed it was the one generally known here, but that I would not attempt to fix an Imputation upon a Gentleman of Rank and Fashion, without direct positive Proof; that if I had mentioned to his Excellency the Names of many of the Persons interested in this Enterprize, it was only to give Him every Light in my Power. I added which is true, that I had sometimes found my Intelligence erroneous as to Names, but right as to Facts, that Facts were what I attended to, that who fitted out these ships was immaterial, the essential Point was that they were fitting out in France, and going to carry ammunition and various Merchandize to the Rebels of great Britain.

When I spoke of the ship *l'heureux*, and mentioned Baron Steuben, formerly aide de camp to the King of Prussia, I added that that Name was not unknown to his Excellency and looked Him full in the Face. He answered with great composure, and seeming frankness, that He knew of no such Person; He likewise assured me that He had never heard of Lieut<sup>h</sup>. Lundi. To these positive assertions I could make no reply, without hazarding personal altercation which I wish to avoid.

When I came to the Intelligence I had received from my Court, I told His Excellency that He would find it in two Papers, which I gave Him to read, and which were those marked B, and, C. He read them, and when He came to the Deposition relating to the Powder and Stores, being taken out of the two Privateers; He said that

that was always done, when ships were repaired. I observed to Him that they had been deposited dans L'Arsenal du Roi, which was surely a mark of favour, and friendship and added, that the most exceptionable Part of all was the repairing the Ships, and repairing them in the Kings Dock; Notwithstanding all the Solemn Promises made us to the Contrary, He gave his usual frivolous Answer, that the ships were in Distress, and that the assistance granted them was only upon a Principle of common Humanity. . . .<sup>1</sup> I am [&c.]

Stormont

L, *Stevens's Facsimiles*, vol. 19, no. 1736. Addressed at foot of first page: "Lord Viscount Weymouth." Docketed: "Fontainebleau 5 Nov<sup>r</sup> 1777/Lord Stormont/N<sup>o</sup>. 161/most secret/R. 12<sup>th</sup>. by Messenger to/Calais/one inclosure."

1. Stormont went on to inform Vergennes that he knew who M. de Chaumont is "and whom he sees," and to discuss, as he had with Maurepas earlier in the day, intelligence he had of a large convoy of French merchantmen that was intended to rendezvous at Bilbao from where it was to sail in convoy with supplies for the rebels in North America.

"EXTRACT OF A LETTER FROM MR. PETER LIEGE, DATED NANTZ, NOV. 5,  
TO MESS. LONG, DRAKE, AND LONG, LONDON."

"Gentlemen, I have the pleasure to acquaint you, that yesterday the restitution of the English ships and cargoes, taken by the American privateers and brought into this port, took place, when they were given up accordingly."<sup>1</sup>

*London Chronicle*, 15–18 Nov. 1777.

1. Jamaicamen *Clarendon* and *Hanover Planter*, taken by Massachusetts privateers *Fanny* and *General Mercer*.

## November 6

PHILIP STEPHENS TO VICE ADMIRAL LORD SHULDHAM AND ADMIRAL SIR THOMAS PYE

My Lord

[*Admiralty Office*] 6 Nov<sup>r</sup>: 1777.

Several Frenchmen taken in American Vessels, who are Prisoners on board His Majesty's Ships at Plymouth,<sup>1</sup> having been examined by the Civil Magistrates, & there not being found sufficient Evidence to ground the Committment of them to Prison, were remanded back to the said Ships; My Lords Commiss<sup>rs</sup>: of the Admty acquainted Lord Weymouth, one of His Majesty's Secretaries of State therewith, and desired to receive the Kings directions concerning the said Prisoners; And his Lordships having in return signified his Majesty's pleasure that the said Frenchmen be set at Liberty after they shall have signed a Declaration that they will not bear Arms in the American Service, against His Maj<sup>ty</sup>: Government, during the present Rebellion, And that it is His Majesty's further Pleasure that all Foreigners, in like situation, whenever the Civil Magistrates do not consider they have sufficient Grounds for legally committing them, be hereafter set at Liberty under the same Conditions, unless some particular Circumstances may render it adviseable to make further Enquiries about them; I am commanded by their Lordships to signify their direction to you, to give Orders in the Cases aforementioned, accordingly. I am &c<sup>a</sup>:

PS.

LB, UKLPR, Adm. 2/556, 157–58. Addressed at foot: “Vice Admiral Lord Shuldham at Plymouth Admiral Sir Thomas Pye Portsmouth.” Notation in the margin: “Several Frenchmen taken in American Vessels, to be set at liberty: Also all Foreigners, who may be hereafter taken in such Vessels for whose Commitment to Prison there are not sufficient Grounds found by the Civil Magistrates—to be set at Liberty.”

1. “Portsmouth” is indicated to be substituted for “Plymouth” in the letter to be sent to Admiral Pye.

WILLIAM LEE TO CAPTAIN JOHN YOUNG

Cap<sup>n</sup>. John Young Nantes  
Sir

Chaillot N<sup>o</sup>. 5 Rue Bataille  
Pres Paris 6 Nov<sup>r</sup>. 1777.

This moment was left at the Gate by I don't know whom, y<sup>r</sup>. Letter of the 29<sup>th</sup>. ul<sup>to</sup>. just 8 daies after its date, the person by whom you sent it cou'd not have taken a great deal of pains to find me, as he might very easily have done it.—I think I left with M<sup>r</sup>. Robinson a copy of the sales of your vessel; the half nett proceeds whereof, that belong to you & your people was ten thousand three Hundred & thirty nine Livers, of w<sup>ch</sup>. I paid M<sup>r</sup>. Robinson two thousand Livers & you rec'd 1200 Livers here with 240 Livers of me in Nantes. untill I am informed the am<sup>t</sup>. of your expences on the Journey up here w<sup>ch</sup> is to be charged to the committee, I can't tell what is still coming to you; but that you may not be in want of money I now send you an order on Mess<sup>rs</sup>. Pliarne Penet & C<sup>o</sup>. for five thousand Livers the receipt of w<sup>ch</sup>. you will please to acknowledge, & if you will send me here three duplicate receipts of the whole of your expenses on the Journey up here; I will return you the receipts you gave M<sup>r</sup>. Grand for the £1200 you rec<sup>d</sup>. in consequence of my order on him, & the receipts you gave me for the £240. In Nantes with an order on Mess<sup>rs</sup>. Pliarne Penet & C<sup>o</sup>. for the Ballance due you on Acc<sup>t</sup>. of the Vessel & c<sup>t</sup>. sold by me. you will loose no time in preparing your Vessel for Sea, as I believe in a few daies the commissioners will be ready with their dispatches I before informed you & M<sup>r</sup>. Robinson also, that M<sup>r</sup>. Schwighausur had orders to supply your disbursements on Acc<sup>t</sup>. of the Vessel & also to provide what loading you could take in, such as Blankets or Arms, or Ammunition to him therefore I presume you have applyed on these subjects, I beg you will leave with him or M<sup>r</sup>. Morris, duplicate authenticated accounts of all your disbursements for the Vessel & [let] M<sup>r</sup>. Schwighausur know in time what loading you can take in that he may provide accordingly.

LB, ViHi, William Lee Papers.

JOURNAL OF FRENCH NAVY CORVETTE *ETOURDIE*,  
MARQUIS DE MONTBAS, ENSEIGNE DE VAISSEAU

[Gironde] du jeudy 6<sup>eme</sup> [novembre]

quoique le commis ne soit pas de retour le lieutenant en pied et un officier sont parti pour bourdeaux pour travailler a l'armement. le meme jour le batiment la *ste anne* commande par charles linsee anglois est venü nous demander du secours contre le *portsmouth* qui est mouillie aupres de nous ainse que contre une goelete insurgente qui est au meme mouillage cette goelete se nomme lhironnelle. nous luy avons dit a langlois de sortir, et nous avons declaré aux insurgents qu'ils ne partiroident que vingt quarte heurs apres.

[Translation]

[Gironde River] Thursday 6th [November]

Although the clerk has not returned, the lieutenant on duty and an officer have left for Bordeaux in order to work at the equipping of the vessel. The same day the merchantman the *Saint Ann*, commanded by Englishman Charles Linsee came to us requesting assistance against the *Portsmouth*, which is anchored near us, as well as against an insurgent schooner that is in the same anchorage. That schooner is called the *Swallow*. We told the Englishman to go out, and we declared to the insurgents that they were to leave only after twenty-four hours.

D, FrPNA, Marine B<sup>4</sup> 147, fol. 287.

## November 7

PHILIP STEPHENS TO VISCOUNT BARRINGTON

My Lord

[Admiralty] 7<sup>th</sup>: Nov<sup>r</sup>: 1777.

I have received & communicated to my Lords Commissioners of the Admty your Letter of the 29<sup>th</sup>: of last Month, on the Subject of furnishing an additional Guard for the Security of the Prisoners confined in the Prison at Forton, & expressing your Lordships hopes that as the Kings Service for the reasons you have mentioned will not admit of a larger Guard being furnished for that Service by the Land Forces, they will be able to find some proper mode of securing the Prisoners either by an additional Guard to be supplied from the Marines who are from time to time station'd at Portsmouth; or such other Means as their Lordships shall think effectual; In return thereto I have it in command to acquaint your Lordship that my Lords, in the proposition they had the honor to submit to His Majesty respecting the establishment of Prisons for securing Persons charged with the Crime of High Treason, or Piracy, expressly mention that, for effectually preventing their Escape, and keeping them in Order, a Military Guard from His Majesty's Land Forces should be constantly mounted; And I am further to observe that the Marines are so far from being in such numbers as to be able to spare any for that Service, that there are not now at Quarters sufficient to compleat the Complements of His Majesty's Ships which are in Port & in want of them, I have the honor to be &c<sup>a</sup>:

PS.

LB, UKLPR, Adm. 2/556, 167–68. Addressed at foot: "R<sup>t</sup>: Hon<sup>ble</sup>: Lord Viscount Barrington &c. &c. &c<sup>a</sup>." Notation in the margin: "Relates to the furnish<sup>s</sup> a Guard at Forton Prison."

GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

Font<sup>au</sup>. 7. 9<sup>bre</sup>. 1777.

J'ai reçu, Monsieur, votre lettre du 29, 8<sup>bre</sup>. par laquelle vous m'informez que les frégates américaines le *Raleigh* et l'*Alfred* continuer à travailler a leur Carène et a leur radoub. Signifiez aux Capitaines de ces Batimens que l'intention du Roy est absolu-

ment que leurs Batimens restent le moins de tems possible dans ses Ports et qu'ainsi ils aient à se dépêches de se mettre promptement en état de reprendre la mer.<sup>1</sup>

Quant aux deux prises<sup>2</sup> faites par ces frégates le S. Berard<sup>3</sup> méritoit surement d'être puni s'il étoit prouvé que c'est par son fait q'u á eû lieu la levée clandestine des matelots françois qui les ont conduit dans la Riviere de Crach. Je vois d'ailleurs par une Lettre que m'ecrit le S. de Lespinay qu'il s'est mis dans le cas d'être condamné a une amende relativement a la contravention a l'ord<sup>e</sup> dans laquelle est tombé le Cap<sup>e</sup> du Navire le *Baltimore*<sup>4</sup> pour être parti sans avoir fait aucune déclaration a l'Amirauté. Enjoignez lui d'être plus circonspect a l'avenir sinon je ne pourai me dispenser de rendre compte de sa conduite au Roi.

Quant aux matelots françois qui n'étoient pas encore de retour lorsque vous m'avez écrit, entendez vous avec les off<sup>rs</sup> de l'Amirauté de Vannes pour les faire débarquer et pour faire éloigner sur le champ de nos Côtes les prises dont il s'agit.<sup>5</sup> Je vous recommande de nouveau de donner la plus grande attention à ce que nos matelots ne prennent pas parti sur les Batimens américains et à empêcher les enrôlemens clandestins: vous savez combien cet objet est important.<sup>6</sup> Je Suis [&c.]

de sartine

[Translation]

Fontainebleau, 7 November 1777

I have received, Sir, your letter of 29 October by which you informed me that the American frigates *Raleigh* and *Alfred* are continuing the work of their careening and caulking. Point out to the captains of these ships that it is absolutely the king's wish that their ships remain the least possible time in his ports, and that they take steps to hasten and promptly put themselves in readiness to sail again.<sup>1</sup>

As to the two prizes<sup>2</sup> taken by these two frigates, Monsieur Berard<sup>3</sup> surely would merit being punished if it were proven that it was by his act that there was a clandestine enlistment of French sailors who brought them into the Crach river. Moreover, I see by a letter which Monsieur Lespinay wrote to me that he was placed in the circumstances of being condemned to paying a fine as a result of a contravention of a regulation into which fell the captain of the *Baltimore*<sup>4</sup> for having left without having made any declaration to the Admiralty. Enjoin him to be more circumspect in the future; otherwise I will not be able to excuse myself from giving account of his conduct to the king.

As to the French sailors who have not returned since you wrote me, come to an understanding with the Admiralty officers of Vannes in order to make them debark and to remove immediately from our shores the prizes in question.<sup>5</sup> I again recommend that you pay the closest attention so that our sailors have no dealings on the American ships and to prohibit clandestine enlistments; you are aware of how important this subject is.<sup>6</sup> I am [&c.]

de sartine

L, FrLAL, series 1, E<sup>4</sup> 80, fol. 96. Addressed at foot: "M. Gonet." Notation: "R. le 12 9<sup>e</sup>."

1. Noted in a different hand at this point: "presser ce départ"; "to hurry the departure."

2. *Anna Susanna*, and *Jamaica*.

3. Bérard was a member of the firm of Bérard, Frères & Co., merchants at L'Orient.

4. The *Baltimore*, formerly *Rebecca*, prize to Massachusetts privateer ship *General Mifflin*, Captain William Day, departed from Morlaix 25 Aug., with a French captain and crew. NDAR 9: 639.

5. Interlined here in a different hand: "avec deffenses d'y reparaitre"; "with prohibitions to return there."

6. This paragraph is bracketed, with the notation: "Extrait à M de L'Epinay procureur du Roy à l'amirauté de Vannes, le 12, 9<sup>e</sup> 1777"; "Extract to M. de L'Epinay, King's attorney at the Admiralty of Vannes, 12 Nov. 1777."

## COMTE DE VERGENNES TO MARQUIS D'OSSUN

[Extract]

A Fontainebleau le 7 Novembre 1777

... Je me suis reservé Monsieur de vous instruire de la resolution que le Roy prendroit en consequence de la demande de secours de la part des Americains. S. M. s'est determinée à leur faire payer dans le courant de l'année prochaine une somme de trois millions de nos livres en quatre termes egaux. Je ne repeterai pas ici les conditions attachées à cette liberalité: elles se trouvent deja énoncées dans la correspondance respective.

Autant les Deputés Americains se montrent reconnoissants de ce nouvel temoignage de la bienfaisance du Roy, autant sont ils consternés de l'avis que je leurs ai donné qu'ils ont encouru l'indignation de sa Majesté Catholique. Vous aures sans doute entendu parler Monsieur de la prise qu'a fait un de leurs corsaires du Navire françois le *Fortune* qui alloit de Londres à Cadix bien qu'il a envoyé en Amerique; La plus grande partie de sa cargaison etant pour le compte des marchands Espagnols. Le Roy Catholique sensible à leurs justes plaintes pretend non seulement la reparation de cette insolence qui est tres en regle, mais même vouloir suspendre ses bienfaits jusqu'à se que la satisfaction soit assurée.

C'est du moins ce que d'infère d'une letre de Monsieur le Comte Floridablanca du vint trois Septembre [*Octubre*] <sup>1</sup> à Monsieur d'Aranda qui m'a été communiquée. Si les Deputés Americains defèrent au conseil que Je leur ai fait donner ils ne tarderont pas à faire toutes les soumissions convenables pour flechir le ressentiment du Roy Catholique et ils ne perdront pas un seul instant à prendre les mesures les plus sures pour faire reparer le dommage causé aux sujets espagls. Ils ont un si grand interêt à ne pas mecontenter les deux Puissances et à ne pas se priver de leur protection qu'on peut croire que leur [zele] <sup>2</sup> ne sera ni équivoque, ni infructueux; mais comme les effets n'en peuvent etre ni prompts ni même bien prochains, il seroit bien à desirer que le Ministère d'Espagne, considerant que ce qui est arrivé est la faute d'un simple particulier, n'en rendît point responsable la generalité de la Nation et ne lui retranchât pas des à present des secours dont le besoin est imminent.

C'est ceque Je vous prie Monsieur Vouloir bien représenter avec vôtre sagesse ordinaire à Monsieur le Comte de Florideblanche.

Vous sentires de vous même que c'est matiere à converser et non occasion d'offices. ...

[Translation]

Fontainebleau 7th November 1777.

... I have been waiting for an opportunity, sir, to communicate to you the king's decision consequent on the request of the Americans for help. His Majesty has decided to have paid to them, during the course of the next year, a sum of three millions of our livres in four equal instalments. I shall not repeat here the conditions attached to this liberality; they are already set forth in the respective correspondence.

However much the American Deputies shew their gratitude for this fresh mark of the king's kindness, they are equally dismayed at the information which I gave them that they have incurred the indignation of His Catholic Majesty. You have doubtless heard mentioned, Sir, the capture made by one of their privateers of the French vessel le *Fortune*, which was going from London to Cadiz, and which was, nevertheless, sent to America. The greater portion of the cargo being on account of Spanish

merchants, the Catholic King, alive to their just complaints, claims not only reparation for this insolence, which is quite according to rule, but also means to suspend his benefits until satisfaction is given.

This, at least, is what I infer from a letter from Conde de Floridablanca of the twentieth-third September [*October*] to M. d'Aranda,<sup>1</sup> which has been communicated to me. If the American Deputies defer to the advice which I have caused to be given them, they will not delay in making all suitable submission to soften the resentment of the Catholic King, and they will not lose a single instant in taking the surest measures to make good the harm done to Spanish subjects. It is so greatly to their interest not to displease the two powers, nor to deprive themselves of their protection, that we may believe that their [zeal]<sup>2</sup> will be neither equivocal nor fruitless; but as the effects of it can be neither soon nor even very near, it would be desirable that the Spanish Ministry, considering that what has happened is the fault of a single person, should not make the whole of the nation responsible for it, nor withhold from them henceforth the aid of which they are in pressing need.

This, Sir, is what I beg you to be good enough to represent, with your usual wisdom, to Conde de Floridablanca.

You will quite understand that it is a matter to be settled in conversation, and not in an official manner. . . .

Copy, SpMAH, Estado, legajo 3884, expediente 3, doc. 39. Translations, with alterations, from *Stevens's Facsimiles*, vol. 19, no. 1737, which was of the draft in FrPMAE, Arch. dipl., Corr. Pol., Espagne, vol. 587, fols. 37–38. The portion extracted here was originally in a numerical cipher. Among other matters discussed, this letter reports with skepticism Lord Stormont's claim to have certain information "that several French merchant vessels fitted out for war and trade are to join at Bilbao some Spanish vessels, similarly equipped, and from there to go in company, under convoy of some American privateers, direct to America."

1. See Conde de Floridablanca to Conde d'Aranda, 23 Oct., above.

2. The word *zele* was in the draft, but not in the deciphered text.

#### HERMAN KATENCAMP TO LORD WEYMOUTH

No. 69.

Corunna 7<sup>th</sup> November 1777.

My Lord.

I humbly beg leave to refer to my last Letter of the first Instant.

Being informed the next day that Cunningham was going to take in a fresh Supply of Stores and Amunition from his Prizes, I presented a Petition to the Captain General that he would be pleased in compliance with His Catholick Majesty's Orders to command him to leave this Port seeing he had been allowed Time more than sufficient to provide himself with Provisions and necessaries. the Answer I received and which I sent to My Lord Grantham was that Cunningham had no Design to take any thing from his Prizes, that he came here merely by Stress of Weather, and should depart as soon as it cleared up. In order to prevent any Doubt that might be affected concerning the Weather, as soon as it proved fair I applied to the King's Pilot to certify it, with Intent to inclose his Certificate in a fresh Application to the General, when I heard to my great Surprise that Cunningham had quite unrigged his vessel, and under Pretext of its having received some Damage had obtained Permission to repair and refit it. I immediately waited on the General and requested the Favor of him to acquaint me with his Reasons for granting such Permission after the Answer

he had been pleased to give me to the memorial I presented him the Day before, he replied that Cunningham's vessel was not in Condition to put to Sea, that it could not be his Catholic Majesty's Intention to refuse Assistance to People in Distress, that the new mast he received from the Inspector of the Packets on his first Arrival here was too large for the winter Season, but that as soon as it was lessened, and he was provided with the necessaries he wanted he would immediately order him to depart. however there can be no Doubt other Excuses will be found, and Cunningham be permitted to remain here as long as he pleases, I am extremely sorry I have not been able to succeed, for some of His Majesty's ships are now actually of this Harbour, which is the real Cause of Cunningham's putting in here.

This Pirate has also represented to the General that his Prize the *Two Brothers* containing four thousand Quintals of Fish is so much out of Repair that the Cargoe must perish if not landed, and this is done in order to sell it which it would be impossible to hinder if it is once brought on Shore. I presented another memorial to the General yesterday to acquaint him that Cunningham had another Prize<sup>1</sup> in this Harbour empty, and fit to receive the Cargoe, and that if it was true the *Two Brothers* was really in the Condition it was represented to be the Cargo might be put on board that vessel, since he well knew it would be difficult, if not altogether impossible to prevent the Sale of it if landed, This morning I received his Answer that he had sent Cunningham's Representation to Court, and should not determine in the Affair untill he received an Answer. It is true My Lord that he has sent it to Court, but with a Representation of his own that the Country is very much in want of this Article and would receive great Relief from this Cargoe, which however is not true. I have the Honor to be [&c.]

H Katencamp.

L, UkLPR, S.P. Foreign 94/204, 359–60. Addressed at the foot of the page: "The R<sup>t</sup> Hon<sup>ble</sup> Lord Viscount Weymouth." Docketed: "Coruña 7 Nov<sup>r</sup> 1777/Consul Katencamp/(N<sup>o</sup> 69)/R. 11 Dec<sup>r</sup>."

1. Probably the ship *Brothers*, Nicholas Kelly, taken on 25 Sept. 1777. See Herman Katencamp to Lord Weymouth, 8 Oct. 1777, above.

## November 8

### "EXTRACT OF A LETTER FROM CHESTER, NOV. 8."

"This day I received a letter from Captain White, dated St. George's, Grenada, Sept. 18, advising of his safe arrival there in the brig *Charles*, having left Capt. Rogers of the *Hero* at Barbadoes. In their passage to the West Indies they fell in with a privateer of 20 six pounders, which attacked the *Hero* Packet, Rogers, who engaged the privateer for three glasses, and beat her off. At the beginning of the action Capt. Rogers was wounded in two places, notwithstanding which he stood the quarter-deck all the time; his first Mate, the Supercargo, and four of his seamen, were also wounded; one of whom received five musket shot in different parts of his body. The *Hero* must have been taken if the Captain and his crew had not fought with the most resolute intrepidity. Soon after which, the two brigs, the *Hero* and the *Charles*, fell in with another privateer, which they obliged to sheer off, after each had poured a broadside into her."

*London Chronicle*, 11–13 Nov. 1777.



SILAS DEANE TO JONATHAN WILLIAMS, JR.

D<sup>r</sup> SirParis Nov<sup>r</sup> 8 1777

I wrote you by Peltier & somewhat in haste since w<sup>ch</sup>. y<sup>rs</sup>. of the 4<sup>th</sup> is arrived I am sorry that any thing should be put into the *Lyon* as ballast that will not be useful in America. Pray purchase salt or Flints or Lead or some thing for the purpose that is wanted in America; as to the Funds we must contrive to supply them. I pray that she may be equipped as soon as possible & also the *Dolphin* w<sup>h</sup>. may Carry some of the Articles & sail under the Convoy of the *Lyon*. The *Mercury* & *Marquis de Chaylote* can take all and more than what you will have left & I presume you will not find difficulty in agreeing for the freight ̄ Tonn. M<sup>r</sup> Montieu proposed 120 Liv<sup>s</sup>. ̄ Tonn out. I think he will abate a little but I had rather give that Sum than not have the goods sent in them. Those two Ships, the *Lyon* & one or two more of equal Force ready to go at the same time may resist any single ship here or on the Coast of America. The Cloths are of the first & capital importance & therefore must at all Events be dispatched. with respect to the Cloths furnished by Montieu, if they will not Compare with the Patterns given they cannot be taken on the Terms agreed for and as to those which you find absolutely too Small, they cannot be sent on any terms on our Acc<sup>t</sup>. Indeed I apprehend you will meet with difficulty—I know not how it can be adjusted better considering the necessity there is for all the Supplies possible than for Montieu to ship them on his own Acc<sup>t</sup>. I have not spoke particularly with him as he is sick & as from y<sup>rs</sup>. it does not appear that you had finished the examination of them. M<sup>r</sup> Ross will go for Nantes next week & by him shall forward the particular instructions for Capt. Nicholson &c. My Brother is returned & will take the Brig w<sup>h</sup>. I desire may be loaded with Salt as no other article of any Consequence will be sent in her I have not seen Ross since the rec<sup>t</sup>. of y<sup>rs</sup>. I am sorry that Williams<sup>1</sup> as well as we should be disappointed by this misunderstanding but hope you will be able to procure another person equally able to Conduct the Brig, & that she may go with Capt. Nicholson & the others & I shall send down the orders for the Capt. leaving a Blank for his Name which you will fill up properly. As to the making any more Cloths in france nothing can as yet be determined. My private Opinion however is that it is better to send out the Cloth in Bales I have no patience with Mercier & wish heartily we were rid of a fellow who appears to be a perfect trifler & therefore desire he may be held close to his ag<sup>t</sup>. [*agreement*] or be wholly off. I am &c.

S. D.

P.S. respecting the *Dolphin* I wish she may be the last that you do any thing with as to the Loading as I have since my last by Peltier had some thoughts of sending her another way You may have her ready to take in & you know she may be loaded in a few Hours. early next week I will write you my final determination.

LB, CtHi, Silas Deane Papers. Addressed at foot: "M<sup>r</sup> J. Williams."

1. Capt. Samuel Williams, of Philadelphia, who had been made prisoner when his ship *Commerce* was captured on 9 July, escaped from England and arrived in Paris in late August. The reference here is to negotiations concerning his conducting a brig to America for Simeon Deane. Captain Anthony Parrey, R.N., to Philip Stephens, 9 July, 1777, *NDAR* 9: 475; Silas Deane to Jonathan Williams, Jr., 27 Aug., and 29 Oct. 1777, *Deane Papers*, 2: 115–16, 204.

## SILAS DEANE TO CAPTAIN JOHN YOUNG

Capt. Young

Paris 8 Nov<sup>r</sup> 1777

Sir By y<sup>rs</sup>. of the 3<sup>d</sup>. I learn you will be ready soon for sea. What is necessary to be sent you from hence will be forwarded in the Course of next week I hope you will be ready to set sail immediately after the receipt thereof, & I shall write more particularly by the same Conveyance. I am &c. S. D.

LB, CtHi, Silas Deane Papers.

JOURNAL OF FRENCH NAVY CORVETTE *ETOURDIE*,  
MARQUIS DE MONTBAS, ENSEIGNE DE VAISSEAU[Gironde] du samedy 8<sup>eme</sup> [novembre]

il ne nous est rien venü de bourdeaux. les insurgents<sup>1</sup> sont parti ce matin ils ont salué le pavillon de cinq vives le roy nous en avons rendu trois.

[Translation]

[Gironde River] Thursday 8th [November]

There is nothing come for us from Bordeaux. The insurgents<sup>1</sup> left this morning. They saluted the flag with five shouts of "Long live the king," we rendered them three.

D, FrPNA, Marine B<sup>4</sup> 147, fol. 287.

1. New Hampshire privateer ship *Portsmouth*, John Hart commander, and Maryland letter of marque schooner *Swallow*, John Martin master.

## VENTURA GOMEZ DE LA TORRE AND BARRENA TO DEGRUCHY AND FIOTT

Extract of a Letter received by DeGruchy & Fiott of London, from Mess<sup>rs</sup>. Ventura Gomez de la Torre & Barrena of Bilbao, dated 8 November 1777.

"It is with the greatest concern that we must advise You that the *Nancy & Mary*, Thomas Aubin master, coming to us from Newfoundland with about 2,000 Quintals fish, & some oil, was taken the 28 ult<sup>o</sup>: by the American Privateer the *Neptune* Cap<sup>t</sup>: Nathaniel Swasey in the latitude 44.15. north, longitude 12 d. West: the prize was sent into Santoña, and the Cap<sup>t</sup>: and crew, as also M<sup>r</sup>: LeGeyt the agent were sent ashore in one of our Spanish Boats, Six Miles East of this place, they are now here, and I have made them enter a protest which we shall transmit You next post, that You may be able to settle with the Underwriters, wishing heartily our worthy friend M<sup>r</sup>: Fiott may be fully covered." "We are sorry to see the Newfoundland Trade so much exposed, that it is with great difficulty any Vessell coming to this place can avoid falling into the hands of American privateers that infest our Coast, but their force is [so] inconsiderable that a few of Your cutters would soon destroy them. We refer You to our next & Remain &<sup>a</sup>. &<sup>a</sup>."

London 4 December 1777. The above is a true Extract of the Letter received by us.

DeGruchy &amp; Fiott

Copy, UkLPR, S.P. Foreign 94/204, 368. Docketed: "R. 4 Dec<sup>r</sup>: 1777 from/Mess<sup>rs</sup> de Gruchy & Fiott." Enclosed in Lord Weymouth to Lord Grantham, 5 Dec. 1777, *ibid.*, fols. 361–62.

November 10

## PAUL WENTWORTH TO THE EARL OF SUFFOLK

My Lord

I Received this afternoon a Letter from M<sup>r</sup> Edwards<sup>1</sup> dated the 31 Oct. & sent by a private Hand—who writes on the Letter He hopes to return to P— this week, & dates it from Miss Simpkins Essex Street Strand N<sup>o</sup>. 42—where trusty Messengers have frequently lodged—Deane had been twice to Fontainebleau for the answer from Spain,<sup>2</sup> & returned to P—to wait another week. They suspect amusement. The Court of France have bought the Ships Building at Amst<sup>n</sup>. by Boux for Deane and Franklin—and are going to Build many Frigates on the same Plan—Eight are already on the Stocks to Carry 32–24 P<sup>drs</sup>. Brass Cannon on one Deck. M. Sartine has given Boux all his confidence. Beaumarchais writes from Rochefort that His ship of the Line (the *Hippopatame*) will sail in three weeks with Arms, Artillery, Cloathing, Tents & ammunition. K<sup>s</sup> of Prussia's agent had proposed a secret meeting, but Ald: Lee has taken Possession of the Business, so nothing can be done. Ar: Lee has taken a House & a Mistress—Izard is disgusted at the distance they observe towards him—Carmichael getting ready to go to America—Hinson came to England and displeased D & F.—They are told some money may be borrowed in Holland, and are Engraving Notes to be passed for the Sums received. You have heard of many armed vessels fitting & gone to America—Many more than you have heard of & some of great force are going; the particulars of which you shall know soon. This is all that is worth any notice—Except his own affairs, which he has lately pressed with unremitting attention: I have the Honor to recommend His plea to Your Lordships consideration, and that of being [&c.]

Poland Street [*London*].

P. Wentworth.

10 Nov: 1777.

L, UKLBL, Auckland Papers, vol. 3, pp. 347–48.

1. Edward Bancroft.

2. A mark, "Q+", is interlined here, referring to a notation at the top of the letter: "Q+ N.—M<sup>r</sup> Wentworth was by Letter from Basley Park on the 18<sup>th</sup>. Nov<sup>r</sup> at night desired by L<sup>d</sup>. North to obtain if possible the Spanish Answer & such other particulars as are material to or known before the meeting of Parl<sup>t</sup>—In Consequence He set out early the next Morning for Paris.—"

## DEPOSITION OF EDWARD SYMONDS

Town &amp; County of Poole

This day appear'd before me, John Bird Esq<sup>r</sup> Mayor & one of His Majestys justices of the Peace for the said Town & County, Edward Simmonds late Master of the Brig *William & Polly*; who on his Oath declares that on his Passage from Newfoundland to Bilboa, in Spain laden with dry'd Cod Fish, the said Brig was taken by an American Privateer call'd the *Success* of 8 Guns; & that he & his crew were by the said Privateer made Prisoners, & carried to the Port of Bilboa where he had his liberty, but the said Brig remains still sequester'd, that he arrived at Bilboa aforesaid the 2<sup>nd</sup>. Oct<sup>r</sup> 1777 & left it the 24<sup>th</sup>. of the same Month.

That during his stay there the Brigantine *Mercury* whereof John Pearce was late Master (& which he has been inform'd was the Property of Mess<sup>rs</sup>. John & Young Green of the said Town of Poole) was brought into the aforesaid Port of Bilboa as a Prize captur'd by some American Privateer,<sup>1</sup> & that he has some reason to think & verily believes that the Property of said Vessel & Cargo was alter'd by the aforesaid Capture; as he saw not Cap<sup>t</sup>. John Pearce or any of his Crew on board her, & he further saith, that the Cargo of the Brig *Mercury* was discharg'd there, and also saith that he Knew the said Brigantine to be the *Mercury* aforesaid, having seen her several times at Poole, & he is convinced it was the same Vessel, she having formerly been a Snow & the Tack holes still remain in her Gunwale, & the Name of the Vessel which was wrote in her stern is eraz'd, save & except the Capital Letter M. which he plainly discern'd.

Edw<sup>d</sup>. Symonds

Sworn before me John Bird Mayor  
This 10<sup>th</sup>. day of November 1777

DS, UKLPR, S.P. Foreign 94/204, 363. Docketed: "Deposition of John Pearce/Master of the *Mercury* Brig/R. 3 Dec<sup>r</sup> 1777 from/Mess<sup>rs</sup> Bingley & Pitt." Enclosed in Lord Weymouth to Lord Grantham, 5 Dec. 1777, *ibid.*, fols. 361–62. See also Edward Symonds to William Spurrier, 4 Oct. 1777, above.

1. *Mercury* was taken by the New Hampshire privateer ship *Portsmouth*, John Hart.

#### JACQUES GRUEL AND COMPANY TO COLONEL WILLIAM AYLETT

Sir,

Nantz 10<sup>th</sup>. November 1777—

Conformably to our precedent Letters<sup>1</sup> which We have the honour to confirm by this one, We have the pleasure to inform you, that We have Shipped by the French Vessel le *Chavigny*,—Cap<sup>t</sup>. M<sup>r</sup>. Etienne Fourneau, under the mark VIR, to be delivered to Messieurs Fourneau merchants at the Cape François, the goods mentioned in the Envoice here inclosed<sup>2</sup>. . . . Viz—

Forty Chests which contains altogether Thousand new guns, with their Bayonets and Rammers (these are exactly the Same as those which are used now by the french infantry)—One Chest which contains 500 gun's locks: Twenty three Bales which contain altogether 161 Pieces of Tent cloth:—One Box in which are inclosed 200 Pounds of white thread: Two hundred and Twenty Seven pieces Etamines<sup>3</sup> Viz 71 pieces blues, 78 whites, and 78 Red. Ten Bales which contain altogether 500 dozens of wollen Stockings: Six chests & One cask which contain 3000 common hats: Eleven caskes of Brimstone, and Ten Barils of tin in leafs, the whole amounting with the Charges, Freight and the Insurance from Nantz to Cape François, as per Envoice, to Seventy Seven thousand and thirteen livres, twelve Sols, and two deniers, of which Sum you will be Kind to credit us—

We have directed the above Said goods to the consignment of the house of commerce of M<sup>r</sup>. Gruel, M<sup>r</sup>. Fourneau & Cie merchants at the Cape François, with order to deliver them to the care of M<sup>r</sup>. Rauleigh Colston, or to the Agent of the State of Virginia, at the said Cape François, and—if in case none of these gentlemen are there to reclaim the said goods, We recommand expressly M<sup>r</sup>. Fourneau & C<sup>o</sup>. to keep them by at your disposition, or else for them to Ship them according to the Orders they should receive from you.—So by this our dispositions are intirely exact according to what We had the honour to write you, by our last, on account of our Sending you this goods—

According to your Orders by your letter of the 25 of April last, We have insured the said goods shipped on board le *Chavigny* bound to the Cape François, the prime cost amounting to Seventy thousand livres, insurance to two and one quarter per Cent. Absolutely we could not procure the Insurance for any of your harbours, as you mentioned to us.

We had had the pleasure to cultivate the acquaintance of M<sup>r</sup> John King when he was in this Town, & that of Dealing with him for the furniture of sundry merchandizes for the State of Virginia. We are now pretty much busy at the fitting out of a French Vessel, in which We Shall Ship a parcel of merchandizes, that We agreed with you for. We expect the Vessel will be ready to Sail, at about 20 or 30 days, and we Shall be happy to hear of his safe arrival, and in mean time that of the goods to their proper destination, and more So to your own Satisfaction

We are daily expecting the arrival of some Vessels that you mentioned to us. We think this time of the year will be of a great Service to them: We wish it to be so, especially on account of your proper Interest We have the honour to be &<sup>ca</sup>.

(Signed) J Gruel & C<sup>r</sup>

(A Translation)

Translation, Vi, State Agent 1775–1782, Papers of Penet, Dacosta, Frères & Co. 1776–1783. Docketed: "Letter/10<sup>th</sup>. November 1777/James Gruell & Company."

1. J. Gruel & Co. to William Aylett, 12 Oct. 1777, *ibid.*, for instance.
2. Not printed.
3. Here there is a mark, "+", referring to a comment in the margin, "+ A Sort of light French Stuff for colours."

## November 12

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAINS  
SAMUEL BARRINGTON, R.N., AND GEORGE VANDEPUT, R.N.

You are hereby required and directed, to put to Sea in the Ship you command, with the very first opportunity of Wind & Weather and proceed & cruize, on the Meridian of Cape Finisterre, between the Latitudes of 46°,00" & 47°,00". North, for the protection of the Trade of His Majesty's Subjects, and diligently to look out for, & to use your best endeavours to take, or destroy, Privatiers, or other Ships or Vessels, belonging to the Rebellious Colonies of North America.

You are to continue, upon the above mention'd Station & Service, for the space of one Month after you get between those Latitudes; and then make the best of your way back to Plymouth Sound & remain there until you receive further Order; sending Us an Account of your arrival & proceedings. Given &c. the 12<sup>th</sup>. Nov<sup>r</sup>. 1777.

Sandwich  
H. Penton  
H Palliser

Hble Capt<sup>n</sup>. Barrington, P<sup>r</sup> of Wales, Plym<sup>o</sup>.  
Vandeput, Asia, Plym<sup>o</sup> . . . . 44°,00" & 45°.11".  
to Spithead

By &c. P.S.

## LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN WESTERN VARLO, R.N.

Having ordered the Stores of the Ship you command to be completed to a proper proportion for Channel Service and her Provisions for four Months with all Species except Beer of which she is to have as much as she can conveniently stow & to be supplied with a proportion of Spirits for one Month in lieu of the remainder, you are hereby required and directed to use the utmost dispatch (so far as the same may depend upon you) in getting on board such an additional quantity of Stores & Provisions as may be necessary for those purposes; & then put to Sea, with the very first opportunity of Wind & Weather, & proceed & cruize, from five to twenty Leagues North from Cape Finisterre, for the protection of the Trade of His Maj<sup>ty</sup>. Subjects & diligently to look out for, and to use your best endeavour to take, or destroy, Privatiers, or other Ships or Vessels belonging to the Rebellious Colonies of North America.

You are to continue upon the abovemention'd Station & Service for the Space of one Month after you make Cape Finisterre, & then make the best of your way to Spithead, & remain there until you receive further Order; sending Us an Account of your arrival & proceedings. Given &c 12 Nov<sup>r</sup> 1777.

Sandwich  
H. Penton  
H. Palliser

Capt<sup>n</sup>. Varlo, *Bedford*, Plymouth  
By &c. P.S.

LB, UKLPR, Adm. 2/103, 413-14.

## JAMES BABSON TO BENJAMIN FRANKLIN

M<sup>r</sup> Beniaman Francklen Esq<sup>r</sup>  
Sir

Bilboa Novemb<sup>r</sup> th 12<sup>d</sup> 1777—

This Days post from Nantes brought me the Disagable a Counts of the Sea prisoners<sup>1</sup> tacking by me & Cap<sup>t</sup> Kendrick to be Condemed to yours [use] of the King France I Cannot Se on what grounes or authoruity thay have for So Doing, as I had agood Commision for tacking of Saiad Shipes, I Neiver thought of their Doing aney thing futher then oarding them out again & Sir I Cant help thincking if the Coart of France New how fair I am Now Distressed thay would Realive me at this time Sir I Left Nantes as M<sup>r</sup> Williames thought it bettor that I should be out of the way I Continued Crausing Till the Second of this month my Stores being almost out was oblige to Cum to this port I have Now Fortey Eight Seamen besides offorsors Down with the Small pox & No frind Nor a farthing to Supply my Self with Stores to proced on aNother Crause when my people have Recvard their Sicknell, the ship thay have Tacking from me has ben my Last Dependance to fit my Versell for a Nother Crause But Sir with oute Sum Releaf must must lay up my Versell

It is Not In my power to Right the gent<sup>l</sup> oaners of my Versell the affair as I No Not on what foundashon thay have for tacking the Ships from us & Sir must beg you would favour me with a line<sup>2</sup> & am Sir your Obt & Verey Hum<sup>ble</sup> Sarvent

James Babson

L, DNA, PCC, item 45, pp. 279–82 (M247, roll 59). Addressed: “To/Beniamen Franklen Esq<sup>r</sup>/In/Paris.” Docketed: “Cap<sup>t</sup> Babsons Letter/to Doct<sup>r</sup> Franklin/inclosed in Nov<sup>r</sup> 30<sup>th</sup>. 1777.”

1. Jamaicaen *Clarendon* and *Hanover Planter*, taken by *Fanny* and *General Mercer*, Massachusetts privateers.

2. On 30 Nov., Franklin wrote to Jonathan Williams: “Let Capt. Babson know that I receiv’d his Letters and have done all I can for him. That we shall endeavour to obtain the whole Value: but it will be a Work of Time, And that he must be careful how he attempts to put his mad Threats of making Reprisals in Execution unless he has a mind to hazard being hang’d for Piracy.” *Papers of Benjamin Franklin* 25: 215.

## November 13

### MARQUIS D'OSSUN TO COMTE DE VERGENNES

N<sup>o</sup>. 126.

Monsieur,

à L'Escorial Le 13. 9<sup>bre</sup>. 1777.

J'ai reçu la lettre que vous m'avez fait l'honneur de m'écrire le 31. du mois dernier N<sup>o</sup>. 67.

J'avois prévu, Monsieur, que la réponse de M. Le C<sup>te</sup>. de Floride Blanche Sur les Secours pécuniaires à donner par l'Espagne aux Américains ne vous paroîtroit pas conséquente aux principes établis dans Sa reponse, meme Sur l'interêt majeur que la France et l'Espagne ont à ce que les Colonis Angloises demeurent indépendantes, ou au moins que leur guerre contre la Métropole Se prolonge assez, pour affoiblir et user les forces des deux athletes. En effet ce n'est pas le cas de Se borner à donner des Secours médiocres et de grandes esperances; Les considerations exposées dans votre depeche le demontrent.<sup>1</sup>

Quelques Chefs font aller toute la machine, S'ils Se croient abandonnés, S'ils Sont Secourus trop foiblement, ils peuvent Se décourager, l'entousiasme de la revolte et de l'indépendance S'affoiblir dans les peuples qu'ils conduisent, et ces peuples qui Souffrent de toutes les façons, peuvent leur forcer la main pour un accomodement, il faut des armes, des vetemens, des munitions, pour faire la guerre et c'est dans ce moment qu'on doit fournir aux americains les moyens d'assurer ces objets, afin qu'ils puissent Soutenir les efforts redoublés de l'Angleterre la campagne prochaine.

Lorsque Votre expedition, Monsieur, du 3 de ce mois me parvint, je n'attachai Sans Succès à fixer le Roi Catholique et Son ministre à ce point principal et à les engager de donner comme la France 3 millions de livres, le plutôt qu'il Seroit possible ou au moins à déterminer l'époque des payemens de cette Somme, afin que les députés du congres, pussent trouver du crédit pour les choses indispensablement necessaires à leurs commettans.<sup>2</sup>

Je n'ai pas communiqué votre lettre à M. le Comte de floride blanche, je lui ai Seulement dit que Sa M<sup>te</sup>. ne S'étoit pas encore décidée d'après le memoire de la Cour d'Espagne, et que vous m'aviez mandé que vous ne manquerez pas de m'instruire de la resolution du Roi, aussitôt qu'il en auroit pris une. J'ai insisté par voye d'insinuation auprès de ce ministre Sur les raisons qui doivent engager la France et encore plus l'Espagne à Secourir promptement et Suffisamment les Insurgens; Je n'ai pas gagné du terrain dans ce premier entretien; M le Comte de floride blanche a persisté dans l'opinion qu'il falloit les aider, et que trois millions de livres de la part

de l'Espagne ne Seroient pas une Somme trop considérable, mais qu'il falloit leur donner ces Secours peu à peu, en nourrissant leurs esperances; Il m'a dit que Sa M<sup>te</sup>. Cath<sup>e</sup>. etoit irritée de ce qu'un de leurs Corsaires avoit enlevé dernièrement un vaisseau françois venant de Londres à Cadix, chargé de marchandises angloises appartenantes à des Espagnols,<sup>3</sup> et que ce monarque avoit fait Suspendre la remise aux députés du Congrès d'une Somme qu'il avoit ordonné qu'on leur fit toucher; Que les Corsaires Anglo americains avoient pris deux autres Bâtimens Espagnols et que le Roi Catholique vouloit Savior à quoi S'en tenir vis à vis des Colonies revoltées, et ce que pouvoient et diroient leurs députés Sur les excès dont il est question. J'ai representé à M. le Comte de floride blanche que la france devoit être plus irritée que l'Espagne, à cause de la violence et de l'insulte faite à Son pavillon,<sup>4</sup> mais qu'une Puissance quelconque quoique bien intentionnée ne pouvoit pas empêcher qu'un de Ses Corsaires commit des excès, Que ce qu'elle pouvoit et devoit faire, etoit de le chatier et de reparer le dommage; Qu'il ne falloit pas pour un pareil grief perdre de vuë la convenance et la necessité de donner des Secours prompts aux Colonies angloises. Ce Ministre est convenu du principe, mais il a ajouté que Sa M<sup>te</sup>. Cath<sup>e</sup>. avoit voulu faire connoitre Son ressentiment aux Députés du Congres, et qu'elle n'en etois pas moins disposée dans le fonds à leur faire administrer des Secours.<sup>5</sup>

Je continuerai, Monsieur, à m'entretenir Sur cette matiere avec M. le Comte de floride blanche dans le Sens que vous m'avez prescrit; Je l'ai assuré, Selon vos ordres, que nous etions parfaitement d'accord avec lui Sur les mesures de circumspection et de prudence qu'il a recommandées, et que quoique la france fasse des avances aux americains, elle veillera à ce qu'ils ne puissent pas en abuser et la compromettre, et avec la condition de discontinuer Ses libéralités, du moment où il y aura lieu à une négociation pour la paix entre les Colonies et leur metropole.<sup>6</sup>

Je vous ai annoncé, Monsieur, dans ma derniere lettre dattée de Madrid que j'aurois l'honneur de vous informer d'une confidence que S. M. Cath<sup>e</sup>. a dàigné me faire relativement au Portugal; Ce monarque m'a dit qu'il avoit parlé à la Reine Sa Soeur de la convenance réciproque qu'il y auroit à former une alliance entre le Portugal, l'Espagne et la france, Que cette princesse S'y etois montrée disposée, et qu'elle l'avoit assuré que la Reine Sa fille et le Roi Son gendre feroient ce qu'elle voudroit à cet égard.<sup>7</sup> J'ai l'honneur d'être [ &c. ]

Ossun

[Translation]

N<sup>o</sup>. 126.

Sir,

The Escorial, 13<sup>th</sup>. November 1777.

I have received the letter which you did me the honour to write to me on the 31<sup>st</sup>. ultimo, N<sup>o</sup>. 67.

I had foreseen, Sir, that the reply of Count de Florida Blanca concerning the pecuniary aid to be given by Spain to the Americans would not appear to you to be consistent with the principles laid down in his reply, especially regarding the great importance to France and Spain that the English Colonies should remain independent, or at least that their war against the mother-country should continue long enough to weaken and wear out the strength of the two combatants. Indeed, it is not the time to limit oneself to giving only moderate aid and great hopes; this is proved by the considerations set forth in your despatch.<sup>1</sup>



A few leaders make the whole machine work; if they think themselves abandoned, if they receive too little support, they may be discouraged, the enthusiasm of revolt and independence may grow weak in the people they lead, and these people, who are suffering in every way, may force them to come to an agreement. Arms, clothing and munitions are wanted for the war, and this is the moment to furnish the Americans with the means of securing these things, in order that they may be able to bear the redoubled efforts of England in the next campaign.

When your despatch, Sir, of the 3<sup>rd</sup>. instant reached me, I endeavoured unsuccessfully to bring the Catholic King and his Minister to a decision on the principal point, and to induce them to give, like France, three million livres as soon as possible, or at least to fix the period for the payment of this sum, in order that the Deputies from Congress might find credit for the things which are indispensably necessary to their constituents.<sup>2</sup>

I did not communicate your letter to Count de Florida Blanca, I merely told him that His Majesty had not yet decided, in accordance with the memorandum of the Court of Spain, and that you had told me that you would not fail to inform me of the King's decision, as soon as he had come to one. I insisted, by means of insinuation with that Minister, on the reasons which should induce France, and still more Spain, to promptly and sufficiently help the insurgents. I did not gain ground in this first conversation; Count de Florida Blanca persisted in the opinion that it was necessary to help them, and that three million livres from Spain would not be too large a sum, but that this help should be given them little by little, while feeding their hopes. He told me that His Catholic Majesty was irritated because one of their privateers had recently carried off a French vessel going from London to Cadiz, laden with English goods belonging to some Spaniards,<sup>3</sup> and that that monarch had caused the payment of a sum of money, which he had ordered to be given to the Deputies of Congress, to be suspended; that the Anglo-American privateers had captured two other Spanish vessels, and that the Catholic King wished to know on what terms he was with the revolted Colonies, and what their Deputies could do and would say regarding the excesses in question. I represented to Count de Florida Blanca that France ought to be more irritated than Spain, because of the violence and insult done to her flag;<sup>4</sup> but that no Power, however well-intentioned, could prevent one of its privateers committing excesses; that what it could and ought to do was to punish it and make good the damage; that we must not, for such a grievance, lose sight of the desirability and necessity of giving prompt aid to the English Colonies. That Minister agreed with the principle, but added that His Catholic Majesty had wished to make his resentment known to the Deputies from Congress, and that he was none the less disposed at bottom to cause aid to be given them.<sup>5</sup>

I shall continue, Sir, to converse on this matter with Count de Florida Blanca in the terms you have prescribed to me; I have assured him, according to your orders, that we were perfectly in accord with him regarding the measures of circumspection and prudence which he recommended; and that, although France is making advances to the Americans, she will see that they do not abuse them and compromise her, making it a condition to discontinue her liberalities, the moment a negotiation for peace takes place between the Colonies and their mother-country.<sup>6</sup>

I announced to you, Sir, in my last letter dated from Madrid, that I should have the honour of informing you of a secret which His Catholic Majesty has deigned to

confide to me relative to Portugal; this monarch told me that he had spoken to the Queen his sister of the mutual convenience there would be in forming an alliance between Portugal, Spain and France; that that Princess had shewn herself disposed to it, and that she had assured him that the Queen her daughter and the King her son-in-law would do as she wished in this respect.<sup>7</sup> I have the honour to be [&c.]

Ossun.

L, *Stevens's Facsimiles*, vol. 19, no. 1740. Addressed at the foot of the first page: "Monsieur Le Comte de Vergennes." Notations: "M De Rayneval"; "Reçu le 26."; "rep le 3. x<sup>bre</sup>. N. 3." "M. De Rayneval"; "Received the 26th"; "replied 3 Dec., No. 3." The letter was in cipher.

1. In the margin: "usage que M. d'ossun a fait de nos reflexions sur la necessité de donner des secours prompts aux Insurgents." "Use made by M. d'Ossun of our reflections on the necessity of giving prompt aid to the Insurgents."

2. In the margin: "M. d'ossun engage l'Esp<sup>c</sup> à donner comme la france 3 millions aux Insurgents." "M. d'Ossun tries to induce Spain to give, like France, three millions to the Insurgents."

3. Massachusetts privateer *Civil Usage*, Andrew Giddings, took *Fortune* in July 1777. See NDAR9: 667. In the margin: "M. de floride Blanche convient de la necessité d'aider les Insurgents mais S.M.C. irritée des excès de leurs Corsaires envers la france et l'Esp<sup>c</sup> a suspendre la remise qu'il devoit faire aux Deputés du Congrès." "M. de Florida Blanca agrees as to the necessity of helping the Insurgents, but His Catholic Majesty, irritated at the excesses of their privateers towards France and Spain, has suspended the payment which was to be made to the Deputies of Congress."

4. In the margin: "representations de M. d'ossun sur le ressentiment de S.M.C. contre les americains." "M. d'Ossun's representations regarding His Catholic Majesty's resentment against the Americans."

5. In the margin: "S.M.C. malgré Son ressentiment n'en est pas moins disposée dans le fonds à donner des secours aux Insurgents." "His Catholic Majesty notwithstanding his resentment, is nonetheless disposed at bottom to give help to the Insurgents."

6. In the margin: "M. d'ossun instruit M. de floride blanche des mesures de prudence que la france a prise pour l'administration des secours à donner aux Insurgents." "M. d'Ossun informs M. de Florida Blanca of the prudential measures which France has taken regarding the administration of the help to be given to the Insurgents."

7. In the margin: "confidence importante de S.M.C. sur les dispositions favorables de la Reine douairiere de Portugal pour l'alliance des 3 Couronnes." "Important secret confided by His Catholic Majesty as to the favorable disposition of the Queen Dowager of Portugal for an alliance of the three Crowns."

## November 14

### WILLIAM MCCREERY TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

[Bordeaux, ca. 14 Nov. 1777]<sup>1</sup>

A Prize<sup>2</sup> having been lately made between the Mouth of this River, & the Light-house call'd Cordouan, by an American Privateer, and a Letter of Marque, which has occasion'd much talk at this place, much censure to me, as part owner of the latter, and many Letters to the English ambassador; the purport of which I understand, is, that I, as an owner shou'd be made responsable for, Said Prize. I humbly crave the Liberty to relate to you, in as few words as I can express it, the real State of the case.

I arrived at this place on the 3<sup>d</sup> of September last in the above mention'd Letter of Marque call'd the *Swallow*, John Marten Master, Navigated by himself, his Mate, and Eight foremast Men. From that time to the latter end of October the vessel was detain'd by repairs, and by my going to Paris and afterwards collecting such Goods as I wanted for American consumption. On the 30<sup>th</sup>. Ult<sup>o</sup>. I gave him his Sailing Orders and his being deep loaded with valuable Goods, only Eight Men, some of whom

were sick I was sensible that if he cruized for the enemys Ships, he must inevitably loose the Vessel, their Ships being at present cheifly Arm'd, & certainly better Man-n'd than he is. I therefore gave him express orders to proceed immediatly for America, and avoid speaking any Vessel on the passage. He left this place the 1<sup>st</sup>. Inst. and by various accidents was detain'd in the River untill the 11<sup>th</sup>. when he wrote me by the Pilot who carried him out, that Six of his Eight Men had contracted disorders at Bordeaux which then renderd them allmost incapable of doing Ships Duty, & that he was going out in Company with Capt<sup>n</sup>. Hart, who promised to conduct him 700 Leagues to the Westward.

By what Capt<sup>n</sup>. Hawkins (late Master of the Prize) His People, & the Pilot, have said, it appears to me, that they fell in with this Vessel about nine or Ten Leagues from the Land, and gave her chase, that when she got near the Land, Captain Hart, obliged Captain Martain to take a Number of his People on board the *Swallow*, and follow her amongst the Shoals, which he very imprudently did in the first place breaking his orders, and, exposing the Vessel & Cargo to very great danger in a place where he had no acquaintance of the Channel.

Tho' it must appear quite plane to every impartial Man, that I am not in the least censurable in this affair, I understand that great pains have been taken to make me appear quite culpable—especially to the English Ambassador at Paris, who, no doubt, will, or has, made application to the Minister, and he, perhaps, to render some satisfaction, may give orders for my imprisonment: I have therefore, most humbly to entreat, that, shou'd (shou'd) such a procedure take place, you will be so good as to interpose on my behalf, & urge these reasons for my enlargement.

Exclusive of any bad consequences that may arise to me from this disagreeable affair—It gives me much concern that any of our Vessels shou'd attempt making a Prize, so near to any French Port, as it is in reallity breaking the Neutrality of that Port, & may eventually prove the loss of its trade to us.—All that I can offer in their excuse, is—that they had a pressident from the Enemy in the instance of the three Carolina ships—and I believe did not know the regulation in regard to the distance that Captures might be made. I have the Honor to be [&c.]

Will M<sup>c</sup>Creery

P.S. The *Portsmouth* Cap: Hart was Arm'd with 22 Carriage Guns 14 Swivells & 110 Men. The *Swallow* of about 25 Tons had Four Small Hawitzer Mounted as Swivells, & as many Swivells.—

L, PPAmP, Benjamin Franklin Papers, vol. 41, 81. Addressed at end of letter: "Honorable B. Franklin, S. Deane, & A. Lee Esq<sup>rs</sup>. Commissioners at Paris." Notation: "M<sup>c</sup>Creery/no Date."

1. The editors of the *Papers of Benjamin Franklin* assign this date since the episode the letter discusses was known at Bordeaux this day. *Papers of Benjamin Franklin* 25: 155–57.

2. Brig *Emperor of Germany*, Robert Hawkins, master.

#### ETIENNE-HONORÉ DUPLESSIS DE MONGELAS TO GABRIEL DE SARTINE

Extrait d'une lettre écrite a M. de Sartine par M. de Mongelas Consul général à Cadix le 14. 9<sup>bre</sup>. 1777.

Sur le compte que j'avois rendu a M. le M<sup>is</sup>. D'Ossun, de l'enlevements du Brigantin le *Pompée*, de Nantes, conduit à Gibraltar par la fregate de guerre anglaise L'*entreprise*, S. Ex<sup>ce</sup>. vient de me faire savoir par M. Boyetet<sup>1</sup> que je devois faire reclamer

ce Batiment, sa cargaison, son Equipage, ses passagers. je vais former cette reclamation, la fonder sur les raisons les plus propres a detruire l'arrêtement de ce navire. Je ferai valoir que le vaisseau étant françois, son équipage de même, ses expeditions en regle pour une colonie françoise, les anglois n'ont eu aucun droit de L'arrêter, d'autant qu'il n'étoit point hors de route, et qu'il ne portoit aucun effet de contrebande, seule et unique circonstance qui pouvoit les autoriser a L'arrêter. J'ajouterai que le pavillon doit sauver les marchandises hors le cas de contrebande, que quoique les anglois ayent annoncé qu'ils prendroient les effets appartenants a des americains sous pavillon neutre, cette declaration arbitraire ne peut detruire les capitulations formelles des traittés; que nous ne connoissons que ceux cy; que la declaration qu'a fait le passager americain, qu'il étoit propriétaire du navire et de la cargaison n'aneantit point la force de ce motif; et que la france ne connoit de vrai propriétaire que celui qui conste par les expeditions. Voila M<sup>gr</sup> les raisons que je vais rassembler, et envoyer au Cap<sup>ne</sup>. Legrand afin que de concert avec M. Albert il puisse fonder sa reclamation au tribunal de L'amirauté. j'enjoindray a M. Albert de me remettre une copie authentique de cette reclamation, et que M. Boyetet me dit de vous envoyer, M<sup>gr</sup> Lorsqu'elle me parviene mais surtout je vais bien recommander a M. Albert de veiller a la sureté de L'Equipage de ce Batiment.

[Translation]

Extract from a letter written to de Sartine by de Mongelas, Consul General at Cadiz, dated 14 November 1777

In regards to the report I had made to the Marquis d'Ossun, about the seizure of the brigantine *Pompee*, out of Nantes, and escorted to Gibraltar by the English frigate *Enterprise*, His Excellency has just informed me through M. Boyetet<sup>1</sup> that I am to issue a demand for the return of this ship, its cargo, its crew, and its passengers. I shall draw up this demand, justifying it with pertinent reasons so as to overturn the seizure of this ship. I shall emphasize the point that since the vessel is French, its crew likewise, its shipping papers appropriate for a French colony, the English had no right to seize it, especially since it was not off course, and was carrying no contraband, the unique circumstance that might justify their seizing the ship. I shall add that the flag must serve as a safeguard for merchandise, except for contraband; that although the English had given notice that they would take effects belonging to Americans sailing under a neutral flag, this arbitrary statement cannot cancel out the formal terms of treaties; that we recognize only the latter; that the statement made by the American passenger, that he was the owner of the ship and of its cargo, does not destroy the force of this argument; and that France recognizes as the real owner only the one who is verified by the ship's papers. Those are the reasons, my Lord, that I must put together and send to Captain Legrand so that he, in concert with M. Albert, can justify his demand to the Admiralty Court. I shall direct M. Albert to send a certified copy of the demand, which M. Boyetet has told me to send to you, my Lord, when it reaches me. Above all, however, I shall certainly recommend to M. Albert that he see to the safety of the ship's crew.

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525, fol. 372. Notations: "M. Le C<sup>te</sup> de Vergennes. avec la lettre de ce Min<sup>re</sup> du 15 X<sup>bre</sup> 1777."; and "14. 9<sup>bre</sup> 1777."

1. French chargé des affaires de la Marine et du commerce at Madrid.

## November 15

LORDS COMMISSIONERS OF THE ADMIRALTY TO LIEUTENANT WILLIAM HILLS, R.N.

Whereas we have received information that several Privatiers, belonging to the Rebellious Colonies of North America, are cruizing between Cape Pinas & Bilboa in order to intercept the Newfoundland Ships & other Trade of His Majesty's Subjects bound that way (which Privatiers are of very inconsiderable force), And that there is, in that Port, a Ship, call'd the *Rambler*, laden with a large quantity of Rigging Harpoons & other Goods bound, as it is said, to Hudson's Straits to whale, & Trade with the Esquimaux Indians, & furnished with English, French, Spanish and American Papers & Colours, as more particularly mentioned in the inclosed Extract of the said Intelligence; you are hereby required & directed to put to Sea, in the Cutter you command, with the very first opportunity of Wind & Weather & proceed & Cruize, between the abovementioned Cape & Cape Machacaca [*Machichaco*], for the protection of the Trade of His Majesty's Subjects & to use your best endeavours to take or destroy the abovementioned, or any other, Privatiers, or other Ships or Vessels, belonging to the Rebellious Colonies abovementioned, which you may be able to come up with

You are to continue, upon the above Station (to which we shall also send the *Minerva* or some other Frigate) for the space of one Month, after your arrival thereupon; and then make the best of your way back to England; Repairing into Plymouth Sound, where you are to remain until you receive further order; and sending us an account of your arrival & proceedings

You are to keep a good look out for the abovementioned Ship the *Rambler*, if she should put to Sea; and, in case you shall be convinced that she belongs to any of the Colonies abovementioned, to use your best endeavours to seize her & bring her into Port. Given &c

15<sup>th</sup> Nov<sup>r</sup>. 1777Lieu<sup>t</sup> Hills—*Sprightly*—Cutt<sup>r</sup> Downes

By &amp;c PS By Express at 9 PM

Sandwich

H Penton

H Palliser

LB, UKLPR, Adm. 2/103, 423–24.

PHILIP STEPHENS TO WILLIAM EDEN

S<sup>r</sup>:Admty Office 15 Nov<sup>r</sup>. 1777

My Lords Comm<sup>rs</sup>. of the Admty having received a Letter from M<sup>r</sup>. J: Lewis, Deputy Town Clerk of Bristol, acquainting them by direction of the Mayor of that City, that the *Levant* a Merchant Ship of that Port, having retaken a Vessel called the *Dover* which had been taken in her Voyage from Oporto to London by a Vessel called the *Civil Usage* of Newbury in New Hampshire, and that the Prize Master having delivered up to the Mayor John Trott and John Pearson, and they being charged on Oath with being part of the Crew of the *Civil Usage* at the time of taking the *Dover*, and with being on board her conducting her to some Port in America, the said Two Men are committed to the Goal of that City for the said Felony and Piracy;

I am commanded by their Lordships to acquaint you therewith for Lord Suffolk's information; And am [&c.]

Php Stephens

L, UkLPR, S.P. Domestic (Naval) 42/51, 265. Addressed at foot of first page: "W<sup>m</sup> Eden Esq<sup>r</sup>." Docketed: "Admty Office Nov<sup>r</sup> 15: 1777./M<sup>r</sup> Stephens./W. E."

SILAS DEANE TO JONATHAN WILLIAMS, JR.

Dear Sir

Paris Nov 15. 1777

I have only one moment to write you Pr this Post, M<sup>r</sup> Chaumont writes M<sup>r</sup> Peltier which he will communicate to you, it is really surprizing how I should be so misunderstood by M<sup>r</sup> Peltier—but my Letter Pr M<sup>r</sup> Ross shall explain it meantime I think with M<sup>r</sup> Chaumont that the *Lyon* should be sold & then I hope no objection will be made to her being equipp'd as French Property

But I will also write you more particularly on this Subject, by M<sup>r</sup> Ross who goes off tomorrow morning—Mean time I am [&c.] SD

LB, CtHi, Silas Deane Papers. Addressed at foot: "M<sup>r</sup> Williams—."

SILAS DEANE TO JONATHAN WILLIAMS, JR.

M<sup>r</sup> W<sup>ms</sup>

Paris 15<sup>th</sup> Nov<sup>r</sup> 1777

Sir

Y<sup>rs</sup>. of the 11<sup>th</sup>. is before Me also M<sup>r</sup> Peltiers of y<sup>c</sup>. same date,<sup>1</sup> the Letter from the Com<sup>r</sup>. & y<sup>rs</sup> I wrote on the Exped. of the Brig<sup>a</sup>. will in gen<sup>l</sup>. Answer them I am not a little vexed to find M<sup>r</sup> Peltier sh<sup>d</sup>. think me Capable of saying one thing to M<sup>r</sup> Montieu & of writing another to Nantes It must have been in Consequence of my being misunderstand<sup>d</sup>. in a Language which I speak but indifferently my Letter to You gave my gen<sup>l</sup>. Idea of the best plan of getting to America in the safest manner rather than the fixing determinately the Destination of the Ships—At the same time if the Ships can be freighted to go directly for N. England it is my Opinion they should be prefer<sup>r</sup>'d As I am still of Opinion that the Ports to the Eas<sup>d</sup>. will be the safest the Uncertain state We are in is as distressing as the weak & inconstant measures pursued by those with whom We are Concerned I wish you w<sup>d</sup>. make a Tryal w<sup>t</sup>. is the most can be obtained for the *Dolphin* without putting her Absolutely to sail this will be Our guide in determining with regard to her<sup>2</sup>—M<sup>r</sup> Chaumont is doing every thing that can be done in the Affair of the Prizes<sup>3</sup> I feel as much as you or any other man can on this Occasion. Y<sup>c</sup>. S.D.

LB, CtHi, Silas Deane Papers. Addressed at foot: "Jon<sup>a</sup>. Williams Esq<sup>r</sup>."

1. Not found.

2. On 19 Nov. Deane wrote Williams that the Commissioners "are of Opinion that it will be best to make sale of the *Dolphin* you will therefore put her up for sale & obtain the best price for her." If John Ross, who had expressed an interest, did not want it, and if the price was under 10,000 livres, Williams was to purchase it for Simeon Deane, "who wants such a Vessel to go out to America in." Deane to Williams, 19 Nov. 1777, *ibid*.

3. The return to their English owners of the Jamaicamen *Clarendon* and *Hanover Planter*, prizes to Massachusetts privateers *Fanny* and *General Mercer*. For Williams's comments on the restoration, see his letter to the American Commissioners of 11 Nov., in *Papers of Benjamin Franklin* 25: 151–52.

SILAS DEANE AND BENJAMIN FRANKLIN TO JONATHAN WILLIAMS, JR.

M<sup>r</sup> Williams—Paris Nov<sup>r</sup> 15 1777

Sir

Yours by Capt. Nicholson are before us.<sup>1</sup> M<sup>r</sup> Deanes Lettres of yesterday<sup>2</sup> proposed passing a Sale of the *Lyon* & sending her out as french Property, that is that she go down the River as commanded by the french Captain, and that Captain Nicholson instead of returning to Nantes go directly to meet her, at the mouth of the River & take the Command. Of the possibility as well as practicability of Such a measure you are the best judge—As to the freight on M<sup>r</sup> Montieu's ship we have no Objection to the price of 120<sup>3</sup> Liv<sup>s</sup>. ꝯ ton, payable in Tobacco at the Current Price or payable in Europe on the return of the Vessel, but M<sup>r</sup> Peltier was mistaken in supposing that the prices of the Tobacco could be ascertained here and still more so in supposing that it could be fixed at 30 Liv<sup>s</sup>. ꝯ quintal—as to the Destination Boston & other Eastern Port were mentioned on acc<sup>t</sup> of their being most likely to be free from English Cruisers. M<sup>r</sup> Peltiers Objections have weight with them on acc<sup>t</sup> of the returns, but it will not answer on any Terms to have the Vessels go South of Virginia the Ports of N. Carolina will not admit them. if therefore M<sup>r</sup> Peltier will agree for Virginia that Objection will be obviated, but we conceive that it would be better if possible to have more certain intelligence of the Operations of Gen<sup>l</sup> Howe before the final Orders are given—this Cannot detain us many Days, probably not beyond the next Post from England immediately after which we will write you further—But if M<sup>r</sup> Peltier is wholly off freighting on any Terms, you must endeavour to take up a proper Vessel for the goods, on the best Terms you can—M<sup>r</sup> Ross has a vessel for Sale at L'orient but cannot learn either her burthen or State, he will be able to inform you soon after his arrival at Nantes You can, if necessary, make the Sale of the *Lyon* to M<sup>r</sup> Chaumont who we prefer in this affair and let the expedition go on in his name, as you proposed in yours which indeed appears to be the only probable method left us. as to the Cutter<sup>4</sup> you appear at this instant to have use for her at Nantes our final determination as to her may therefore be deferred a few days—Your Opinion respecting her is undoubtedly just. please to inform us what quantity of goods she will carry if fitted out as a packet, & what number of Seamen will be necessary for her—We shall write you as we find the situation of things here, and are [&c]

B. F.

S. D.

P.S. We say 110 Liv<sup>s</sup>. but if it cannot be had for that you may give 120 if no vessel can be had for Less, if M<sup>r</sup> Peltier insist on his Vessels going to Virginia the *Lyon* it is probable cannot accompany them the whole Voyage at Least we cannot at present engage farther than off the Coast of Europe, as we must prefer sending the *Lyon* Northward, unless the Situation of Affairs in America should appear to alter before her going out.

LB, CtHi, Silas Deane Papers. Addressed at foot of letter: "M<sup>r</sup> Williams."

1. Williams to Benjamin Franklin, 11 Nov., in *Papers of Benjamin Franklin* 25: 151–52, and Williams to Silas Deane, 11 Nov., not found.

2. See the two letters of Deane to Williams of 15 Nov., above.

3. Arthur Lee's copy of this letter has "110," which, in light of the postscript, was probably what was intended here. ViU, Lee Family Papers.

4. Continental Navy cutter *Dolphin*.

## WILLIAM HODGE TO CAPTAIN GUSTAVUS CONYNGHAM

Paris Nov<sup>r</sup>. 15<sup>th</sup>. 1777.

Dear Sir—

This is to request that you would prepare yourself for Sea, and wait till I arrive in Spain, or till you receive orders to proceed to Sea, I shall not be able to leave this for two weeks from this time. You will please not to mention to any one that you expect me,

Nothing else particular—from your friend & Hble Ser<sup>t</sup>

W<sup>m</sup> Hodge

A Copy

Copy, ScHi, Henry Laurens Papers.

## ARTHUR LEE TO JOSEPH GARDOQUI AND SONS

Paris, November 15, 1777.

Gentlemen: I have learned from America that there was a difficulty on the arrival of the supplies sent to America through your house in knowing whether they were for Congress or for Mr. Gerry to whom they were consigned. Possibly you explained that to Mr. Gerry, and his absence might have occasioned the doubt. At all events you will have the goodness in future to write so clearly as to prevent any mistake of that kind.

When any prize made by any Continental armed vessel in the service of the United States is sent into Bilboa or the adjacent port, you have my authority to sell her to the best advantage, reserving half the proceeds for the Congress, at my disposal, as their representative in Spain. The other half is the property of the captain and the crew.

I beg you will inform me, by return of post, what interest you give for money put into your hands. They give here at the rate of six per cent., on condition that it be not drawn out of their hands under one month's notice. If your terms are as good, I should prefer depositing what I have with you. I have the honor to be, etc..

Arthur Lee.

*The Revolutionary Diplomatic Correspondence of the United States*, edited by Francis Wharton, 6 vols. (Washington, 1889), 2: 424.

## JACQUES-DONATIEU LE RAY DE CHAUMONT TO [GABRIEL DE SARTINE?]

M. R.

à Bordeaux le 15. Novembre 1777.

Monseigneur

J'ai été informé hier au Soir, que deux Batimens Américains, Le *Portsmouth* et l'*Industrie*, sortis depuis peu de jours, ayant eû permission de mettre dehors, après avoir été visité à Poülluc, et gardés deux jours, par la Frigate l'*Etourdie* actuellement à ce mouillage, pour donner le Tems aux Batimens Anglois, qui étoient au bas de la Riviere de prendre le large; avoient arrêté dans la passe de grave, un Batiment venant Corck, chargé de Boeuf et de Beure pour le Compte de S<sup>r</sup> Galois, correspondant et



pourvoyeur des Régisseurs de la Marine. Je viens dans le moment d'entendre la Capitaine Anglois, et j'ai l'honneur de vous rendre le rapport qu'il fait.

Le 11. 9<sup>bre</sup>. 1777. Le Navire l'*Empereur d'Allemagne* de Cork, Capitaine Robert Haukins venant de Cork chargé de Boeuf et Beure, ayant un Pilote de Royan à bord, nommé Doussier, et étant par le Travers de Cordouan pour entrer en Riviere de Bordeaux, il à aperçû deux Batimens, qui étoient dans l'ouest de Cordouan à 3 a 4 lieües au large, Le Pilote lui ayant dit que c'étoit un Corsaire americain et un Goëlette marchande qui étoient sortis de la Riviere le même jour 11., Il força de Voile pour Entrer en Riviere; mais le Corsaire voyant qu'il ne pourroit pas l'atteindre, mis sa Chaloupe a la Mer, et Arma la petite Goelette marchande qui étoit avec lui, qu'ils entrèrent dans la Riviere par la passe du Nord, et vinrent à sa rencontre à la passe de Grave, dans laquelle ils l'ont pris et mené au large à bord du Corsaire American, le *Portsmouth*, Capitaine Jean Hart, qui l'a renvoyé avec son Equipage dans la Chaloupe du Pilote qu'il avoit à bord, avec 30 freguins de Beurre qu'il lui a donnés, dont 10 pour un Passager qu'il avoit à son bord.

J'ai ecrite hier à M. de Montbas le Rapport qui m'avoit été fait par le S<sup>r</sup> Galois, je l'instruirai aujourdui du détail que je viens, Monseigneur, de vous rendre. Je suis [&c.]  
(Copie) Signé {

[Translation]

M. R.

Bordeaux 15 November 1777

My Lord

I was informed yesterday evening that two American ships, the *Portsmouth* and the *Industry*, which had departed a few days ago with permission to go outside after having been searched at Pauillac and kept two days by the frigate *Etourdie*, now at anchor here, in order to give time to English ships that were at the mouth of the river to get out to sea, had stopped in the Grave channel a ship coming from Cork loaded with beef and butter for the account of Sr. Galois, correspondent and purveyor to the Stewards of the Marine. I have just this moment interviewed the English captain and I have the honor to enclose his report.

The 11 November 1777 the ship *Emperor of Germany* of Cork, Captain Robert Hawkins, coming from Cork loaded with beef and butter, having on board a pilot from Royan by the name of Doussier and while just at Cordouan ready to enter the Bordeaux river, he saw two ships to the west of Cordouan 3 or 4 leagues toward the open sea. The pilot having told him it was an American privateer and a merchant schooner which had left the river the same day, the 11th, he crammed on sail to enter the river. But the privateer, seeing he could not make it, put his yawl overboard and manned the little merchant schooner which was with him. They entered the river by the north channel and came on him in the Grave channel in which they took him and carried him outside on board the American privateer, the *Portsmouth*, Captain John Hart, who sent him back with his crew in the yawl of the pilot whom he had on board, with 30 firkins of butter, of which 10 for a passenger whom he had on board.

I wrote yesterday to M. de Montbas sending him the report which had been made by Sr. Galois. I will send him today the details which I have just given you. I am [&c.]  
(Copy) Signed {

November 16 (Sunday)

SILAS DEANE TO JONATHAN WILLIAMS, JR.

Dear Sir

Paris 16 Nov<sup>r</sup> 1777

I have seen M<sup>r</sup> Montieu since my last & the following are the Articles on which we agreed, Copy of what he promised to write Mr Peltier—Viz—

“M<sup>r</sup> Williams shall have Liberty to Ship the Goods he wants to send to America either upon the *Challotte* or *Mercury*—

“Three Vessels shall sail in Company with the Frigate (meaning the *Lyon*[]) & shall go for Portsmouth Boston or Virginia, The freight shall be at One hundred twenty livres Pr Ton, payable in France as soon as News shall be received of the Arrival & delivery of the Goods

“The Vessels to be armed & equipped & every necessary at the Expense of M<sup>r</sup> Montieu—NB The Vessels mount one 22 Cannon Six pounders the other 20 four Pounders, & manned in Proportion”

This obviates any disputes as to the payment of the freight in Tobacco & at the same time, as to the Destination of the Vessels; if the *Marquis Challotair* is the best Sailer you can prefer her, in the disposition of the Goods—

I think the freight is rather high, it is however lower than what has in general been offerd. The Vessels are armed & load with Military Stores, which are Circumstances that ought to influence the Price and as our former authourized you to go to that Sum, & Montieu actually refusing to take less, I closed it & mention these Particulars that the present may not be consider'd as precedent in Cases different. As to the Frigate & the particular Orders I hope we shall be able to determine on both in a few Days. As it is impossible we can rest much longer in this State of uncertainty—I am [&c.]

SD—

LB, CtHi, Silas Deane Papers. Addressed at foot of letter: “M<sup>r</sup> Williams.”

“EXTRACT OF A LETTER FROM THE GOLD COAST, NOVEMBER 16.”

“For these two months past we have had about 12 sail of ships, with slaves on board, sailed from this and the other ports of Africa, bound to the West Indies, eight of whom we have already had advice of being taken by the American privateers, and carried into either Guadaloupe, Martinico, or some other of the French ports; and our Governor<sup>1</sup> has done all in his power to get them delivered up, but the messenger he sent has returned a few days ago, as he could get no answer.

“We now begin to feel the American war very severely, as provisions of all sorts are very scarce and very dear, having had no fresh supplies for several weeks; and if the war continues much longer, we shall not be able to carry on any trade, as the privateers are continually cruising about this place, and give a very sharp look out.”

*London Chronicle*, 13–15 Jan. 1778.

1. That is, the chief agent of the Company of Merchants Trading to Africa, at Cape Coast Castle.

MANIFESTS OF *HEUREUX*, *AMÉLIA*, AND *MARIA CATHERINE*

[After 16 Nov. 1777, London]

Vrai Chargement du Navire L'*Heureux* Capit<sup>ne</sup>. Landais a Marseille—Sçavoir

50 Milliers du Souffre raffiné

48 Pieces de Cannon de Bronze a la Suedoise, de 4 livres de Balle avec leurs affects  
& avantrains—

20 Mortiers de Bronze avec leurs affects.

20 Mille Boulets de 4 livres

3 Mille Granades

3 Mille Bombes

14500 Outils a Pioniers

8300 Outils tranchants aportis.

269 Outils a Mineurs

150000 Pierre a fusils

25000 Livres de plomb en Balle

2000 Liv: pesant de Mèche

6000 fusils avec leurs Bayonnettes.

1000 fusils d'officiers avec leurs Bayonnettes

500 pairs de pistolets garnis en Cuivre

The *Heureux* was afterwards called the *Flamand*, & passed the streights of Gibralter  
the 1<sup>st</sup>. October last.Sent in the *Amelia* by the way of the W Indies—19 Brass 4<sup>th</sup> Calibre field Cannon with Carriages4 D<sup>o</sup>. without Carriages

6561 Cannon Balls

288 Bombs

200 Barrels powder 100<sup>wt</sup>. each.

120 Barrs of Lead

A Quantity of intrenching &amp; Mining tools.

Arrived at Martinico, &amp; reshipped to the Continent of America.

Sent by the Brig *Maria & Catharina*, which sailed from Dunkirk the 12 July for Martinico—

34 Brass 4 pounders with their Carriages.

16872 Cannon Balls

2700 Hand Grenades

Arrived safe at Martinico early in Sept: & M<sup>r</sup> Bingham was preparing to dispatch them  
to Congress.Sent likewise lately from Dunkirk to be reshipped on the Western Coast of France  
for Congress

66 large Brass Cannon from 32 to 12 pdrs.	} with Carriages &c &c—
36 Brass 4 pounders—fieldpieces—	

[Translation of the French portion]

True Lading of the Ship L'*Heureux*, Captain Landais, at Marseille—As follows

50 thousand weight of refined sulphur  
 48 cannon of Bronze of the Swedish style, of 4 pound balls, with their equipment  
 and carriages—  
 20 bronze mortars with their equipment  
 20 thousand 4-pound balls  
 3 thousand grenades  
 3 thousand bombs  
 14,500 pioneers' implements  
 8,300 entrenching tools  
 269 miner's tools  
 150,000 musket shot  
 25,000 pounds of lead in ball  
 2,000 pound weight of match  
 6,000 muskets with their bayonets  
 1,000 officers' muskets with their bayonets  
 500 pairs of pistols, trimmed in copper.

Copy, *Stevens's Facsimiles*, vol. 3, no. 306. The manifests were included in an intelligence report from Paul Wentworth to Lord Suffolk. Wentworth had the manifests by way of "Mr Ed—ds," i.e., Edward Bancroft.

## November 18

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN WILLIAM DUDINGSTON, R.N.

By &c.

You are hereby required and directed to put to Sea in the Ship you command with the very first opportunity of Wind & Weather and proceed in her without a moments loss of time to Kingroad (Bristol) where you are to remain until you receive further Order; holding yourself in readiness to sail at a moments notice, And, in case you shall receive any information that can be depended upon of any Privatiers belonging to the Rebellious Colonies of N<sup>o</sup>. America being in any part of the Bristol, or St<sup>e</sup> George's, Channel, you are immediately to proceed in quest of them; taking care to return to Kingroad when you shall have taken, destroyed or driven them away, or shall be thoroughly satisfied that none such are there, & to send to our Secretary an Account of your arrival & proceedings.

Upon the receipt of any such intelligence as is beforemention'd you are to send an Account thereof by the Post to the Officers employed on the Service of raising Men for His Majesty's Fleet at the Ports against their Names express'd on the other side hereof<sup>1</sup> with a request that they will communicate the same to the Commanders of any other of His Majesty's Ships or Vessels which may be in the neighbourhood of those Ports respectively to the end that such Commanders may likewise proceed in quest of the said Privatiers & use their best endeavours to take or destroy them, and you are to send a like Account at the same time to the Commanding Officer, for the time being of His Majesty's Ships & Vessels at Plymouth. Given &c. the 18<sup>th</sup>. Nov<sup>r</sup>. 1777.

Sandwich  
 H. Penton  
 H. Palliser

By &c. P.S.

Capt <sup>n</sup> Worth at	Liverpool
" Botterell—	Whitehaven
" Drummond—	Greenock
" Kearney—	Cork
" McCleverty—	Waterford
" Leary—	Dublin
Lieu <sup>t</sup> Dobbs—	Belfast.

LB, UKLPR, Adm. 2/103, 431–33. Addressed at foot of letter: "Capt<sup>n</sup> Dudingston, *Boston*, Spithead."

1. See the list at the end of this letter, where it appears in the letter book.

#### LORD WEYMOUTH TO LORD GRANTHAM

N<sup>o</sup>. 30

St James's 18<sup>th</sup>. November 1777

Excellency Lord Grantham Sir

I have received Your Excellency's Dispatch N<sup>o</sup> 59 and have laid it before the King.

You inform me that the Brig *Sally* has been sent as a prize into Coruña by the rebel Privateers the *Raleigh* and *Alfred*, and Your Excellency makes no observation on this circumstance. I am commanded by His Majesty to acquaint You that He cannot doubt You have taken this opportunity of renewing your representations to M. de Florida Blanca, & strongly urging the necessity of restoring this Vessel to the Owners. The northern ports of Spain have yielded for some time a constant protection to the American Privateers, and their prizes have been sold by the collusion of the Spanish Officers. I have therefore in command from His Majesty direct Your Excellency to renew your representations on this subject, and to endeavour to obtain the earliest information of every Vessel that is carried into any of the Ports of Spain, and claim them for the benefit of the Owners with all the earnestness that so important a point requires. I am &c.

Weymouth

L, UKLPR, S.P. Foreign 94/204, 314. Addressed: "18 Nov 1777/To His Excellency/Lord Grantham/N<sup>o</sup> 30."

#### THE LONDON CHRONICLE, TUESDAY, NOVEMBER 18, 1777

London.

The *Two Brothers*, Elson, from Newfoundland to Oporto, was taken the 23d ult. on the coast of Portugal, by the *Revenge* privateer, Capt. Cunningham, who ordered seven of the crew to be put in irons, and threatened to keep them confined, unless they would enter on board the privateer.

The *George*, Capt. Baker, and the *Dolphin*, Capt. Postbury,<sup>1</sup> were both taken by the rebels on the banks of Newfoundland.

1. Both vessels were taken by Massachusetts privateer schooner *Speedwell*, Philemon Haskel. See Libels Filed in the Massachusetts Maritime Court in the Middle District, 9 and 30 Oct. 1777, above.

JOHN HART TO JOHN LANGDON

Halifax, December 23.

The following is the copy of a letter found on board a brigantine bound from Newfoundland to Bilboa. She had been taken by an armed vessel from New-England, mounting 24 guns, called the *Portsmouth*: and was retaken upon this coast, on her way to Piscataqua, by an armed vessel fitted out from this port by Sir George Collier, commanding the King's ships on this station, and brought in here last Saturday.

*Ship Portsmouth, Lat. 27. 40. N. Long. 16. W.*<sup>1</sup> November 18, 1777.

SIR,

I Take this opportunity per Mr. Pearce, to acquaint you, that I left the river of Bourdeaux the 11th instant, in company with Capt. Martin of the schooner *Swallow* of and for Maryland; we soon after fell in with, and took the brig *Emperor of Germany*, from Cork to Bourdeaux, laden with beef and butter, and as the ports of France are shut against American prizes, and she being leaky, ordered her to St. Andrio in Spain, and when sold, the money from the net sales to be remitted to Messrs. S. and J. H. Delap at Bourdeaux, and have likewise wrote them to draw for the same. N. B. As Martin was in company and has a commission, he claim'd one quarter part, and put on board her the same number of men that I did. On the 13th instant I fell in with this brig the *George* from Newfoundland to Bilboa, which I have ordered to Piscataqua. I now propose cruising between the Island of Madeira and the West-Indies, as the ship is not fit to cruise on the coast of Europe at this season of the year, and the ports of France being shut against us, should have too great a distance to send prizes to America: I have wrote you by three opportunities before this, in all of which I acquainted you with my ill success in my last cruise, having taken but one vessel, the brig *Mercury* from Newfoundland to Barcelona, with 3000 quintals of fish, which I ordered to Bourdeaux, but on her arrival there, she was not allowed to tarry; Mr. Delap therefore sent her to Bilboa, where she was selling her cargo when I left Bourdeaux; I also acquainted you in former letters of the difficulties I met with to procure the liberty to go up the river to clean the ship, and procure stores, &c. after my arrival and as soon as the ship was righted and ballast on board again, I was ordered out of the river, and strictly forbid taking on board any warlike stores or French seamen, and a frigate is kept at the river's-mouth for the purpose of over-halling all outward bound vessels. I am surprized the many people who have gone from France to America, have represented the French as being friendly inclined to us, for I am fully assured it is only where they are immediately benefited: as to a war between France and Great-Britain I see no prospect for my own part, and Mr. Delap assured me he saw none, but on the contrary, France is much afraid of Great-Britain, and are apt to think the breach between Great-Britain and the Colonies will be made up this winter, I have had it hinted to me by the first people in Bourdeaux; I can add nothing more at present, but hope our present cruise may be successful, which has been my greatest uneasiness heretofore, as a man's character of late days seems to depend and be determined by his good or ill success. From, Sir, your most obedient, and very humble servant to command,

JOHN HART.

*To the Hon. John Langdon, Esq; Portsmouth, New-Hampshire.*

(A COPY)

*The Quebec Gazette, or La Gazette de Quebec*, 26 Mar. 1778. The letter was also published, with slight differences, in the *Newport Gazette* of 19 Mar. 1778.

1. The *Newport Gazette* has "lat. 37.49 N. long 16. W.," placing the ship off of the Canary Islands rather than off Portugal.

# CONDE DE FLORIDABLANCA TO LORD GRANTHAM

Ex<sup>mo</sup>. S<sup>or</sup>.

Mui S<sup>or</sup> mio. El papel de V.E. de 18 del corr<sup>te</sup> trata de tres Presas enviadas al Ferrol y a la Coruña por los Armadores Americanos y del abuso que de nuestros Puertos hace el llamado Cunningham, sobre qué ha dado sus quejas el Consul Inglés al Comand<sup>n</sup> General de Galicia.

En uno y otro punto estan dadas las ordenes generales, que ofreci, claras y decisivas y se repiten cada dia los encargos para su puntual observancia. Conforme a ellas se ha verificado en muchos casos la egecucion y aun la declaracion de mala Presa de algun Bastimento y efectos. Seria justo que los que inflaman a V.E. con noticias de contravenciones le repriesen la observancia que han tenido las ordenes dadas en otros muchos casos.

Sobre las Presas de q<sup>e</sup> me habla V.E. hai procesos y justificaciones pendientes, relativas a si pueden navegar ô nó y si la carga se pierde. Sin otras justificaciones iguales ô mayores no se puede resolver aqui con seguridad lo que sea justo. Por esta razon he dicho a V.E. que se habia mandado a los comandates y Gobernadors oir en justicia a los Interesados con apelaciones al consejo de guerra que es el Tribunal proprio de estas materias conforme a nuestros Tratados. Por este correo se repiten las mismas ordenes y V.E. podra prevenir a quien corresponda el medio que tiene de obtener justicia.

Lo mismo digo del que se llama abuso de los Puertos: pues para convencer a una Persona, tan graduada como un Comand<sup>te</sup>, de colusion con los armadores ô sus factores se requieren pruebas formales. Con ellas crea V.E. que el Rei sabe hacerse obedecer, y q<sup>e</sup> por un efecto de su justicia y de su probidad no faltará sanas [?] a lo que por mi medio se ha dado a entender a V.E: asegurandole que deseo y procuro cultivar la buena correspondencia que reina entre nuestras cortes y servir a V.E. en lo que me mandare. Nro S<sup>r</sup> g<sup>e</sup> la vida de V.E. m<sup>s</sup>. a<sup>s</sup> c<sup>o</sup>. d<sup>o</sup>. S<sup>n</sup> Lor<sup>zo</sup> el R<sup>l</sup> 18 de Nov<sup>re</sup> de 1777 [&c.]

El Conde de Floridablanca

P.D. Estan dadas las ordenes sobre el punto del comvoi, que se recela pueda unirse en Bilbao; aunque tengo por incierta la especie, ynacida de algun espiritu inquieto, o bullicioso.

Translation

Most Excellent Sir.

Your Excellency's Office of the 18<sup>th</sup> Instant treats of three Prises sent to Ferrol & to the Coruña by American Privateers, & of the Abuse which Cunningham makes of our Ports, upon which Subject the English Consul has made his Complaints to the Commandant General of Galicia.

Upon both these points, the clear & positive orders which I offered, are given, & daily charges are made for their observance. Agreeably to these they have in many

cases been executed & even some declarations been made of the Illegality of the Captures of some Vessels & Effects.

It would be fair if the Persons who excite your Excellency with Accounts of breaches of these orders, would likewise inform you of the Instances in which they have been observed.

With regard to the Prizes of which your Excellency speaks to me, there are proceedings & Enquiries going forward, as to their sailing or not, & as to the State of their Cargoes. It is impossible to decide here without such Documents what is just. For this reason I acquainted your Ex<sup>y</sup> that orders had been given to Commandants & governors to hear legally the Claims of the Parties interested with appeals to the Council of war, which is the Tribunal to which according to our Treaties these matters belong By this very Post the same Orders are repeated & y<sup>r</sup> Ex<sup>y</sup> may give notice to the proper Persons of the means of obtaining justice.

I say the same with regard to what is called, Abuse of our Ports. But to convict so dignified a Personage as a Commandant of Collusion with Privateers or their Agents, formal Proofs are necessary. Believe me, that were there such, the King knows how to make himself obeyed & that out of his Justice & Probity he will never be wanting in supporting, what has at any time been communicated by me to y<sup>r</sup> Ex<sup>y</sup>. I assure you at the same Time that I desire & endeavour to cultivate the good Harmony which exists between our Courts, & to serve y<sup>r</sup> Ex<sup>y</sup> in y<sup>r</sup> Commands. God grant y<sup>r</sup> Ex<sup>y</sup> long life &c. S<sup>n</sup> Lorenzo. 18 Nov 1777.

Signed

El Conde de Floridablanca

NB. Added in the Minister's own hand.

P:S. Orders are given on the subject of the Convoy, which it was suspected was to meet at Bilbao, altho' I consider the Notion as groundless & arising from some inquiet & turbulent Disposition.

L and Translation, UKLPR, S.P. Foreign 94/204, 353-55. Addressed at foot of letter: "S<sup>r</sup> Baron Grantham." Docketed: "In Lord Granthams N<sup>o</sup> 62." Enclosed in Lord Grantham to Lord Weymouth, 19 Nov. 1777, below.

## November 19

### GOUYON DE MALLÉVRE TO GABRIEL DE SARTINE

Monseigneur

Sorti de la riviere de nantes<sup>1</sup> le quatorze, je suis entré à brest le soir. dans ce moment l'on travail au débarquement des bois je n'ai rien rencontré à la mer; mais pendant les derniers jours que j'ai passé dans la riviere, j'ai été dans le cas de vérifier que les américains envoient des françois, le corsaire le *mars*<sup>2</sup> particulièrement et j'ai quelque certitude qu'il en avoit trente cinq à son bord. C'est la dureté du Capitaine de ce batiment qui a donné lieu à cet eclat, leurs désirs etant alors que je les eus réclamé. j'aurois pu faire usage de l'article de l'ordonnance qui dit qu'on s'emparera de tous les françois qu'on trouvera à bord des batimens etrangers, mais les liaisons de ceux ci avec nous, les intérêts compliqués, les avantages que nous retirons de cette diversion, toutes ces réflexions m'arrêterent, et avec dautant plus de tran-



quilité qu'il ne m'étoit revenu aucune réclamation de famille de paimbeuf, et que j'entendois dire qu'ils étoient en grande partie gens de métiers ou aventuriers, je me bornai à en rendre compte, à Monsieur Le comte d'orvillier. peu de jours après le corsaire mit à la voile, moi aussi, et à mon arrivée à brest je viens d'en faire part aux généraux qui m'ont approuvé. je désire bien particulièrement Monseigneur, avoir le même suffrage de votre part<sup>3</sup> je suis [&c.]

Brest le 19 9<sup>bre</sup>. 1777

Gouyon de Mallévre

[Translation]

My Lord,

Having departed from the Nantes river<sup>1</sup> on the fourteenth, I entered Brest in the evening. At this time we are discharging lumber. I met nothing at sea, but on the last few days that I spent in the river I was in a position to verify that Americans lure Frenchmen, the privateer *Mars*<sup>2</sup> especially, and I am fairly certain that there were thirty-five of them on board. It is the hardness of the captain of this vessel which caused this uproar, their desire at that moment being that I reclaim them. I might have made use of the article in the ordinance that states that we will take charge of all Frenchmen found on board foreign vessels, but the connections of the latter with us, the complicated-interests, and the advantages we draw from this diversion, all these reflections stopped me, and with even more calm as their families in Paimbeuf had made no demands reaching me, and I had heard that they were largely tradesmen and adventurers. I limited myself to reporting it to Comte d'Orvilliers. A few days later the privateer set sail and I as well. Upon arriving in Brest I have just advised the general officers, who approved. I very much desire, my Lord, to have the same approbation from you.<sup>3</sup> I am [&c.]

Brest 19 Nov. 1777

Gouyon de Mallévre

L, FrPNA, Marine B<sup>1</sup> 130, fols. 61–62. Notations: "Armement à Brest/M. Goyon de Mallevre/le 19. 9<sup>bre</sup>. 1777"; "Repsy du 26 [?] aussi"; "Rep le 28. 9<sup>bre</sup> 1777." Mallévre commanded transport-ship *Porteuse*.

1. Nantes is at the confluence of the Loire and Erdre rivers.

2. Massachusetts privateer ship, Thomas Truxtun commander.

3. Notation in the margin: "il auroit été approuvé s'il avoit retenu, conformément à l'ordon<sup>ce</sup> Les matelots français Embarqués sur le N<sup>re</sup> anglo-américain": "It would have been approved if he had claimed, conformable to the ordinance, the French sailors on board the Anglo-American vessel."

#### HERMAN KATENCAMP TO LORD WEYMOUTH

N<sup>o</sup>. 70.

Corunna 19<sup>th</sup>. Nov. 1777.

My Lord.

A young Sailor whose name is John Jordan having privately made his Escape from Cunningham on Account of the severe Treatment he received because he refused to engage on board his vessel, having yesterday applied to me for Assistance to enable him to return home in order to serve on board some of His Majesty's Ships I did not hesitate one Moment to grant his Request, but sent him immediately to Ferrol on board an english vessel now ready to sail for Topsham. Cunningham having this morning complained of it to the King's Lieutenant (who in absence of the General and Governor now commands this Town) this Gentleman sent me peremptory and possitive Orders to deliver up the man immediately. I excused myself in the best

manner I could by acquainting him the Man was already gone on the Road too far to be overtaken, that I assisted him as a distressed Seaman belonging to Great Britain without enquiring where or to what vessel he belonged, and that, tho' I had known him to belong to Cunningham, I hoped he would not deem it a Fault in me to assist a British Subject to escape from Rebels who detain him by Force, and compell him with Blows to take Arms against his native Country.

The Answer which I have this moment received is that he will make me answerable for him. As I apprehend he means to confine me to my House by a Guard of Soldiers, untill the man is deliver'd up or that I can satisfy Cunningham some other way. I have lost no Time in transmitting His Excellency Lord Grantham an exact Account of this Transaction, and I hope His Lordship will be able to protect me, in the mean Time I most humbly and earnestly beseech Your Lordship will be pleased to consider the disagreeable Situation I am in, and to remove me to some better Employment when a vacancy will admit of it.

I most humbly recommend myself to the Continuance of your Lordship's Protection and Favor, having the Honor to be [&c.]

H Katencamp.

L, UKLPR, S.P. Foreign 94/204, 377-78. Addressed at the foot of the first page: "The Rt. Hon<sup>ble</sup>. Lord Viscount Weymouth." Docketed: "Coruña 19 Nov<sup>r</sup> 1777/Consul Katenkamp/(N<sup>o</sup> 70)/R. 15 December."

#### LORD GRANTHAM TO LORD WEYMOUTH

N<sup>o</sup>. 62:

Escorial 19<sup>th</sup>. Novem<sup>r</sup>. 1777.

My Lord,

Having seen and conferred with M. Floridablanca in consequence of the several Instructions which I have lately received from Your Lordship, I am to acquaint you more particularly with what has passed on those Occasions than I could by the last Post.

Before the Receipt of your Lorship's Dispatch N<sup>o</sup>. 28 by Staley,<sup>1</sup> I had very fully laid before the Spanish Minister such Accounts as I had received of the fraudulent Pretences under which American Prizes had obtained Entrance into the Ports of this Kingdom, and repeated to him my Complaints of the Facility with which some of them had been admitted to Sale, on which occasion I obtained from him the Promises which I acquainted your Lordship with in my last, together with Assurances that he was in earnest, that they should be executed, and I have not thought it amiss, for the sake of Precision, to recapitulate them in an Office which I have sent to him, and which goes to your Lordship under this Cover.

As M. Floridablanca had acquainted me with Orders having been given for the Restitution of the Vessel taken by Hibbert at Bilbao, I had little more to say on that Subject, than to urge my Sentiments of the Insult offered to the Spanish Coast in that particular, as well as of the Injustice done to His Majesty's Subjects. I must however observe to your Lordship, that the Account of that Transaction sent by M<sup>r</sup>. Gomez y Barreda [to his] Correspondent in London, is the first Detail of it which I have received. The first Notice I had of it being very slight, and not justifying me in saying more upon it officially, and at first, than I did in my Office to the Spanish Minister, communicated to your Lordship in mine N<sup>o</sup>. 56.<sup>2</sup>

On the subject of the other Cases he could not but allow, that the Commandant of Galicia (General O'Neill's) Conduct was blameable, as well as that of others, who have acted on the Evidence offered by the Prize Masters, & of Persons interested in the Sales, which he would remedy by the fresh Orders abovementioned; and he could by no means attempt to justify the return of Cunningham, which I stated to him in the Office, which I have sent him.

In the course of this Conversation, M. Floridablanca expressed his own resentment at the Americans for having seized on board a French Vessel, *Le Fortune* some Goods the Property of Spanish Merchants.<sup>3</sup> This Insult, he said, he should take proper Measures to chastize, and should contrive to have his Disapprobation of it signified to the pretended Deputies of America at Paris, not however through the Spanish Ambassador, as it would be beneath The Catholick King's Dignity to treat with them. These were the Expressions he used.<sup>4</sup>

This Conference did not however pass off without Renewal, on his Side, of those Fears and Jealousies which he has often affected to express at the consequence of so many armed Vessels at Sea, of their Vigilance, and of the Disturbance of Commerce, which he pretended, was become an universal Complaint. Your Lordship may be assured, that I omitted no Arguments to shew him, how groundless those Alarms were, and that the Interruption which he complained of was owing, if it existed, solely to the Abuse, which had been made of the Flags of other Nations. He disculpated that of his own, and took great Merit to himself from no Assistance having ever been as he said, given by this Court in any shape, either of Ships, Arms or Officers. I did not however neglect pointing out strongly to him, that the Connivance given to Privateers stationing themselves in the Ports of this Kingdom, and the allowing Prizes to be sold in them, was a very important Service indeed rendered to the Americans.

Upon his Return from S<sup>t</sup> Ildephonso I executed His Majesty's Instructions very punctually; I stated to him the general Fact of large Supplies from many Ports of France being intended for America, & that several Ships, of which I had received Advice, were arming in some Ports of this Kingdom, and were intended to convoy them. It was natural for him to express a Degree of Surprise at this Intelligence, to disculpate the Court of France from countenancing any such Intention, and to throw the blame of it on the Avarice & Enterprize of private Adventurers.

With regard to the measure of their being convoyed from hence, he admitted, as fully as I could wish, the high Impropriety of it, and in short, gave me the most positive Assurances, that he would immediately write to the Commandants of the Northern Coasts, & other Officers to prevent any such Attempt: affecting at the same Time to disbelieve the existance of it. He told me, that he had seen the French Ambassador just before, and that he could answer for the Court of France not intending to do, or allow anything which could give Umbrage or Offence to us. In this Conference I found him very much in that Disposition and, I confess, that I attribute it to Advices received from France, that such a Step as suffering a great Fleet of American Ships to go from the Ports of France and Spain could not be justified, or supported, or allowed with Security. There is therefore at this Instant an Appearance that such a Measure is not likely to take place. But I can in no respect venture to suppose that anything like an active part, will be taken here against the Americans, and fear that according to Events, numberless disagreeable Discussions must still arise. In the course of which I shall endeavour to add, certainly as much Prudence as I can,

to the plain & firm Language, which I always hold upon these Subjects. I have the Honour to be [&c.]

Grantham

P.S: Since this Dispatch has been copied, I have received an Answer to my Office from M. Floridablanca of which I enclose the Original & a Translation.<sup>5</sup> Your Lordship will observe that the Postscript to it, is written in the Minister's own hand. This answer acknowledges & confirms the sending the orders which he promised me to issue. It is drawn up in the Temper in which I found him on his Return from S<sup>t</sup> Ildefonso & seems upon the whole as satisfactory, as I could expect at this Juncture.

I am to add that upon my repeating my solicitation to M. Florida blanca on the Subject of the *Morning Star*, he assured me that M. Galvez the Minister of Indies was preparing an Extract from all the papers belonging to that business, which were very voluminous, and that he would without Loss of Time remitt it to me—G.

L, UKLPR, S.P. Foreign 94/204, 344–46. Addressed at the foot of the first page: "The Lord Viscount Weymouth; &c<sup>a</sup> c<sup>a</sup> c<sup>a</sup>." Docketed: "Escorial 19 Nov<sup>e</sup> 1777/Lord Grantham/(N<sup>o</sup> 62)/R. 30<sup>th</sup>/3 inclosures."

1. Lord Weymouth to Lord Grantham, 28 Oct. 1777, *ibid.*, fols. 259–60.

2. Lord Grantham to Lord Weymouth, 13 Oct. 1777, *above*.

3. See *NDAR* 9: 667.

4. For a further observation on Spanish views, see Marquis D'Ossun to Comte de Vergennes, 13 Nov. 1777, *above*.

5. Conde de Floridablanca to Lord Grantham, 18 Nov. 1777, *above*.

## November 20

### LORD STORMONT TO COMTE DE VERGENNES

Monsieur

Il y a différentes Matières sur les quelles je dois avoir l'honneur d'entretenir Votre Excellence des que j'aurai celui de la voir. en attendant je crois Monsieur le comte qu'il est de mon Devoir indispensable de vous communiquer le Papier ci jointe que je viens de recevoir dans l'instant

Je me borne à réclamer le Vaisseau anglais et sa Cargaison dont je ne doute nullement que vous n'ordonniez la Restitution immédiate. Je ne ferais aucune Réflexion sur la Conduite du Pirate Américain. Je suis bien persuadé que cette Cour est trop fidèle à ses Engagemens, trop éclairée sur ses Intérêts, trop jalouse de sa Dignité pour ne pas punir sévèrement de pareils Attentats.<sup>1</sup> J'ai l'honneur d'Être [&c.]  
à Paris ce 20. 9<sup>bre</sup>. 1777

Stormont.

[Translation]

Sir

There are various matters about which I am to have the honor of speaking to your Excellency as soon as I have the honor to see you. While waiting, I believe M. Le Comte, that it is my bounden duty to forward to you the enclosed paper that I just received a moment ago.

I am limiting myself to laying claim to the English vessel and its cargo of which I have no doubt whatsoever that you will order its immediate return. I shall make no comment on the conduct of the American pirate. I am indeed convinced that this

court is too faithful to its commitments, too clear as to its interest, too jealous of its dignity not to punish severely such attacks.<sup>1</sup> I have the honor to be [&c.]

Paris, 20 November 1777

Stormont

[Enclosure]

#### Particulars of Captain Hawkin's Protest

Robert Hawkins Master of the Brig *Emperor of Germany* parted from Cork the 27<sup>th</sup> Oct<sup>r</sup> and on the 11 Nov<sup>r</sup> got in sight of the Tower of Corduan; at 2 oclock same Day got a Pilot on board who told him that two Vessels then in Sight were American Privateers who at that time were about two Leagues from him on which he immediately made Sail and was chased about one League within the Tower of Cordouan when he was boarded by the Schooner *Swallow* John Martin Master who had on board part of the Crew belonging to the *Portsmouth* Captain John Hart who's long-Boat full of Armed Men also came on board in a few Minutes After She being Ordered to row round by the Tower, in order to intercept said Hawkins in the River in case he had taken the North Channel having taken possession of his Vessel they made sail towards the *Portsmouth* on board of which they put Cap<sup>t</sup> Hawkins and all his Crew &c

Captain Hawkins remonstrated with Cap<sup>t</sup> Hart on the Illegality of taking Him in the River of Bordeaux to which He made no vindication but on the contrary said that his People in the Boat had orders to take Him even tho' He should reach Blaye before they overtook Him &c &c.

Early next Morning He ordered Capt. Hawkins and his crew excepting one he retained into the Pilot Boat having plundered them of most of their Cloaths about eight oclock they landed at Ryan

L, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 525, fols. 382–83. Addressed at foot of letter: "S. Ex<sup>cc</sup>. M: Le C<sup>ie</sup> de Vergennes." Notations: "20. 9<sup>bre</sup>. 1777"; "rep le 20 9<sup>bre</sup>. 1777"; "restitution que M<sup>d</sup>. Stormont demande du Brigantin l'*Empereur d'Allemagne* Patron Hawkins pris par les americains dans la riviere de Bordeaux"; "20 Nov. 1777"; "replied 20 Nov. 1777"; "My Lord Stormont demands the return of the brigantine the *Emperor of Germany*, Hawkins, master, taken by the Americans in the Bordeaux River."

1. Vergennes replied on 20 Nov., stating that Sartine was making an investigation in order to confirm the deed and to order the seizure of the prize. Ibid., fol. 381.

#### "EXTRACT OF A LETTER FROM A GENTLEMAN OF THIS PLACE, DATED AT BOURDEAUX, NOVEMBER 20, 1777."

"It is with the utmost concern that I inform you the fate of the gallant Captain Weeks—A French vessel arrived here the other day, brought in the only man<sup>1</sup> who was saved out of the whole crew of the *Reprisal*.—In a gale of wind which happened the 1st of November<sup>2</sup> (at which time they were three days past the Banks of Newfoundland) the ship was pooped with three heavy seas, which carried her down—This man and one more floated on the gangway ladder until the 3d, when his commrade through weakness dropped from it—He was that day picked up by the Frenchman who brought him in here—And he now goes for America with Capt. Moore."<sup>3</sup>

*Dunlap's Maryland Gazette; or the Baltimore General Advertiser*, 3 Feb. 1778.

1. *Reprisal's* cook, Nathan Jaquays. Abraham Whipple to John Paul Jones, 14 June 1778. MiU-C, Abraham Whipple Letter Book.

2. *Pennsylvania Packet* (Lancaster), 11 Feb. 1778, quotes the same letter, but gives 1 October as the date of the sinking.

3. Thomas Moore, master of the *Duc de Choiseul*.

November 21

J. L. DOERFELD TO THE EARL OF SUFFOLK

[Extract]

N<sup>o</sup>. 34.Stockholm November 21<sup>st</sup>. 1777.

My Lord,

... I received lately advice from Gothenburg, that a quantity of sixty Quintals of Gunpowder had been exported from thence to Marstrand, which was afterwards laid up, together with a Parcel sent from Lubeck, at a Fishery hard by Marstrand, and that it was probably designed for the use of the Rebel Vessels now in that Harbour. M<sup>r</sup> Erskine, from whom I had this Intelligence, wrote me at the same time several particulars relative to it, informing me likewise, that he had already requested the Governor of Gothenburg in order to have the Powder prevented from being shipped, which in answer the latter assured he would do. In consequence hereof I took the first opportunity of speaking on this subject to Count Scheffer, whom I desired to send immediately strict orders to the Governor not only for the confiscation of the Powder, but also for calling to account those who contrary to the King of Swedens express Prohibition had exported such a quantity of Gunpowder without special licence. His Excellency promised that he would write without loss of time to General Durietz ordering him to act in this Affair according to his Royal Masters positive and repeated commands, and that he would of course communicate to me his Answer as soon as it was received, adding, that he made no doubt but it would prove satisfactory in every respect, and convince me entirely of the sincerity and good faith with which this Government was always acting.

I took afterwards an opportunity of mentioning to Count Scheffer the admission of unarmed Trading Vessels belonging to the Rebels into the Port of Marstrand, calling to His Excellencys mind that he had once assured me at a certain occasion that the King of Sweden would not allow His Subjects to carry on Trade with the American Rebels. He answered, that according to the Privileges granted to Marstrand every Trading Vessel without distinction was to be allowed entrance into that Free Port; but that His Swedish Majesty would by no means permit His Subjects to carry on Trade in their own Vessels to any of the American Ports; His Excellency repeated at the same time in very strong terms, that the King his Master would at all times strictly follow His System of preventing to the utmost in His power that the Rebels may by no means get any supply of Arms or Ammunition from Sweden; that however, notwithstanding the best precautions which had always been and would for the future constantly be taken, it was impossible for every Government to prevent entirely some Contraband Trade carried on by some Individuals, but that he was sure it could not be but most insignificant from this Country. Upon my mentioning that one Woodhouse, Master of a Rebel Vessel,<sup>1</sup> had been received Burgher at Marstrand and his Ship made a Swedish Bottom, His Excellency said, that when that Free-Port had been established, all sorts of People had been invited to settle there, and that consequently Woodhouse could not be refused; but he had upon him the same obligation as every other Swedish Burgher not to carry on Trade to any American Port; and should he act contrary to it, he would lose of course his right, and must impute

to himself if he was then taken by some of the British Cruizers. When I asked Count Scheffer, whether His Swedish Majestys Prohibition against admitting Pirate armed Vessels into His Ports was not equally to be extended indistinctly to all Piratical Prizes; His Excellency answered, that there was not the least doubt but the King his Master would in such a case act in consequence of those Principles which He had for ever adopted in order to prove His sincere Friendship towards His Britannick Majesty to Whose arms He always wished the happiest success. . . . I have the Honor to be [&c.]

J. L. Doerfeld

L, UKLPR, S.P. Foreign 95/127. Addressed at foot of first page: "Right Hon<sup>ble</sup>/Earl of Suffolk." Omitted portions concern the birth of an English princess and the return of the French ambassador to Sweden after thirteen months' absence.

1. Brigantine *Molly*. See Doerfeld to William Eden, 14 Oct., above.

#### LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN HENRY LLOYD, R.N.

Whereas we have received Information that several Privatiers belonging to the Rebellious Colonies of North America are cruising between Cape Pinas and Bilboa in order to intercept the Newfoundland Ships and other Trade of His Majesty's Subjects bound that way, (which Privatiers are of very inconsiderable force) <sup>1</sup> and that there is in that Port, a Ship called the *Rambler*, laden with a large quantity of Rigging, Harpoons and other Goods, bound, as it is said to Hudson's Straits to whale and Trade with the Esqumaux Indians, and furnish'd with English, French, Spanish & American Papers and Colours, as more particularly mentioned in the inclosed Extract of the said Intelligence: You are hereby required and directed to put to Sea in the Ship you command with the very first opportunity of Wind & Weather and proceed and cruize between the abovementioned Cape and Cape Machacaca [*Machichaco*] for the protection of the Trade of His Majesty's Subjects and to use your best endeavours to take or destroy the abovementioned, or any other Privatiers or other Ships or Vessels belonging to the Rebellious Colonies abovementioned which you may be able to come with, keeping a good look out for the said Ship *Rambler* and if she should put to Sea and you should have good reason to think that She belongs to any of the Colonies abovementioned, using your best endeavours also to seize her and bring her into Port.

You are to continue upon the above Station for the space of 14 days after your arrival thereupon, and then proceed to the Coast of Portugal, and cruize for the like purposes between Cape Finisterre & Lisbon, calling off that place and Oporto to make enquiry of the British Consuls there for Intelligence.

And in case you shall receive either from them, or others, Information that can be depended upon of any Privatiers, or other Ships or Vessels belonging to the Rebellious Colonies abovemention'd being in parts contiguous to, tho' not actually within the Station you are hereby directed to cruize upon, you are at liberty to proceed in quest of them, taking care to return immediately to the said Station, as soon as you shall have taken, destroyed, or driven them away, or be thoroughly satisfied that none such are there.

You are to continue to cruize between Cape Finisterre and Lisbon as above directed until your receive further order, transmitting to our Secretary by every op-

portunity such Intelligence as may have come to your knowledge with an Account of your Proceedings and the state & Condition of the Ship, or Ships under your command, and Monthly, (or oftner if proper opportunities offer) to transmit to him a Copy of your Journal also, and you are once, in four or five Months to proceed with the Ship you command to Lisbon to heave down, taking care to get it done with all the dispatch possible, & never otherwise (except in cases of absolute necessity) to go into Port, and even then not to stay there a moment longer than you can possibly avoid: and, when you shall have occasion to go into the Tagus, you are never to go higher than the Bay of Wares, except to heave down as abovementioned.

You are to enter all Seamen being His Majesty's Subjects, who shall offer, and to bear such as may be more than sufficient to compleat your allow'd Complement: as supernumeraires for wages and Victuals until you shall have an opportunity of putting them on board any of His Majesty's Ships or Vessels which may be short of Complement, or of disposing of them, in such other manner as we shall think fit to direct.

And whereas His Maj<sup>ty</sup>s Ship and Sloops named in the Margin<sup>2</sup> have been sent out to Cruize for the same purposes between Oporto and Lisbon you are in case of falling in with the *Hussar* to take her under your command, her Captain being directed to obey your Orders, and to employ her as you shall judge best for the more effectual carrying into execution the object of these Instructions, taking care however that whenever it may be absolutely necessary for her, or the Ship you command to go into Port, that the other do remain upon the Station hereby assign'd you diligently cruizing for the purposes abovemention'd, and that they do not if it can be possibly avoided, ever go into Port at the same time, and whereas we intend that the two Sloops shall return forthwith to England, you are upon falling in with them to deliver the inclosed Pacquets to their respective Commanders containing Our Orders to them to return accordingly.

And in case any other of His Maj<sup>ty</sup>s Ships or Vessels whose Commander shall be Senior to you, shall be appointed to cruize upon the said Station while you continue thereon, you are to follow his Orders: And on the otherhand, if he shall be junior to you, he is hereby required to obey such as he shall receive from you. Given &c. the 21<sup>st</sup>. November. 1777.

Capt. Lloyd—*Pelican*—Spithead

By &c.

P.S.

Sandwich

Lisburne

H Palliser

LB, UKLPR, Adm. 2/103, 437–43.

1. See Lefras and Le Mesurier to Philip Stephens, 5 Nov. 1777, above.
2. Frigate *Hussar* and sloops *Hawke* and *Alert*.

#### AMERICAN COMMISSIONERS IN FRANCE TO COMMANDERS OF ARMED AMERICAN VESSELS

To the Captains or Commanders of all Ships of War, armed Vessels and Privateers from the United States of North America.

Gentlemen,

Complaint having been made of Violences done by American armed Vessels, to neutral Nations, in seizing Ships belonging to their Subjects, and under their Colours; and in making Captures of those of the Enemy, but under the protection of neutral



Coasts, contrary to the usage and custom of Nations; This is therefore to warn and request you, not to commit any such Violation of the Laws of Nations; but (according to the powers express'd in your Commission) to confine yourselves to the capture of the Enemys Vessels when not within the protection of a neutral River, Fort or Coast, and of all others whatsoever that shall be carrying, Soldiers, Arms, Ammunition, Provisions, or other contraband Goods, to any of the British Armies, or Ships employed against the united States. In every other Case you will respect the rights of neutrality, from which you expect Protection, and treat all neutral Ships, with the utmost kindness and Friendship, for the honour of your Country and of your selves. We are, Gentlemen, Your &c.

Paris Nov<sup>r</sup> 21<sup>st</sup>. 1777.

Copy, DNA, PCC, item 85, pp. 101–4 (M247, roll 114). Docketed: “Commiss/to the Captains of Privateers/inclosed in Nov<sup>r</sup> 30 1777/Commissioners Letter.”

AMERICAN COMMISSIONERS IN FRANCE TO SAMUEL AND JEAN-HANS DELAP

Mess<sup>rs</sup>. Delaps  
Gentlemen

Paris Nov<sup>r</sup> 21. 1777—

We are informed that the Ship *Portsmouth*, which left Bourdeaux a few days since, made Prize of a Vessel from Cork entering the River, with a Pilot onboard & after she had got into the Passage of Grave.<sup>1</sup>

This is the Captain's Story, on which his complaint is founded. We ask you to enquire into the particulars of this Transaction and send in the Pilots Acco<sup>t</sup> of it Attested.—Several American Vessels have been taken in the Course of the last Season by the English near the Coasts of France & one or more as we have been informed in near the same Circumstances; You will oblige us by enquiring how near the Land American Ships have been taken bound to your Port & sending us the Acco<sup>t</sup>—We are [&c.]

B.F.

S.D.

The Pilots Name is Doussier of Royan a Copy of the Declaration made at the Admiralty is wanted if it can be obtained—

LB, CtHi, Silas Deane Papers.

1. The capture of brig *Emperor of Germany*, Robert Hawkins, by New Hampshire privateer ship *Portsmouth*, and Maryland letter of marque *Swallow*, on 11 Nov.

SILAS DEANE, FOR THE AMERICAN COMMISSIONERS IN FRANCE, TO JONATHAN WILLIAMS, JR.

M<sup>r</sup> Williams  
Sir

Paris Nov<sup>r</sup> 21. 1777—

You are desired to get from Cap<sup>t</sup> Adams a particular Acco<sup>t</sup> of his being taken,<sup>1</sup> in which he must ascertain as exact as is in his Power, at what distance he was from the Coast of France when he was first Chased and when he was actually taken, he must make oath to his narration and send it up to us by the first Courier—if you have knowledge of other Vessels taken by English Ships of War near the Coast of France

I wish you to enquire into the particulars of their Capture, & at what distance it may have happened & send up the Account to the Commissioners—I am &c

SD—

LB, CtHi, Silas Deane Papers.

1. John Adams, of the Massachusetts schooner packet *Lynch*, was captured by H.M.S. *Foudroyant* off the coast of Belle Isle on 9 May. *NDAR* 9: 390–91. He later escaped and by late October was in Nantes. Silas Deane to Jonathan Williams, Jr., 24 Oct. 1777, *Deane Papers* 2: 199–200.

## November 22

### JOURNAL OF H.M.S. *INVINCIBLE*, CAPTAIN HYDE PARKER, SR.

Nov<sup>r</sup>: 78 [77]

I. Ush. [Ushant] EbN  $\frac{1}{4}$  E 141 L<sup>s</sup>.

Saturday 22<sup>nd</sup>

D<sup>o</sup>: Wea<sup>r</sup>. [Light airs & Cloudy] with Calms, with a swell from the N.W. Convoy in Comp<sup>y</sup> with 2 Strange Sail.<sup>1</sup>

Liz<sup>d</sup>. [Lizard] ENE 137 L<sup>s</sup>.

D<sup>o</sup>: Wea<sup>r</sup>.

D, UKLPR, Adm. 51/478.

1. Continental Navy ship *Ranger*, Capt. John Paul Jones, and one of two prizes, brigantines, the *Mary* and the *George*.

### GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

A Versailles Le 22 9<sup>bre</sup>. 1777

J'ay reçu, Monsieur, votre Lettre du 12. de ce mois au sujet des frégattes Anglo-Américaines le *Raleigh*, et l'*Alfred*, Et j'avois reçu vos précédentes lettres par lesquelles vous m'avez rendu compte des opérations qui se faisoient pour mettre ces deux Bâtimens en état de partir, et des mesures que vous preniez pour les accélérer; vous me marquez par votre dernière que le *Raleigh* étoit entièrement caréné, et travailloit à se regréer et s'équiper, et que l'*Alfred* alloit commencer très incessamment sa carène; vous continuerez à veiller à ce que ces Bâtimens partent promptement; Les deux Capitaines qui doivent les commander sont partis pour se rendre à l'orient ou ils doivent être actuellement,<sup>1</sup> au moyen de quoi leur départ ni peut être retardé.

Sur ce qui concern les prises qui étoient mouillées dans la Rivière de Crack, je ne doute pas que les officiers de l'amirauté n'ayent fait ponctuellement exécuter à leur égard les intentions du Roy, et je compte que vous aurez veillé de concert avec eux au débarquement des Matelots françois qui y étoient embarqués.

à l'égard du Navire la *Brune*<sup>2</sup> que vous m'avez mandé devoir être expédié avec un Capitaine et un Équipage françois sous une destination simulée pour nos colonies, et sur le quel un anglo-Américain devoit s'embarquer en apparence en qualité de passager, c'est un arrangement qu'il n'est pas possible de tolérer, vous vous opposerez au passage,<sup>3</sup> et prendrez les mesures nécessaires à cet effet; vous avez très bien fait de me rendre compte de ce qui se passoit à ce sujet Je Suis [&c.]

de sartine

vous prendrez la soumission du cap<sup>nc</sup>. françois qui doit commander la *Brune* de se rendre dans nos colonies ou de faire son retour en France sous telles peines que

s. M. jugera a propos de prononcer; vous n'oublierez pas l'article des matelots conformément a la lettre circulaire que vous avés du recevoir.

[Translation]

Versailles, 22 November 1777

I have received your letter, Sir, of the 12th of this month concerning the Anglo-American frigates *Raleigh* and *Alfred*, and I had received your previous letters by which you reported on the operations which were going on in order to put these two ships into condition to leave, as well as the steps that you were taking to hasten them. You pointed out to me by your latest that the *Raleigh* had been completely careened and was working to re-rig and re-fit, and that the *Alfred* would very shortly begin her careening. You will continue to take care that these two ships leave promptly. The two captains who are to command them have left to return to Lorient where they ought to be at present,<sup>1</sup> so that their departure cannot be delayed.

As to the prizes which were moored in the Crack River, I do not doubt that the Admiralty officers have punctually caused the King's wish concerning them to be carried out, and I expect that you kept watch along with them on the debarkation of French sailors who had been embarked thereon.

With reference to the vessel *La Brune* which you reported on, supposedly being cleared with a French captain and crew, for a feigned destination in our colonies, and upon which there was supposed to be an Anglo-American pretending to act in the capacity of a passenger,<sup>2</sup> this is an arrangement which is impossible to tolerate; you will stand in the way of this passage,<sup>3</sup> and you will take necessary measures to that effect. You did well to report to me what was happening in regard to this. I am [&c.]

de sartine

You will assure the compliance of the French captain who is to command *La Brune* to go to our colonies or to return to France under such penalty as His Majesty will deem appropriate to pronounce; you will keep in mind the order concerning the sailors in conformity with the circular letter which you ought to have received.

L, FrLAL, series 1, E<sup>4</sup> 80, fol. 127. Addressed at foot of first page: "M. Gonet, a L'orient." Notations: "Classes"; "R. le 26. 9<sup>e</sup>"; "Mariners' Registration"; "Received 26 Nov."

1. A mark here refers to a marginal notation in Sartine's hand: "ou des [*illeg.*] se rendre tres [*illeg.*]"

2. The *Brune*, which was owned by Bérard Frères & Co., was captained by M. Berube Dufraisne, who took her to Boston, where she eventually became the Continental Navy ship *Queen of France*. The American on board was John Green, captain, Continental Navy.

3. A mark here refers to a marginal notation in Sartine's hand: "de ce capitaine americain"; "of this American captain."

GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

A Versailles Le 22 9bre 1777

Jai reçu, Monsieur, votre Lettre du 14 de Ce mois, par laquelle vous m'annoncés L'arrivée, a L'orient, du Batiment marchand L'*Amphitrite*<sup>1</sup> du havre, venant de Charlestown avec un chargement de Ris et d'indigo. Vous J avés joint les pieces, par les quelles Le Sr [?] Fautrel, Capitaine de Ce Batiment, pretend prouver quil n'a pu Executer la Soumission quil vous a donnée, Le 10 janvier dernier, au pied de La

Copie de Lordre que vous lui avés remis, de faire route directement pour Le port au prince, et de Se presenter, a son arrivée, au gouverneur general de la Colonie. Les procès verbaux, faits En mer dans de pareilles Circonstances, ne peuvent qu'etre très suspects. Le Certificat des passagers daté, du neuf fevrier dernier, decele la Collusion; mais Le procès verbal, du 21 mars suivant signé par les officiers de L'Etat major, et Certifié par les memes passagers, ne Laisse aucun doute sur la desobeissance du Capitaine qui a fait route volontairement pour Boston de L'avis et du Consentement de Ces memes officiers et passagers. Une Contravention pareille aux volontis du Roy ne peut rester impunie. Je vous envoie, en Consequence, un ordre, En vertu du quel vous ferés arrêter et detenir en prison Le S<sup>e</sup> [?] Fautrel, jusqua Ce que sa majesté en ordonne autrement. Je suis [&c.]

de sartine

vous prendra des mesures pour que ce cap<sup>ne</sup> soit gardé en prison avec sureté et vous l'interrogerez pour sçavoir de vrai, vous lui témoignerez le plus grand mecontentement de sa desobeissance.

vous previeendrez M<sup>r</sup> de la vigne Brisson mais [*approx. four words illeg.*] que le secret soit gardé jusqu'a ce que les ordres de S. M. soient executés.

[Translation]

Versailles, 22 November 1777

I have received, Sir, your letter of the 14th of this month by which you announced the arrival at Lorient of the merchant vessel *Amphitrite*,<sup>1</sup> of Le Havre, coming from Charlestown with a cargo of rice and indigo. You included the documents by means of which M. Fautrel, captain of this ship, claims to prove that he was not able to execute the bond which he gave you on 10 January last, at the foot of the copy of the order which you sent him, to set a course directly for Port-au-Prince, and upon his arrival to present himself to the Governor General of the Colony. The testimonies taken at sea under similar circumstances can only be very suspect. The certificate of the passengers dated 9 February last disclose collusion. But the testimony of the following 21 March signed by the chief officers, and certified by the same passengers, leave no doubt as to the disobedience of the captain who voluntarily set course for Boston with the advice and consent of these same officers and passengers. Such a breach of the King's wishes can not remain unpunished. Therefore I am sending you an order, by virtue of which you will have M. Fautrel arrested and detained in prison until His Majesty shall ordain otherwise. I am [&c.]

de sartine

You will take steps so that the captain be kept in prison in safety, you will interrogate him to find out the truth, and you will show him your dissatisfaction at his disobedience.

You will forewarn M. de la Vigne Brisson [but take care?] that the secret be kept until the orders of His Majesty have been carried out.

L, FrLAL, series 1, E<sup>4</sup> 80, fol. 128. Addressed at foot of first page: "M Gonet." Notations: "Colonies"; "R. le 26. 9<sup>e</sup>"; "Colonies"; "Replied 26 Nov."

1. Nicolas Fautrel, commander of the *Amphitrite*, took her to Boston, the first of Beaumarchais's ships to arrive in America. When John Paul Jones arrived there later to take command, Fautrel refused to turn over the ship to him and would have accepted Jones only as a passenger. Subsequently Fautrel sailed to Charleston, S.C., for the cargo, with which she had just arrived at L'Orient.

## LE RAY DE CHAUMONT TO [GABRIEL DE SARTINE?]

Monseigneur

Aussi tot que le Deputés du Congrès americain ont été informé de la prise faite du Navire anglois *L'Empereur d'Allemagne*, Capitaine Robert Hawkins, venant de Cork a Bordeaux, a l'adresse du S<sup>r</sup> Gallois et qui a été pris dans la passe de Grave, par le Travers de la tour de Cordouan et ayant a bord un Pilote de Royan nommé le Dossier; ils ont écrit à leur Correspondant à Bordeaux pour interoger le dit Dossier pilote, ne doutant pas que le Capitaine anglois qui a été pris aura fait sa declaration a son avantage. D'après les Informations, Monseigneur, que les dits Deputés receveront, ils vous prieront de prononcer sur la Satisfaction que vous desirez, et ils se feront une Loix d'y contraindre le Capitaine du dit Corsaire, dont ils n'ont jamais eu de connoissance, et qu'ils vous prient de faire arrester si il paraist dans aucune port de France. Les dits Deputés, Monseigneur, sont en etat de mettre sous vos yeux Les preuves qu'une fregatte anglois a pris cette année dans la même passe un Navire americain ayant aussi un Pilot de Royan a son Bord. Je suis [&c.] Passy ce 22. 9<sup>bre</sup> 1777.

(Copie)

signé { Le Ray de Chaumont

Translation]

My Lord

As soon as the deputies of the American Congress were informed of the capture of the English ship the *Emperor of Germany*, Captain Robert Hawkins, coming from Cork to Bordeaux, directed to Sieur Gallois, which was taken in the channel of Grave near the tower of Cordouan and having on board a pilot from Royan named Dossier, they wrote to their correspondent at Bordeaux and requested he interrogate the said pilot, Dossier, having no doubt that the English captain who had been taken would have made his declaration to his advantage. Depending on the information that the said Deputies will receive, My Lord, they will ask you to state what satisfaction you desire, and they will make a point of retaining there the captain of the said privateer, of whom they have never had any knowledge, and they will ask you to have him arrested if he shows up in any port of France. The said Deputies, my lord, are prepared to put before you proofs that an English frigate has taken this year in the same channel an American ship also having on board a pilot from Royan. I am [&c.]

Passy, the 22 Nov. 1777.

(Copy)

signed { Le Ray de Chaumont

Copy, PHi, Benjamin Franklin Papers. Addressed at foot of letter: "M<sup>gr</sup> de Sartine Ministre de la Marine."

## HERMAN KATENCAMP TO FELIX O'NEILLE

Señor Comandante General de este Reyno

Señor. Don Herman Katencamp Consul de S. M. B. en este Reyno con la major veneracion devida Digo a VS. que haviendose ausentado d'escapado (sin la menor inteligencia mia) Juan Jordan Marinero Ingles de a bordo del Corsario Americano Rebel de que se halla en este Puerto,<sup>1</sup> motivado del maltrato que recevia por no haver querido firmar Articulos de Servicio en dho Corsario, Cuio marinero se ha aplicado a mi para que le amparase y protexiese para su retiro a Inglaterra, en lo que no puse la menor

Objecion, mandandole al Ferrol abordo de un navio Ingles nombrado *Thomas* su Capitan Joseph Pine, quese hallava pronto a hazerse a la vela, siendo bien persuadido que hacia lo devido en amparar y assistir a los Subditos de mi Soberano que toman refugio en un Pais neutral, escampandose de los Rebel des que por violencia les tienen y obligan a tomar las Armas contra su Patria, y allo la estraña novedad y attentado que segun aviso que por proprio me acava de dar dho Capitan Joseph Pine que en la noche del dia 20 del Corriente cinco marineras de la Tripulacion del citado Corsario acompanados de dos Soldados Armados de los de la Guarnicion de la Plaza de dho Ferrol, pasaran a su bordo, y con fuerza y violencia llevaron a dho marinero Juan Jordan sin que precediese manifestacion de Orden alguna loque me veo precisado a representarlo a la Justificacion de U.S. y rendidamente suplico Se Serva tomar las mas seria Providencia mandando que dhos cinco marineros sean examinados muy por menor, y que el Juan Jordan traído ante al Tribunal competente a donde pueda libramente hazer su defensa en Forma legal respecto no tiene Segun me ha informado echo Obligacion alguna, y en cas de salir inocente, castigar a los delinquentes o a su Capitan por haver les mandado cometer semejante violencia, y Ultraxe en un Puerto neutral, Merced que con Justizia espero recibir de la notoria Justification de VS. Corunna 22<sup>d</sup> Nov: 1777.

H Katencamp

[Translation]

Commanding General of this District

Sir. Mr. Herman Katencamp, consul of his Britannic Majesty in this district, with the greatest veneration, informs you that John Jordan, English seaman, having absented himself by escape (without my least knowledge), from on board the rebel American privateer that is in this port,<sup>1</sup> motivated by the bad treatment that he received because of not wanting to sign the articles of service in the said privateer, has applied to me to shelter and protect him. For his return to England, to which he has no objection, I sent him to Ferrol on board an English ship named *Thomas*, Captain Joseph Pine, which was soon to set sail, being well persuaded that he ought to protect and assist the subjects of my sovereign that take refuge in a neutral country, escaping from the rebels that by violence take them and oblige them to take up arms against their country. And I learn the strange news and offence that according to information that the said Captain Joseph Pine has just given me by messenger that in the night of the 20th of this month, five seamen of the crew of the said privateer, accompanied by two armed soldiers from the garrison of the plaza of the said Ferrol, came on board, and with force and violence took the said seaman John Jordan without first showing any orders. I have the necessity to represent this to you for your explanation and humbly entreat you to take the most serious steps to have the said five seamen examined very closely, and John Jordan brought before a competent tribunal where he could freely make his defense in a legal form in respect to having not—according to what he has told me—undertaken any obligation, and in case he is found innocent, to punish the delinquents or their captain for having sent them to commit unjustified violence within a neutral port. Your honor, with justice I wait to receive your explanation from the notary's office. Corunna 22<sup>d</sup> Nov. 1777.

H Katencamp.

Copy, UKLPR, S.P. Foreign 94/204, 390. Notation: "Copia."

1. Continental Navy cutter *Revenge*, Gustavus Conyngham, at Corunna.

## FELIX O'NEILLE TO HERMAN KATENCAMP

Muy Senor mio

Para atender a lo que Um<sup>d</sup> me representa con fecha de oy, quedo en tomar los conducentes Informes en punto a los motivos que el marinero Juan Jordan que servia en la Embarcacion de las Colonias Americanas que Um<sup>d</sup> apresa haya tenido para reclamarle, como de los procedimientos que segun dice Um<sup>d</sup> hubo en Ferrol (que ignoro no obstante que estube alli hasta el dia de hayer) abordo del navio Ingles nombrado *Thomas*, a donde le ha embiado Um<sup>d</sup> cauthelosamente (como me ha informada el Theniente de Rey de esta Plaza a my regreso) y en su Vista providenciasé lo que sea mas correspondiente anadiendo entretanto que el paso dado por el Marinero, y lo praticado por Um<sup>d</sup> (seduciendolo para que saliese de dho Embarcacion segun me hallo noticioso) no lo considero arreglado pues qualquier queja que tubiese quedar del referido Capitan devia hacerlo a mi sin entramenterse Um<sup>d</sup> a tomarse una Autoridad que no lo competi. D<sup>s</sup> Gu<sup>e</sup>. a Um<sup>m</sup>: m<sup>s</sup>: a<sup>s</sup>: Corunna 22<sup>d</sup>. Nov. 1777.

Felix O'Neille.

[Translation]

Dear sir,

In order to attend to what you represented to me, under today's date, I made inquiries of the informed officials on the matter of the seaman John Jordan, who served in the ship of the American colonials, whom you seized in order to reclaim him. As to the proceedings that according to what you told me took place in Ferrol (of which I know nothing, although I was there until yesterday) on board the English ship called *Thomas*, where you had sent him (as the king's lieutenant of this place has informed me at my return) and he ordered that which in his view was more suitable; furthermore insomuch as the passage given for the seaman and what you did (seducing him to leave the said ship, according to information I have) I do not consider proper, inas-much as any complaint you have concerning the captain referred to you ought to make to me without interposing yourself to take on yourself an authority to which you have no claim. May God keep you many years. Corunna 22d. Nov. 1777.

Felix O'Neille.

Copy, UklPR, S.P. Foreign 94/204, 390. Notations at top: "In Consul Katenkamp's N<sup>o</sup> 71"; "Answer."

### November 23 (Sunday)

CAPTAIN JOHN PAUL JONES TO MIDSHIPMAN JOSEPH GREEN

By John Paul Jones Esq<sup>r</sup> Captain of the American Navy &<sup>ca</sup>.—

M<sup>r</sup> Joseph Green

Sir

You are hereby Appointed Commander of our Prize the Brigantine *Mary*, you are to Navigate her with all possible dispatch to Nantes Bourdeaux, or some other of the most convenient and Safe Ports in France, should you be able to hold way with the *Ranger* you are to keep Company, untill I give you Orders to make the best of your Way, either by hailing you, or if at a distance by hoisting a Jack at the Maintop-gallant Mast head, I depend on your being particularly careful that no part of the

Cargo be Embezzled or destroyed, on your Arrival you are to make Application by Letter, or Personally to W<sup>m</sup>: Lee, or Thomas Morris Esq<sup>rs</sup>. American Agents at Nants and Bourdeaux, who are Authorized to make Sale of the Prize, should you meet with any of the Enemies Ships, you are to personate the late Master Tho<sup>s</sup>. Riches, Hail from Malaga, and let One of your Men pass for the Mate, the rest for the Crew, you are not to leave the Vessel, yourself untill you see her Cargo delivered of which you are to take a particular, and exact Account, you are also to take an inventory of the Vessels Stores, and you are to return the Mideterranean pass to me together with any other papers which you may discover on board, you are notwithstanding to Obey all future Orders from me however different the foregoing.

Given on board the *Ranger* at Sea 23<sup>d</sup> day of November 1777.

Jn<sup>o</sup> P Jones

DS, DNA, Records of the Veterans Administration, Revolutionary War Pension File of Joseph Green, No. S 37044.

#### AMERICAN COMMISSIONERS IN FRANCE TO THE FRENCH AND SPANISH COURTS

The Commissioners from the United States of America are extreemly concerned to understand that the Courts of Spain and France are offended with said States, on Account of the taking of the French Ship *Fortune* by an American Privateer, which Ship was bound from England to Cadiz, and is represented to have had Spanish Property on board. The Commissioners are confident that nothing can be more distant from the Intention of the said States; than that their Subjects should profit by making such Prizes (as they have no War with those Nations but consider them as real Friends,) and have moreover the greatest personal Respect for their most Christian & Catholic Majesties with the strongest Desire of meriting & cultivating their Friendship. The purpose of the Congress in commissioning armed Vessels, as well as the Measures taken in their several States by establishing Courts of Admiralty to prevent or remedy irregular Captures (in which Courts all Prizes brought there are to suffer a regular Trial) appears on the Face of the Commissions granted, an authentic Copy whereof is hereunto annexed,<sup>1</sup> By which Commission also it will appear that the Congress have not authorized any Act that may be contrary to the Law of Nations.<sup>2</sup> The Commissioners tho' they have no Concern or Correspondence with the Captain who took the Prize in question, are of Opinion, that knowing it to be a common Practice with English Merchants to cover their Property in Ships bound to Spain under the Names of Spanish Subjects, he might conceive the Goods consigned to Cadiz from London in the *Fortune* were of that kind; & that it was therefore right to have a Trial on them by sending the Ship to Boston, where it is not doubted but that the Ship will be discharged and her Freight and Damages paid, as belonging to France, and the Goods reclaimed, or their Value on the Proofs appearing that they belong to Subjects of Spain, be delivered to the Claimers. By this means only the Irregularities & Inconveniences of such Captures, (which in no War can possibly be entirely prevented) will be rectified and remedied.—And in this Confidence the Commissioners hope the Displeasure conceived against their Country on the present Occasion will subside, and that the United States will obtain and preserve the Favour of their Catholick and most Christian Majesties which of all things is most earnestly desired. They also submit it to consideration whether the Appointment of an Agent or Consul



to reside in America and take care of the Interests of the Merchants of these Nations, by making Reclamations when necessary, and supporting such Claims in the Courts of Justice, would not be useful, not only in obtaining more speedy Justice but in preserving that good Intelligence between the People of the different Countries which may be advantageous to all: To prevent Misunderstandings for the Future, we purpose to write immediately to the Congress acquainting them with this Transaction, and urging them to give strict Orders to all who act under their Commissions to Respect the Flags of every neutral or friendly Power, under severe Penalties for Disobedience.

And in the meantime we shall recommend it to our Correspondents at the several Ports, to warn the Captains of American armed Vessels to conduct themselves as if such Orders were already given.—

Paris, Nov<sup>r</sup>. 23. 1777.

B Franklin  
Silas Deane  
Arthur Lee

L, FrPMAE, Arch. dipl., Corr. Pol., Etats-Unis, vol. 2, no. 142, fols. 361–62. Notation: “23 9<sup>bre</sup>. 1777.” A nearly identical signed letter was sent to the court of Spain: SpVAS, legajo 4612, pp. 99–101.

1. The enclosed printed commission, signed by John Hancock but with the blanks not filled in, is reproduced in *Stevens's Facsimiles*, vol. 19, no. 1746. Portions of the text that concern prize adjudication, posting of bonds, and observance of the laws of nations are underscored.

2. The commissioners omitted the following passage that occurs at this point in the draft. The omission was requested by Vergennes. Conde de Aranda to Conde de Floridablanca, 26 Nov., below. See also *Papers of Benjamin Franklin* 25: 184–85. “And it is to be wished that when Ships are taken by such armed Vessels in Seas remote from America but near to the Ports or Dominions of neutral Powers, those Powers would permit the Entrance and Trial of such Prizes by their own Courts of Admiralty, to the Decision of which Courts the Congress is willing and desirous they should be submitted, as will appear by the same Commission. In that Case the Necessity the Captors seem to be under of sending their Prizes to America for Trial, when ever sufficient Suspicion arises that the Property of their Enemies may be cloaked under the Names of Friends would be avoided; and the Ships or Goods reclaimed by the Subjects of France or Spain, would be tried in their own Courts, and Justice more speedily rendered than it can well be from a Country so distant as America; where nevertheless it will certainly be obtained, (tho’ with greater Trouble and Loss of Time by reason of that distance) on due Proof being made that the Property reclaimed belongs truly to the said Reclaimant & not to the Subjects of Great Britain.” NjP, Franklin Papers.

#### GABRIEL DE SARTINE TO COMTE DE VERGENNES

A Versailles, le 23. 9<sup>bre</sup>. 1777.

J’ai l’honneur, Monsieur, de vous remettre, ci joint, le précise que vous m’avez communiqué, de la protestation du Capitaine Haukins, Maitre du Brigantin l’*Empereur d’Allemagne*, au sujet de sa prise par le Senault l’*Hirondelle*, qui étoit commandé par John Martin, ayant à son Bord une partie de l’Équipage du *Portsmouth*: J’ai fait des démarches sur ce qui concern cette prise, même pour la restitution du Brigantin s’il est possible. Je reçois au surplus une lettre de M. le Marquis de Montbas dattée du 12., à Bord de la Frégate qui étoit au bas de la Riviere de Bordeaux et qu’il commandoit,<sup>1</sup> par laquelle cet Officier me mande qu’il venoit d’apprendre que dans la nuit du 10. au 11., hors de la vue de Cordouan, le Capitaine Jean Hart, commandant le *Portsmouth*, avoit pris un Bâtiment Anglois qui cherchoit à entrer en Riviere, et en m’observant que s’il pouvoit approfondre cette affaire, il m’en rendroit compte, il a ajouté que c’étoit un Pilote de la Riviere, qui l’avoit du aux Gens de l’Équipage de la Frégate, et que suivant son rapport, l’affaire s’étoit passé tout à fait au large. J’ai l’honneur d’être [&c.]

de sartine

[Translation]

Versailles, the 23rd of November, 1777.

I have the honor, sir, to remit to you enclosed herewith, the summary which you have sent me of the protest by Captain Haukins, Master of the brigantine the *Emperor of Germany*, regarding its capture by the snow the *Swallow* which was commanded by John Martin, having on board part of the crew of the *Portsmouth*. I made some inquiries concerning that prize, even for the restitution of the brigantine, if possible. Moreover, I received a letter from M. the Marquis de Montbas, dated the 12th, on board the frigate he commands<sup>1</sup> which lay downstream in the Bordeaux River, by which letter this officer advised me of his having just learned that in the night of the 10th to the 11th, out of sight of Cordouan, the Captain John Hart, commanding the *Portsmouth*, took an English ship which tried to enter the river, and calling to my attention that if he could thoroughly examine this affair he would report to me about it, he added that it was a river pilot who told the people of crew of the frigate about it, and that according to his report, the affair took place entirely on the open sea. I have the honor to be [&c.]

de sartine

L, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 526, fol. 335. Addressed at foot: "M. Le Comte de Vergennes." Notations: "M de Rayneval"; and "protestation du Cap<sup>m</sup> Haukins m<sup>c</sup> du Brigantin l'*Empereur d'Allemagne* pris par le Senault l'*hirondelle*"; "protest of the Capt. Hawkins master of the brigantine the *Emperor of Germany*, taken by the snow the *Swallow*."

1. *Etourdie*.**November 24**

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN JOHN STOTT, R.N.

By &amp;c

Whereas His most Christian Majesty hath ordered the two Merchant Ships named in the Margin<sup>1</sup> lately taken by an American Privatier on their Passage from Jamaica & carried into Nantz to be restored to the Owners who have applied to Us for a Convoy to bring them in safety to England & informed Us that they are nearly ready to sail; And Whereas we think fit that the Ship you command accompanied by His Maj<sup>ty</sup> Ship the *Thetis* now at Plymouth shall perform that Service & have ordered each of them to be supplied with a Pilot properly qualified for the Coast of France, You are hereby required & directed to proceed without a moments loss of time off Plymouth Sound & taking the *Thetis* under your command (her Commander being directed to follow your Orders) put to Sea again with the very first opportunity of Wind & Weather & proceed with her & the Ship you command with all possible expedition to St Nazier Road in the Entrance of the River Loire where you are to enquire for the said two Merchant Ships & taking them under your Convoy see them in safety as far as Spithead at which place you are to remain until you receive further orders sending Us an account of your arrival & proceedings  
Given &c 24<sup>th</sup> Nov<sup>r</sup> 1777

Sandwich

Lisburne

H Palliser

By &amp;c PS.

LB, UKLPR, Adm. 2/103, 446-47. Addressed at foot of letter: "Cap<sup>t</sup> Stott—*Minerva*—Spithead."1. "Clarendon Hanover Packet," i.e., *Hanover Planter*.

MEMORIAL OF THE MERCHANTS, TRADERS, AND SHIP OWNERS OF LONDON  
TO LORD WEYMOUTH

To the Right Honourable Lord Viscount Weymouth  
One of His Majesty's Principal Secretaries of State,  
The Memorial of the Merchants, Traders, and Ship Owners of London  
whose Names are hereunto subscribed.  
Humbly sheweth:

24<sup>th</sup>. November 1777

**That** there have been already laid before your Lordship by the individual parties injured, many and various Cases of the Depredations committed against the Trade of this Kingdom, by American Privateers being permitted to carry British Ships and Cargos into French and Spanish Ports, and there to sell them, in violation of a fundamental and uncontrovertible Maxim of the Law of Nations, vizt

“**That** before the Ship or Goods taken, can be disposed of by the Captor, there must be a regular judicial Proceeding, wherein both Parties may be heard, and Condemnation thereupon as Prize in a Court of Admiralty judging by the Law of Nations and Treaties: and the proper and regular Court for these Condemnations in the Court of that State to which the Captor belongs.”

**That** notwithstanding the Orders which your **Memorialists** have been informed have been issued by the Court of France, prohibiting American Privateers from bringing Prizes into their Ports, the Practice has been and is now continued in a much more alarming and dangerous Shape; for they now carry them into the Bays of France and unload the Cargos by means of the Assistance afforded them by the Inhabitants, which your **Memorialists** apprehend could not be executed if the Court of France were sincere in their Proffessions to the Court of Great Britain, or serious in those Orders issued to their own Subjects.—

**That** many Ships, particularly those returning from the Newfoundland Fishery, have lately been taken by American Privateers, and carried into the very Ports of their destination in Spain, where they have been disposed of with their Cargos, by the Captors; and that no Court in that Kingdom will take Cognizance of the Complaints and Claims of Restitution made in behalf of his Majesty's Subjects the right Owners.—

**These** are Practices to which your **Memorialists** could not apprehend they were exposed from those two civilized States, either in the principle of the Law of Nations or the feeling of Amity between Great Britain & France, and Spain; they are practices which must be productive of general Piracy, and leave a Train of that most dangerous and worst of Crimes, for Years to come, even after a Reduction of the present Rebellion.—

**They** are Practices, which if not immediately put a Stop to, must sap the Vitals of this Kingdom; for to such a Price has the Premium of Insurance already arisen, in Contemplation of those Hazards, that many of the most valuable Branches of the Navigation of the Kingdom cannot support so heavy a Charge and must therefore be greatly impaired in their Extent, if not totally foregone and laid aside.—

**The** great Importance of the Subject renders any further Arguments unnecessary, to engage your Lordship's immediate and serious Attention to the Redress of an Evil, replete with the most fatal Consequences to the Prosperity and Security of the Navigation of this Kingdom, on which it's natural Strength and Safety must ever depend.—

John Wombvell	Herries & Co.	Joshua Readshaw	W <sup>m</sup> . Greenwood
R <sup>t</sup> Buller & Comp <sup>a</sup> .	Tho <sup>s</sup> . Sutton	Geo Curling	Joseph Nutt
Henry Seward	Jn Fletcher	John Ewer	Tho <sup>s</sup> . Fraser
Bingley & Pitt C.	Sam <sup>l</sup> . Gist	Thomas Walker	Rob <sup>t</sup> . Hunter
Benj <sup>n</sup> Bewicke	John Staples	Ja <sup>s</sup> . Dunlop	Matt Carrell
James Mowbray.	Caly. Bewicke	Thomas Bell	W <sup>m</sup> . Crichton
Will <sup>m</sup> Halhed	Philip Jackson.	Peter Harmon	James Mather
John Julius Ingerstein	John Walter	Joseph Watkins	Joshua Green
	James Woodbridge	Sam <sup>l</sup> . Beachcroft	Davis, Thracken & C <sup>o</sup>
	Caralet & Cook C <sup>o</sup>	Tho <sup>s</sup> . Newnham	Abel C macaulay
	Alexand <sup>r</sup> . Grant		
Rob <sup>t</sup> . Martin	James Graham		Brook Watson
Jn <sup>o</sup> Taylor Vaughan	Pagret Herring		Pinney & Sibley
			Benjan Blundell
DeGruchy & Fiott	John Campbell		Clark & Milligan
Peter & John Berthon	Charles Bern <sup>d</sup> . Higgins		Jas Mill
James Phyt	Tho. Haddock		Noah Lefras
Josiah & Jam <sup>s</sup> . Beydell	Rob <sup>t</sup> . Woodmass		Jam <sup>s</sup> . Baillie
			Geo Hooper
Isaac Thompson	Roebuck & Henckell		Tim <sup>o</sup> & W <sup>m</sup> Curtis
Thomas Croft	Nath Modegleani		John Weskitt.
John Fraser	Rob <sup>t</sup> . Wilson		Hurbbert & Donovan
Mich <sup>l</sup> . Power & Comp <sup>y</sup>	T S Jackson		Jn <sup>o</sup> Shoolbred
Rob <sup>t</sup> . Stupart	John Sherer		John Batnes
John Stevens	Weave & Aislabri		Tho <sup>s</sup> . Eden
Will <sup>m</sup> . Spurrier	Thomas Sedgwick		Benjamin Eyre & C <sup>o</sup>
Ja <sup>s</sup> Bennett Son's & Cure	Greg <sup>ry</sup> . Olive & C <sup>o</sup>		Chris <sup>t</sup> . Court
John Sowerby	Robert Thornton		Rob <sup>t</sup> . Barnewall
Joseph Ballmer	G. b De Morsier for B Lurguand		Joseph Denison
Chris <sup>t</sup> . Hake	John Whitmere Sen <sup>r</sup> & Jun <sup>c</sup>		Vander Meulen & Jowett
D Gilet Co	Tho <sup>s</sup> . Carter		Henry Wildman
Ja <sup>s</sup> Bradley	John Alder		Thwait & Ridley
Ja <sup>s</sup> . Seager	Hibbert Purrier & Horton		Jn <sup>o</sup> . & Tho <sup>s</sup> . Kirwan
W <sup>m</sup> . Webster	Thomas Gildart		Camdens & Co.
Read Rigby & Darby	Sam <sup>l</sup> Bean		W <sup>m</sup> . Ward
Quarles Harris C	Langston & Dixon		
And <sup>w</sup> . Thimean	And. Donaldson		
John Fergusson			
Joseph Jaques Co.			

DS, UKLPR, S.P. Foreign 78/305, 139.

### JAMES GARDOQUI TO ARTHUR LEE

[Extract]

Hon<sup>ble</sup> Arthur Lee Esq<sup>r</sup>

Dear Sir

Madrid 24<sup>th</sup>. Nov<sup>re</sup> 1777.

Your much esteem'd favours 20<sup>th</sup>. ult<sup>o</sup>. & 6<sup>th</sup>. Ins<sup>t</sup>. are now before me, in answer to which you may depend on my best efforts towards serving our mutual freind M<sup>r</sup> Ross to whom shall inform of what occurs with his cargoe of flour, which thus farr I find remains in Coruna to the number of 2009. Bils.

I doubt not but the Conductt of some of the Privateers must have given you concern, but hope you have 'ere now settled this delicate point to the entire satisfaction of all parties, & that no such accidents will happen in future.

In mine of the 27<sup>th</sup>. ult<sup>o</sup>. I promis'd you that as soon as I shou'd receive orders to ship the sundry articles for the other side of the watter, I shou'd without loosing a moment begin to ship them, & I once more repeatt the same, but must inform you that no such order have as yet reced, & cou'd wish to have it as soon as possible, as the latter it comes to hand it will be the worse, so pray consider.

With respectt to the value of the fifty thousand Livres you desire me to employ, I have given orders to my house in Bilbao to comply therewith doubting not but their bills to said sum will be punctually paid as you tell me, so refer you to my said house on this head. By letters from said house I find a prize made by an American Privateer is gott there from Burdeaux consign'd to an Irish house call'd Lynch & C<sup>o</sup>. who are on the other side of your question, & as I understand that the same & another that was sent before were recomended to said L. & C<sup>o</sup>. by your Burdeaux freinds Mess<sup>rs</sup>. Delaps, I beg you wou'd exert yourself in getting those Gentlemen to recomend in future to my said house, as I think my attachment & services to the cause deserves it, & besides shou'd any difficulty arrise about the vessells, I shall not dare to serve the owners unless they are under my own people, & pray excuse it. Your private or particular advise about the sailors in England was comunicated as you desir'd. . . .

L, MH-H, Arthur Lee Papers, bMS AM 811.2 (84). By permission of the Houghton Library, Harvard University.

## November 25

### JOHN AND THOMAS KIRWAN TO LORD WEYMOUTH

My Lord

At the request of our Correspondents Mess<sup>rs</sup>. Pat McGuire & Sons of Dublin We beg Leave to trouble your Lordship with the following relation respecting the Capture by an American Privateer of the Ship *Brothers*—Cap<sup>t</sup>. Nich<sup>s</sup>. Kelly bound from Dublin to Oporto. which Vessell our said Correspondents had put under Portugeese Colours hoping thereby to avoid such Capture. By the Captains Protest at S<sup>t</sup>. Andero & his Confirmation thereof here it appears that the Ship saild from Dublin on the 16<sup>th</sup>. of Sep<sup>r</sup> last Laiden with Linnen's Butter &c. for Oporto & on the 24<sup>th</sup>. day of said month fell in with a Large Cutter whom he endeavoured to avoid but the Weather becoming Calm the Cutter soon came up with her & fird a Gun under English Colours on which the Cap<sup>t</sup>. hoisted Portugeese Colours & brought to. when he was ordered from the Cutter to get his Boat out & come on board with his papers which he did. the papers he brought on Board were his Portugeese pass & his Clearance from the Custom house of Dublin as a Portugeese Ship which Clearance was Granted by the Commissioners of his Majesties Customs there. the Privateer (who proved to be the *Revenge* Commanded by G Cunningham) Detaind the Captain on board for about 7 hours during which time they searchd his Ship for English papers & not finding any dismissd Him, with orders to keep Company all night detaining on board the Cutter two of Cap<sup>t</sup>. Kellys Crew who he believes informd against the Ship as being an

English one. for on the 25<sup>th</sup>. between 7 & 8 OClock in the morning the Cutter (who stuck close all night) orderd Cap<sup>t</sup>. Kelly to hoist his Boat out & send her on Board which he comply'd with & in a short time after they put 9 or 10 men in the Boat, Took possession of the Ship & orderd all the Ships Crew, on board the Cutter & by what Cap<sup>t</sup>. Kelly could Learn they were directed to carry her into Nantes on the 28<sup>th</sup>. Sepr. they met with a Spanish Brig from the Havannah to S<sup>t</sup>. Andero on board of which they putt the Cap<sup>t</sup>. Mate & passengers who were Landed at S<sup>t</sup>. Andero on the 2<sup>d</sup>. Oct<sup>r</sup>. by advices receivd afterwards from Mess<sup>rs</sup>. McGuire & Sons we find the Ship was sent into Coruna in Spain & there Claimd by part of the Crew as Portugeese property as this Claim cannot be maintaind (tho we are in hopes has servd as a detention of the Ship) till there Can be a proper one made in the support of which we request the favour of Your Lordships protection We have the honour to be [&c.]<sup>1</sup>

Riches Court Lime Street

Jn<sup>o</sup> & Tho<sup>s</sup>. Kirwan

25<sup>th</sup>. Nov<sup>r</sup>. 1777—

L, UklPR, S.P. Foreign 94/204, 336. Addressed: "To—/The R<sup>t</sup> Honb<sup>le</sup>. Lord Visc<sup>t</sup>. Weymouth & c. c. c./These—." Docketed: "Riches Court Lime Street/25 Nov<sup>r</sup> 1777/Mess<sup>rs</sup> John & Tho<sup>s</sup> Kirwan/R. 26<sup>th</sup>." Enclosed in Lord Weymouth to Lord Grantham, 28 Nov. 1777, *ibid.*, fols. 330–31.

1. For Conyngham's account of the capture see Gustavus Conyngham to Silas Deane, 3 Oct. 1777, above.

#### AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN THOMAS THOMPSON

Capt<sup>n</sup> Thompson

Paris 25<sup>th</sup> Novem<sup>r</sup> 1777

Sir

We advise you on your return to L'Orient to put your Ship in readiness for Sea, Cap<sup>t</sup> Hinman will do the same, and after you have obtained the best intelligence to be had, of the British Merchant Ships, & Commerce to pursue the Course, which you judge best for intercepting and making prizes on Our Enemies Ships, & property. As it is by no means safe to return into the Ports of France, you will calculate your Stores, so as to have a sufficiency for your cruise, which we cannot indeed be particular in the Direction of; it was been suggested that one or more of the India Ships returning may be intercepted—That part of the West India homeward bound Ships are expected about This Time, as well as Transports returning from Newyork, and elsewhere in America and that by cruising in the proper Latitudes You may meet with them.—That the British Factories and Commerce on the African Coast are at this Time without any Force sufficient to protect them, and that by running along that Coast you may greatly annoy, and distress the Enemy in that Quarter, and afterwards go for the West Indies. As you & Cap<sup>t</sup> Hinman, have already considered these several plans for a Cruise, We leave with you to determine which to prefer, & the manner in prosecuting either, or any other that may appear more likely to Answer the design of your Commission.

We are happy in observing the harmony, & Confidence which subsists between you and Cap<sup>t</sup> Hinman, and hope the same prevails among your Officers & Men which we are certain you will attentively cultivate through the whole of your Expedition, in which We recommend to you, to avoid giving any offence to the Flags of Neutral powers, & to shew them proper Marks of Respect, & Friendship. As you may meet with Vessels of the Enemy, so near the Coast of Europe, that you may be under the

Necessity of sending them into some Port of France, advise you to agree with Mess<sup>rs</sup>. Goulade &c on the method of conduct in such Case previous to your departure, and give Orders to the Officers, to whom you give the Command of such Prizes, accordingly thereto—whenever You judge it prudent to dismiss Prisoners, subjects of his Britannic Majesty, We advise you To take from Them in writing an Acknowledgement of their having been your Prisoners, their Quality, Place of Residence, and that they are dismissed by you in Confidence that an equal Number of the Subjects of the Thirteen United States of the same Rank that Now are or may hereafter be Prisoners to his s<sup>d</sup> Britannic Majesty will be set at Liberty. You are also to deliver a Copy of such Writing to The Prisoners enjoining them to deliver the same on their Arrival in Brittain, to the Lords of the British Admiralty, and by the first Opportunity, inclose a Duplicate to the Committee or Board of Marine in Boston, and another to Us, with an Acc<sup>t</sup> of your proceedings. We shall Deliver Cap<sup>m</sup>. Hinman Copy of this Letter, who will proceed in Concert with you in the Cruise. With best Wis[hes]

Copy, DLC, Benjamin Franklin Papers, vol. 2, 390. Another copy is in the Arthur Lee Papers, MH-H.

GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

Paris 25. 9<sup>bre</sup>. 1777.

Vous avez reçu, Monsieur, les ordres d'arrêter le S<sup>c</sup> [?] Fautret Capitaine du Navire l'*amphitrite* et Je compte que vous les aurez mis à exécution. Il sera nécessaire maintenant de l'interroger sur les points ce-après.

1<sup>e</sup>. Savoir les raisons qu'il a eut, de changer la destination de son Batiment. les Procès Verbaux qu'il a remis et que vous m'avez envoyés ne prouvent outre chose qu'une condescendance déplorée de sa part—d'autant plus reprehensible, qu'il ne pouvoit ignorer qu'il étoit le maître absolu de son Batiment et qu'en conséquence il devoit faire usage de son autorité en S'oposant a toute assemblée et a tout avis contraires.

2<sup>e</sup>. Pourquoi il a pris une Cargaison de Ris et d'indigo et pourquoi il n'a pas été dans la Baye de Cheapeach prendre un chargement de Tabac; point Capital sur lequel il faut s'étendre.

3<sup>e</sup>. lui demander quelles étoient les nouvelles quel'on avoit reçues des américaines lors[q]u[e] son départ de Charles-Town.

Enfin le questionner surtout cequi peut être relatif à son expedition et à l'inexécution de ses instructions; et aussitôt que vous aurez fait subir cet Interrogation de ce Capitaine vous voudrez bien me l'adresser sans delai. Je Suis [&c.]

de sartine

Vous Jugez bien que cet Interrogation ne doit pas être Juridique.

[Translation]

Paris 25 November 1777

You have received, Sir, the orders to arrest the Sieur Fautret, captain of the ship *Amphitrite*, and I am relying on you to carry them out. It will now be necessary to question him on the following points:

1) To ascertain the reasons that he had in changing the destination of his ship. The official reports that he submitted and which you sent to me prove nothing else than

a deplorable condescension on his part, all the more reprehensible since he could not be unaware that he was the absolute master of his vessel, and that consequently he ought to have made use of his authority in opposing all assembly and all contrary opinions.

2) Why he took on a cargo of rice and indigo and why he was not in Chesapeake Bay to take on a cargo of tobacco, a capital point upon which we must enlarge.

3) To ask him what was the news that they had received of the Americans at the time of his departure from Charleston.

Finally, to question him about everything that can be relative to his voyage and the non-execution of his instructions, and as soon as you shall have questioned this captain, you will please inform me without delay. I am [&c.]

de sartine

You understand well that this questioning-ought not to be judicial.

L, FrLAL, series 1, E<sup>4</sup> 80, fol. 153. Addressed at foot of first page: "M. Gonet." Notation: "R. le 1<sup>re</sup> X<sup>e</sup>"; "Received the 1st of December."

#### VERBAL INSTRUCTION GIVEN TO JEAN HOLKER

[Extract]

Instruction verbale donnée à M. Holker le 25. 9<sup>bre</sup>. 1777

... On doit l'attendre qu'on Se plaindra du peu de faveur que prouvent les Corsaires. Mais on doit faire sentir que toute Puissance que se respecte, se doit à Elle-même de remplir les obligations qu'elle s'est imposée par les traités; et qu'en rendant ces traités communes aux américains, c'est les mettre au niveaux de toutes les nations indépendantes; d'ailleurs les prises que ces Corsaires peuvent faire dans les mer d'Europe n'enrichement point les Etats-unis, tandis que la présence de ces même Corsaires inquiète le commerce, donne l'éveil aux anglais, les oblige à des croisières plus nombreuses et plus serrées, ce qui intercepte le commerce des américains mêmes, et les prise des ressources qu'ils entroient.

Il ne faut pas omettre de faire connoître combien la France et l'Espagne ont lieu d'être blessés des différents atteintes commis par des Corsaires contre leur pavillon. des bâtiment François ont été pris en Europe et conduit en Amérique sous prétexte que leur cargaison étoit angloise; exception à la quelle les deux puissances ne peuvent souscrire; d'autres ont été visités, maltraités, spoliés dans différents parages: on s'attend que la réparation la plus prompte aura lieu.

Sinformer. . . .

Qu'elle est la situation de sa marine: qu'els fonds en y employe: Quels sont les prix auxquels on y Construit, Combien on peut lever de matelots; qu'el seroit le nombre des matelots François à leur service? Qu'els sont les articles dont on pourroit avoir le plus grand besoin pour l'usage de la marine. . . .

Qu'elle est la situation de la marine Angloise? qu'elle croisière tiennent leurs navires armés en guerre; Combien elle employe de matelots.

Qu'elle est la situation des ports de mer américains, s'il y a des forts érigés pour en défendre l'entrée; si on établit quelque croisière pour éloigner les vaisseaux de guerre anglais & protéger les vaisseaux marchands. . . .



[Translation]

Verbal instruction given to M. Holker on the 25th November 1777

... It may be expected that complaints will be made [*by leaders in Congress*] of the little favor which the [*American*] privateers experience [*in French ports*]. But they must be made to feel that every power which respects itself owes it to itself to fulfil those obligations it has imposed on itself by treaties; and that by making these treaties common to the Americans they are put on a level with all other independent nations; besides, the captures which these privateers may make in the European seas do not enrich the United States, whilst their presence disturbs commerce, gives the alarm to the English, obliges them to make more numerous and more intense cruises, thus intercepting the commerce of these very Americans, and depriving them of the resources they were drawing from it.

It must not be omitted to make known to them how much France and Spain have reason to be offended at the various outrages committed by privateers against their flag. French vessels have been captured in Europe, and taken to America, on the pretext that their cargo was English, a distinction to which the two powers cannot subscribe: others have been searched, ill-treated, despoiled in various regions: it is expected that most prompt reparation will be made. . . .

To find out. . . .

What is the condition of its [*Congress's*] navy; what money is used for it; what are the prices at which they build; how many sailors can be raised; what would be the number of French sailors in their service? What are the articles which would be most required for the use of the navy? . . .

What is the condition of the English navy? What route are their armed vessels following? How many sailors are employed?

What is the condition of the American seaports; whether there are any forts erected to prevent entrance thereto; whether cruisers are despatched to keep off the English warships and protect merchant vessels? . . .

D, *Stevens's Facsimiles*, vol. 19, no. 1748. Notation: "Etats unis 25 9<sup>bre</sup>. 1777"; "United States 25 Nov. 1777." The French ministry had asked Jean Holker, a French merchant planning to sail to America, to report on conditions in America and, in an unofficial capacity, to let leaders there know that the French government was doing its best to oblige American commerce. *Papers of Benjamin Franklin* 25: 238.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon<sup>ble</sup> Gentlemen.

(N<sup>o</sup> 90)

Nantes Nov. 25. 1777.

M<sup>r</sup> Peltier has recv<sup>d</sup> his Instructions from M<sup>r</sup> Montieu, but they are not exactly similar to yours, M<sup>r</sup> Montieu intending to put all his Goods on board the *Chalotais*, & I prefer putting as much of yours as I can on board of this Ship, which by the tenor of your agreement it appears I have liberty to do; however rather than have any further Difficulty or delay, I have consented to go on loading provided that M Peltier will insure me a place on board of this Ship for at least 240 Cases of arms. I did this because I think both Ships equally good except some advantage the *Chalotais* has in point of Sailing, and because your agreement being a better one than I imagine we could make again were it now to be broken, I think it best to obviate difficulties rather than make them; we are therefore loading all three Ships and we shall go on with all

possible dispatch. I must however observe to you that it does not appear to be the Intention of M<sup>r</sup> Montieu to send his Ships to the Northw<sup>d</sup> of Virginia. The *Lion* therefore cannot accompany them the whole way.—

As it will be impossible to release the *Dolphin* 'till I have some other place to keep my men, I cannot put her to sale 'till the *Lion* goes away.—I have in the mean time ordered an Inventory of her to be taken and shall try for a purchase.—

I have just recvd M<sup>r</sup> Deans favour of the 21<sup>st</sup>, and shall next post send you Cap<sup>t</sup> Adams's narrative properly authenticated.—I have the Honour to be [&c.]

J Williams J

L, ViU, Lee Family Papers. Addressed: "The Hon<sup>ble</sup>/The Commissioners of/the United States." Docketed: "M<sup>r</sup> Jon<sup>e</sup> Williams Nantes/Nantes 25 Novem<sup>r</sup> 77/to/Hon: Com<sup>rs</sup>: U.S." and "(N<sup>o</sup> 90)."

CAPTAIN GUSTAVUS CONYNGHAM TO SILAS DEANE

Sir.

Crona. [*Corunna, Spain*] Nov<sup>r</sup>. 25. 1777

I have wrote Several times Since we have Come into this part of Country Acquainting As fully as the times will permitt, I have had no Answer to any one Letter, this I partly Can Account for. you have been inform<sup>d</sup> by m<sup>r</sup> Lagoanere of the proceedings heare the Last prize I brought in heare, A Vessell from Newfound<sup>l</sup> And have Dispos<sup>d</sup> off And Sorry to enforme you at A Low prise At my Arrivall heare I petitiond for Dischargd as the Vessll Was Leaky it Would not be Granted Untill Orders from Court, in the time I was Offerd. They Sums of And they weare to Run All risque Whatsoever, in Consequence of your Letter to m<sup>r</sup> Lagoanere<sup>2</sup> I Consented to the prise Offerd, tho much Against my Inclinations, I have the pleasure to enforme you that the order from Court Arrived With the Liberty to Discharge and Sell. this itselfe is Some Small Satisfaction as it partly paves the Way for Others, I am know [*now*] Ready and fitted for Sea the Vessell I must enforme you is not fitt for to Cruze in those Seas in the Winter, After I go out if I find the Weather Mod<sup>s</sup>. I Shall Continue on this Coast to the Middle of next month in hopes to be able to intercept the fish men but if the Weather will not ~~permitt~~ I Shall push for the west indies or the Continent, the Brig I took in the North Seas that Cap<sup>t</sup> Bailey went Master of I Can not learn any thing off<sup>3</sup> I am much Afraid She is taken Or Some Accident is happend: if She is taken I must beg of you to Make enquirries of a young Lad the Name of Redmond henderson born in phil<sup>d</sup>. ~~and~~ his mother lives theare and Much Respected in the City She will Really Go Distracted if She Comes to heare he is taken my Motive for Sending him in the Brig to be Out of the way of Dangere, I have Seen in the papers that An American the name of hodge is Released Out of the Bastielle if so I Congratuated him I am Sure he will have recompense for his Captivity, You may Assure him I Shall Do all in my power—I wrote you Some time Agoe in Respect of my people I have Assurd them that for the Distruction the[y] have Done and for what the[y] Can do the[y] will be recompenced At their Arrivall in the Continent, as m<sup>r</sup> Carmichel Diserd I Should ensure them this I have Done I have not the least Doubt but you have represented to the honourable Congress the Nessity their is to take this into Consideration for the encouragment of Seamen, the Disbursments heare is pay<sup>d</sup>. Out of the prise of the prize, the rest to the Am<sup>t</sup> of &c. is to be at your Order, I<sup>4</sup> have not time to write you fully on this hear, theare being An english Ves-



*Captain Gustavus Conyngham*

sell in the Offing And I am trying if possible to be Able to pays my Respects to her before She Can Gett in—

LB, UKLPR; H.C.A. 32/441/7, pt. 1.

1. Ship *Two Brothers*. See Herman Katencamp to Lord Weymouth, 7 Nov. 1777, above.
2. See Silas Deane to Lagoanere and Company, 19 Oct. 1777, above.
3. Brig *Northampton*, Thomas Hall, was retaken by the tender *Kitty*, Lieutenant John Moore, R.N. See NDAR 9:517–19.
4. The rest of the letter is crossed through.

#### JOSEPH HARDY TO LORD WEYMOUTH

[Extract]

N<sup>o</sup>. 29.

Cadiz 25<sup>th</sup> Nov<sup>r</sup>. 1777

My Lord,

In my last I mentioned to your Lordship my suspicion of two French Vessels fitting out in this Port as Privateers. One of them an American built Sloop called the *Esperance* Pierre Reynowe Master has been compleatly equipped with ten carriage Guns, and upwards of fifty Men. She sailed from hence this morning cleared out for Port au Prince but, I am certain she is bound to Charles Town in Virginia, and has on board a considerable quantity of Arms and Ammunition. inclosed I send Your Lordship a Copy of the Office I passed to the Governor on this occasion to which I have received no answer.<sup>1</sup> I have since had a long conference with the Captain General Count O Reilly on the Subject, who plainly told me that neither He nor the Governor could do any thing to prevent proceedings of this nature with regard to the French Ships having no Orders from Court. the Other Vessel calld the *Marquise de Cassigny* Pierre Falmont Master is still here ready to sail, she is mounted with Sixteen Guns and has on board fifty men. I am assured by the French Consul that she is bound to S<sup>t</sup> Domingo.

I have acquainted his Majesty's Ambassador Lord Grantham with every particular of this affair and have given the necessary information to Vice Admiral Man at Gibraltar. . . . I am [&c.]

Jos<sup>h</sup> Hardy

L, UKLPR, S.P. Foreign 94/204, 391–92. Addressed at the foot of the first page: "The Right Hon<sup>ble</sup>. Lord Visc<sup>t</sup>. Weymouth." Docketed: "Cadiz. 25 Nov<sup>r</sup>. 1777./Consul Hardy/R. 20 Dec<sup>r</sup>/(N<sup>o</sup>. 29)/1. Inclosure."

1. Joseph Hardy to the Spanish Governor in Cadiz, 22 Nov. 1777, *ibid.*, fol. 393. That letter adds that the sloop arrived in Cadiz from Beaufort, N.C., under a French flag with no cannon and only eleven men. Hardy asserted that it now was equipped with ten guns and fifty men and requested that the governor order the vessel to leave Cadiz equipped the same way it entered.

#### November 26

#### THOMAS ERSKINE TO THE EARL OF SUFFOLK

[Extract]

N<sup>o</sup>. 11—

Gothenburg 26<sup>th</sup>. Novem<sup>r</sup>. 1777.

My Lord—

Since I last had the honour of writing your Lordship, A quantity of Upwards of 200 Casks of Gun-Powder has been shipped on board of a Swedish Sloop at Marstrand;

I have certain Intelligence that she Accompanys Cap<sup>t</sup> Woodhouse Vessell<sup>1</sup> to Sea, where he receives the Powder, or if the Weather does not permit, he carries the Sloop with him to some port in Norway there to Unload her—

In the Swedish Pasport which he lately got from Stockholm, he is called Cap<sup>t</sup> Trähus & his Brig the *Sjörene*, she has now got quarter Cloths, painted blau & Yellow, her head (as formerly described) a Woman with a Secpter [*Scepter*]; he is very poorly manned; if he meets bad Weather in going North about, I think it probable that he will be oblinded to put into some Harbour in Shetland or the Orkneys—<sup>2</sup>

The two American Schooners are not offering yet to stir! The Herring Fishing on this Coast is very successfull this Season—. . .

Tho<sup>s</sup>. Erskine

L, UKLPR, S.P. Foreign 95/127. Addressed at foot: "The R<sup>t</sup> Hon<sup>ble</sup>. Earl of Suffolk." Marginal notation: "Extract Sent to the Admiralty." This entire extract was marked to be copied for the Admiralty. The portion not printed here is a brief paragraph acknowledging news of the birth of a British princess.

1. Brigantine *Molly*.

2. Woodhouse sailed from Marstrand on 9 Dec., accompanied by the sloop with the powder on board. Erskine had "strong suspicion that his Crew will force him to put into some Harbour in Britain, most likely the Orkneys." Erskine to Suffolk, 20 Dec. 1777, *ibid*.

"EXTRACT OF A LETTER FROM A GENTLEMAN AT GOTTENBURGH, IN SWEDEN,  
TO HIS FRIEND AT EDINBURGH, NOV. 26."

"I wrote you formerly, that the Americans had begun a considerable trade with this country. Three American vessels still remain here. The *Molly*, Treehouse,<sup>1</sup> who has taken on board a Swedish mate and several Swedish sailors, is now at Mastrand ready to sail for America. He was stopped some days, owing to the Agent for the Congress here sending on board some cannon, which appeared to give offence to the Governor of Mastrand. However, that is got over, and Mr. Treehouse is taking in his powder, consisting of 300 barrels.

"It is true, gunpowder is not allowed to be publicly shipped on board the American ships, but to remedy this, it is put on board a Swedish sloop which goes along with Mr. Treehouse's ship a little to the offing of Mastrand, where it is now shipping. Treehouse threatens to pay a visit at Orkney or Shetland as he goes north about. The other two American vessels are loading in the same manner, but will not be ready to sail before Christmas."

*London Chronicle*, 3–6 Jan. 1778.

1. Woodhouse.

THE LONDON PACKET, OR NEW LLOYD'S EVENING POST (LONDON),  
MONDAY, NOVEMBER 24, TO WEDNESDAY, NOVEMBER 26, 1777

London.

The *Edward*, Cheevers, from London to St. Ubes, in ballast, was taken off Cape Finisterre the 19th by a rebel privateer called the *True American*, who plundered her of sails, cables, and most of her rigging, and intended to burn her, but after being solicited by capt. Cheevers, gave her up to him, and he arrived at St. Ubes the 27th ult.

## INTERROGATION OF CAPTAIN ARY KUNST

Copy.

Translation.

Appeared before the Commissaires of the College of Admiralty of the Maese, Capt. Ary Kunst, commanding the Ship *Jan Gerard*; who hath answered, as is noted to each Article.

Interrogatories made by the Council of the Admiralty of the Maese, in the Name and for M<sup>r</sup> Gerard Daniel Denick, Councillor & Advocate Fiscal in the said College of Admiralty, to examine Capt. Ary Kunst, commanding the Ship *Jan Gerard* upon.

1.

Ary Kunst says he is about 52. Years of Age, Native of Schiedam, being a Seaman from his Youth.

1.

Name, Age, Place of Birth and Profession.

2.

Yes.

2.

If he does not command the Merchant Ship the *Jan Gerard*?

3.

About 6. Years in this Ship, and before in a Ship of the same Owner about the Space of 17. Years.

3.

How long he has been Captain of her?

4.

Yes, that he was freighted at Nantes, but that he loaded a part in the Road of Quimperlee, & the rest in the River of Quimperlee, lying Westward of Vannes, known to the Seafaring People by the Name of Craak, about 6 or 7. Miles by Guess from the River of Nantes.

4.

If he comes last from the River of Nantes?

5.

Says to have sailed from Corke in Ireland with Ballast to Nantes, to get a Freight there.

5.

If he sailed from hence directly to Nantes, & if he then came from any other Place; & if so, from where?

6.

Answered in the former Article.

6.

If he is able to say with what Goods he arrived at Nantes?

7.

To M<sup>r</sup> Odiette at Nantes.

7.

To what House he was consigned?

8.

He arrived there in Ballast.

8.

If he discharged his Loading at Nantes which he carried there?

9.

Yes.

10.

Says as in Article 4. partly in the Road of Quimperlee, or Craak, & in the River of that Name.

11.

Answered as before.

12.

Out of a Frigate.

13.

Says, that he loaded it out of a Frigate, but does not know, if it was an English Frigate, that the whole Crew was French, & That the French Flag was flying above. Says further, that the French Flag was not flying above, but a Stern, & that she appeared English built, but is not however able to say, that it was an English Ship, & all that he can say, is, that it was a large Ship, upon which he did not see any Name.

14.

Says, he knows nothing about that.

15.

No.

16.

Yes.

17.

Yes, that both the Bills of Lading & Passports are with his Bookkeeper M<sup>r</sup> Adrianus Dubbeldemuts.

9.

If he is freighted from the same House with the Loading, with which he is now arrived.

10.

If he did not take in this Loading without the River of Nantes at Sea?

11.

In what Latitude he took in this Loading?

12.

If he is able to say, out of what Vessel or Vessels he loaded the Sugar & Campechy Wood?

13.

If it is not true, that he loaded the Sugar out of an English Frigate called the *Manning*?

14.

If this Frigate was not taken [by] an American Privateer?

15.

If he did not hear that she was formerly commanded by Capt Brewer of London?

16.

If he had proper Passports from the Admiralty at Nantes, for [his] taking in of this Sugar?

17.

If he had un Acquit à Caution? & if he hath also proper Bills of Lading of his Cargo?

18.

No, and does not know whether this Ship was at Nantes or not.

19.

Yes.

20.

Says, that he does not know the real loader, that there was a Commander on board, but that he did not hear him named, & that he imagines, that a Frenchman, whose Name he cannot recollect, had the chief Direction of it Says further, that the Name of the Frenchman (as he now remembers) was M<sup>r</sup> de Coenen, living at Nantes. Says also further, that he cannot recollect what Name is in the Bills of Lading, but that he received his Papers from M<sup>r</sup> de Coenen, and the Passports from the Broker Odiette.

21.

He knows nothing about that.

22.

Answers as before, he knows nothing about it.

23.

That the Gentleman that he remembers to have had the principal Direction in the unloading was now & then on board his Ship, but that the other, whose Name he never knew, but he was a Frenchman, remained always on board, and that he must declare he knows nothing about the Privateer.

24.

Yes, at Nantes, and it was also lying at his Bookkeeper's.

18.

If he did not know that the Privateer which brought this Frigate up to Nantes, was departed with her Prize?

19.

If the Sugar came out of the same Vessel as the Campechy Wood.

20.

If he knows the Name of the Person that loaded the Sugar, and if so, to name him?

21.

If he has any Knowledge of the Name of the Privateer, that took the English Frigate.

22.

If the Ship had been taken a long time, before the Sugar was unloaded?

23.

Whether the Person that unloaded the Ship was on board the Privateer, or in the Ship which the Sugar was taken out of?

24.

Whether a Charter Party was made out for this Loading, & if so, where [is it?]



25.

Says no, that he sailed from Corke to Nantes to look for a Freight, & that he lay above three Weeks at Nantes, before this Freight offered.

26.

At the same Place, in or near Craak out of the same Ship.

(Signed) Ary Kunst.

Thus examined, answered and undersigned after all the Answers were repeated over again, to the Person examined, who Persisted in them.

Held before the Court of Admiralty of the Maese this 26<sup>th</sup> November 1777.

(Signed.) L. V. Berg.

W. Count of Hogendorp

In my presence, in the absence of the Secretary

(Signed.) A. Nahuys.

Collated with the Original, Secretary being absent

(Signed) Seger Terens

25.

If he was not sent directly out of the River of Nantes to take this Cargo on board, without the River?

26.

Where he loaded the three Bales of Wool, that stand upon his General Invoice.

Translation, UkLPR, S.P. Foreign 84/558. Enclosed in Sir Joseph Yorke to the Earl of Suffolk, 28 Nov. 1777. On receiving information that American privateers were attempting to surmount difficulties in disposing of their prizes in the ports of France "by unloading the Cargoes into Dutch Vessels in the open Sea," and that a Dutch vessel had just arrived at Rotterdam from Nantes with a cargo of sugar suspected to have been obtained in such a manner, Sir Joseph Yorke, British ambassador to the Hague, asked the Grand Pensionary of Holland, Pieter van Bleiswijk, to intervene and frustrate this fraud. (Yorke to Suffolk, 25 Nov. 1777, *ibid.*) On 28 Nov. Yorke sent Suffolk this translation of the admiralty court's examination of the master of the Dutch ship, the text of which the Grand Pensionary had provided. (Yorke to Suffolk, 28 Nov. 1777, *ibid.*) On 2 Dec. Yorke learned that the Amsterdam owners of the ship had had the sugar unloaded and secured in town, where the admiralty court had no jurisdiction. (Yorke to Suffolk, 2 Dec. 1777, *ibid.*)

#### AMERICAN COMMISSIONERS IN FRANCE TO BÉRARD FRÈRES & CO.

Gentlemen,

Paris Nov<sup>r</sup> 26. 1777—

Yours of the 17<sup>th</sup> is before us, our Letter by your Express will direct you how to proceed with the Cargo of the *Amphitrite*, The Ship herself is at the Order of M<sup>r</sup> Peltier, and the sooner he has her the better, but the Cargo is at ours

In regard to which we have nothing to alter from the Directions given in our former untill you favour us with an Answer to our last—The Expences of repairing &c the Two Frigates<sup>1</sup> Cap<sup>t</sup> Thompson will settle with you, to whom we refer on the Subject—The Expence of sending the Prisoners to England must be taken out of the Gross amount of the Prizes before the division is made

We observe what you propose as to the Ship lately bought by you and others but are of opinion that an Exchange between that Ship & Cap<sup>t</sup> Hinman cannot be effected without too much delay, & loss of Time—By the description given us of the Ship it appears to us, that if she were loaded out with Salt or other heavy Goods for Boston & the Vessel sold there, it will be the best Plan that can be pursued on which we refer you to Cap<sup>t</sup> Thompson & Cap<sup>t</sup> Hinman whom we have Consulted on the

subject, and shall be glad that you will write to us after your Conferring with them what you determine upon—

Cap<sup>t</sup> Thompson & Cap<sup>t</sup> Hinman will direct the Division of the Prize Money agreeable to the Rules of Congress in such Cases

We are [&c.]

BF—SD

LB, CtHi, Silas Deane Papers. Addressed at foot: "Mess<sup>rs</sup>. Berrard freres & C<sup>o</sup>. L'Orient."

1. Continental Navy ship *Alfred* and Continental Navy frigate *Raleigh*.

#### CONDE DE ARANDA TO CONDE DE FLORIDABLANCA

[Extract]

N<sup>o</sup>. 1178

Ex<sup>to</sup>mo S<sup>or</sup>.

Mui señor mio: En la expedicion de V.E. de 23. Octubre que recibió D<sup>n</sup>. Ignacio Heredia en mi ausencia, los n<sup>os</sup>. 2. y 11. tratan de asuntos de los Americanos; en aquel<sup>1</sup> se manifiestan las intenciones del Rey de ayudarlos competemente; y en este<sup>2</sup> se explica S.M. justamente disgustado del exceso cometido por un Corsario Insurgente<sup>3</sup> apresando la embarcacion Francesa la *Fortunée* cargada con generos para el Comercio de Cadiz, por la sola razon de serlo Ingleses, y venir de aquellos puertos.

Mandabame S.M. hacer à ésta Corte la explicacion correspondiente; y la evacuó inmediatamente D<sup>n</sup>. Ignacio Heredia con copia que entregó del Oficio de V.E. à M<sup>te</sup> Devergennes. Igualmente queria el Rey que yo hiciese entender à los Diputados no solo la restitution de la presa con total resarcimiento de los perjuicios causados, sino tambien unas eficaces providencias para que en lo sucesivo se evitasen iguales atentados.

Para evacuar ésta parte, luego que me restituí, llamé à M<sup>te</sup> Grand el interlocutor reconocido como V.E. sabe; le comuniqué quanto debía, y desde luego el mismo me manifestó el sentimiento con que se hallaban Franklin, Deane, y Lee, habiendosabido por el S<sup>te</sup> Conde Devergennes el suceso, y el sumo desagrado del Rey Catholico: quedó en trasladar à dichos Diputados mi explicacion, y sus requisitos, y volvió en el siguiente día à manifestarme de parte de ellos la mas sumisa disposicion, à quanto pudiese satisfacer à S.M., y contribuir à evitar que se repitiesen semejantes desordenes.

Aseguróme M<sup>te</sup> Grand que por primera ocasion escribirían al Congreso para la restitution de la presa, y resarcimiento de sus daños, como tambien para que con el mayor rigor impusiese à los Corsarios la continencia debida; y aun para remediar de pronto en lo posible comunicarían à sus corresponsales en los diferentes puertos de Europa una orden, para hacerla saber à todos los bastimentos Americanos que arribasen a fin de instruirlos, y encargarles que à quantos encontrasen de su Nacion en sus navegaciones, les previniesen la conducta que debían observar, para no incurrir en acciones de ésta naturaleza.

En uno de los dias pasados me trajo M<sup>te</sup> Grand el borrador de una Memoria que pensaban pasarme los Diputados para dirigirla à mi Corte como en satisfaccion de lo ocurrido, manifestando su sentimiento, y ofreciendo practicar quanto les fuese dable en prueba de su respeto por los Soberanos de Borbon. Preguntéle si la habia visto M<sup>te</sup> Devergennes, y respondiendome que no, le dixe que practicasen con S.E. el mismo paso de exponersela; y que aquello que M<sup>te</sup> Devergennes aprobase, ò corrigiese, sería igualmente mi dictamen.

El 21. estube en Versailles, y pregunté à M<sup>r</sup> Devergenes si el Banquero Grand había cumplido con mi encargo de hacerle ver la Memoria dispuesta por los Diputados, diciendole al propio tiempo que yo me remitía à lo que S.E. arreglase; y me aseguró que si, y haberle prevenido, que suprimiesen la proposicion que hacian de que entrasen en los puertos de ambas Coronas abiertamente sus corsarios con las presas, y que los Almirantazgos juzgasen desde luego las que fuesen hechas en debida forma, y las que practicadas fuera de las reglas corrientes; porque el admitir francamente los armadores con las presas hechas, era autorizar su Corso; y para que los Almirantazgos de por si tomasen conocimiento de las que se introdugesen, no necesitaban del permiso ò consentimiento de los Insurgentes.

Volviome à ver M<sup>r</sup> Grand, y habiendo quedado en que yo recibiría la Memoria que por M<sup>r</sup> Devergenes se hallase corriente, me ha trahido la que acompaño à V.E.<sup>4</sup>

Ha estado à verme M<sup>r</sup> Lee, para hacerme saber, que había recibido letras credenciales del Congreso, que lo autorizaban directamente para España, y me indicó si pasaría personalmente à noticiarlo: Respondile, que en ninguna forma, por subsistir las propias razones que anteriormente, y por ser suficiente que me Corte lo supiese para algun caso necesario. . . .<sup>5</sup>

Dios g<sup>c</sup>. à V.E. m<sup>s</sup>. a<sup>s</sup>. Paris 26. de Nov<sup>bre</sup>. de 1777.

Ex<sup>mo</sup>. S<sup>r</sup> B. L. M. de VE. su seg<sup>o</sup>. ser.

El Conde de Aranda

[Translation]

Dear Sir

In Your Excellency's packet dated October 23, received by Sir Ignacio Heredia in my absence, numbers 2 and 11 deal with the subject of the Americans. The former<sup>1</sup> expressed the King's intentions to give them adequate assistance and in the latter<sup>2</sup> His Majesty expresses justified displeasure with the immoderate act committed by an insurgent privateer<sup>3</sup> in capturing the French ship la *Fortunée* laden with goods to sell in Cadiz, for the sole reason that these goods were English and it had come from English ports.

His Majesty asked me to make the proper explanations on this to this court, and Sir Ignacio Heredia did this immediately, sending a copy from Your Excellency's office to M. de Vergennes. The King also wanted me to ensure that I made the deputies realize, not just that they must return the spoils with total compensation for damages caused, but also that measures must be taken to ensure that such attacks will not happen again in the future.

To fulfill this part of the request, as soon as I returned, I called on M. Grand, their acknowledge spokesman, as you know. I spoke to him about that which was required and immediately he himself passed on to me the opinions held by Franklin, Deane and Lee, having learned through the Comte de Vergennes the result and the extreme displeasure of the Catholic King. He agreed to give my explication and its stipulations to these deputies and returned the next day to tell me that they had taken a very submissive stance with regard to satisfying His Majesty and avoiding a repetition of these disruptions.

M. Grand assured me that they would take the first opportunity to write to Congress to return the spoils, make compensation for damages, and impose due restraint on the privateers. Also, to remedy the situation as soon as possible, they would order their correspondents posted throughout Europe to inform all arriving

American ships and charge them, when they meet others from their nation sailing, to warn them of the conduct they must observe to avoid committing an act of this type.

In the last few days, M. Grand brought me the first draft of a memorial which the deputies thought to send me, to pass on to my court as an apology for the occurrence. It contained their sentiments and an offer to do whatever was possible as proof of their respect for the sovereigns of Bourbon. I asked him if M. de Vergennes had seen it, and he answered that he had not. I told him to show to His Excellency the same text of apology, and whatever M. de Vergennes would approve or correct would be my judgment as well.

On the 21st, I was in Versailles and I asked M. de Vergennes whether M. Grand the banker had complied with my request to show him the memorial submitted by the deputies, telling him at the same time that I was referring to the one His Excellency was to check. He told me yes, and that he preferred to delete the proposition they were making that their privateers could enter the ports of both crowns openly with the prizes and that the admiralty courts be allowed to judge at that time which items were taken rightly and which taken illegally, because openly to receive the privateers with their prizes would be to sanction their act, and the admiralty courts themselves did not need the insurgents' consent to take cognisance of the prizes they brought in.

I went back to see M. Grand and having agreed to receive the report that M. de Vergennes emended, I have brought the one I am enclosing to Your Excellency.<sup>4</sup>

M. Lee came to see me to let me know that he had received letters of credence from Congress, which authorized him directly for Spain, and asked me if he should come personally to notify me of it. I told him no, to continue as before, and it was enough that my court knew of it if needed. . . .<sup>5</sup>

God keep your Excellency many years. Paris November 26, 1777.

Most Excellent Sir, I kiss the hand of your Excellency, your devoted servant

El Conde de Aranda

L, SpVAS, legajo 4612. Addressed at foot of last page: "Ex<sup>mo</sup>. Sr Conde de Floridablanca." Docketed: "Paris 26 de Nov<sup>bre</sup> de 1777/El Conde de Aranda/Sobre varios puntos relativos a los Americanos; sus explió con los Diput<sup>os</sup>. de ellos y tambien con el Ministerio Incluyo una memoira presentada por los primeros"; "Paris November 26, 1777/The Conde de Aranda/On various items relating to the Americans: the explanations from their deputies and also from the Ministry; includes a memorial presented by the Americans." The omitted passages deal with the French government's promises of support to the Americans, and its instructions to the emissary it was sending to Congress. For the instructions, see Verbal Instruction Given to Jean Holker, 25 Nov. 1777, extracted above, and, for the full text, *Stevens's Facsimiles*, vol. 19, no. 1748.

1. SpMAA, legajo 4072, expediente 201, pt. 2, no. 2.
2. Conde de Floridablanca to Conde de Aranda, 23 Oct., above.
3. Massachusetts privateer brigantine *Civil Usage*, Andrew Giddings, commanding.
4. American Commissioners in France to the French and Spanish Courts, 23 Nov. 1777, above.
5. Floridablanca's response is below, at 9 Dec.

ARTHUR LEE TO JOHN ROSS

### The First

Abstract. part of a Letter received by John Ross from the Hon<sup>ble</sup>— Arthur Lee Esq<sup>r</sup> dated Chaillot 26 Nov<sup>r</sup> 1777.

"M<sup>r</sup> Deane has informed me that you have taken upon yourself to answer for the public Share in Cunnyngghams Vessel, I shall be obliged to you for informing me whether you understand it so."<sup>1</sup>

Copy, DNA, PCC, item 83, vol. 2, p. 511 (M247, roll 110).

1. For the answer see John Ross to Arthur Lee, 3 Dec. 1777, below.

# JOSEPH GARDOQUI & SONS TO ARTHUR LEE

[Extract]

Arthur Lee Esq<sup>r</sup>  
Honour'd Sir

Bilbao the 26<sup>th</sup>. Nov<sup>r</sup>. 1777.

... We observe the directions you are pleased to give us in case any arm'd vessel in the service of the United States should send in here, or the adjacent Ports any prize,<sup>1</sup> which depend will Endeavour to follow with the strickest punctuality, butt as there is positive orders<sup>2</sup> loadg'd here, not to permitt the disposall of any prizes or prize goods, you can hardly Imagine the dificultys arizing from those dispositions, as such have now been ordered to Reship Two fish cargoes of the Kind landed for sale & see of cource no probability of Success.

We are offered almost weekly here any sums of money at the moderate Ratte of 3  $\text{p}^{\text{c}}$   $\text{p}$  anum, which have never admittted as thank God our Capitall is at present more than sufficient to carry on the commerciall Branches we are Engag'd in, however, should the Sum you Intend to deposit have the destination of being Invested in Articles to be shipt off from this port we would advance as farr as 4½  $\text{p}^{\text{c}}$  assuring you that this commerce is at present so limmitted, that it would be out of our power to draw out any proffitt on any other terms or yet suficient to pay the Interest thereof—... We are [&c.]

J: G. &<sup>ca</sup>.

L, MH-H, Arthur Lee Papers, bMS AM 811.2 (87). By permission of the Houghton Library, Harvard University.

1. See Arthur Lee to Cardoqui and Sons, 15 Nov. 1777, above.

2. The orders came from the Spanish crown. See Conde de Floridablanca to Lord Grantham, 18 Nov. 1777, above.

# HERMAN KATENCAMP TO LORD WEYMOUTH

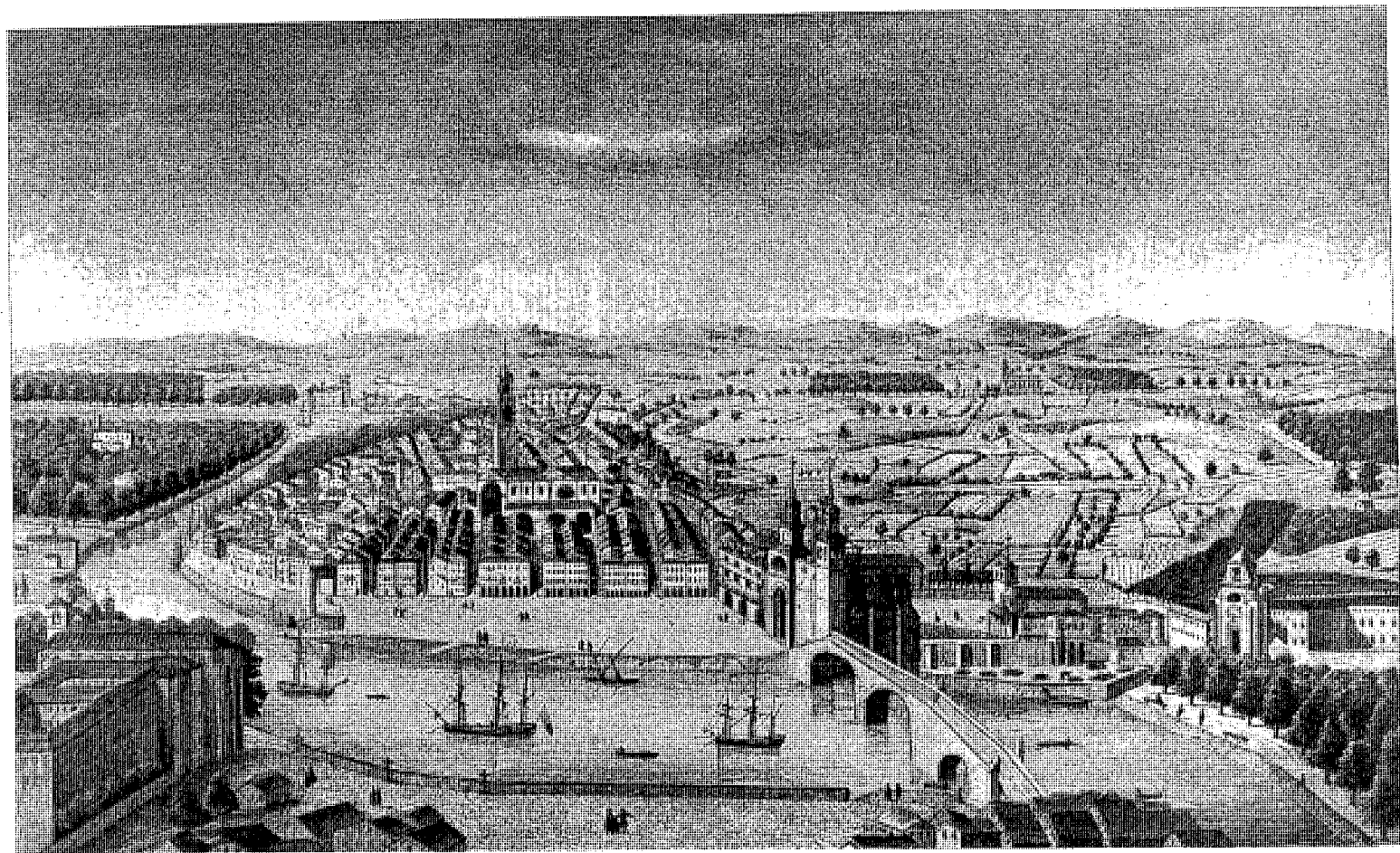
N<sup>o</sup>. 71

Corunna 26<sup>th</sup>. Nov<sup>r</sup>. 1777

My Lord.

I most humbly beg leave to refer to my last of the 19<sup>th</sup>. Instant.

The Next Day the Captain General being returned from Ferrol where he had been to inspect that Garrison, the Kings Lieutenant refer'd to him what had passed between us respecting the Seaman who made his Escape from Cunningham, I also waited upon him on the same Errand when he was pleased to tell me in Very good Humour that he thought the Kings Lieutenant had acted wrong, that if the Seaman was gone there was no help for it, and that he had just sent Cunningham fresh Orders to depart, and heartily wished him away. After such Language Your Lordship may judge how great was my Surprise the next Morning when I received Advice from



Ferrol that on the 20<sup>th</sup>: Instant at midnight the Seaman was forcibly carried away from on board the vessel to which I had sent him in order to take his Passage home by five of Cunningham's Crew assisted by two Soldiers, and that it appeared on Enquiry these men were sent to Ferrol the same morning in a Boat with Letters from the said Cunningham, and the Kings Lieutenant to the General, who thereupon gave Orders for committing this Outrage.

Tho' I have a great deal to apprehend from this Gentleman's Resentment, yet I could not pass over so flagrant an Act of Injustice and Partiality without taking some Notice of it, accordingly I drew up and immediately sent him the Representation of which I have the Honor to Inclose a Copy, together with a Copy of his Answer<sup>1</sup> the whole Tenour of which is without the least Foundation, for I knew nothing of the Seaman's Escape from the Privateer untill he applied to me for Assistance, and I beg Leave to assure Your Lordship that the General himself gave the Orders of which in his Answer he declares himself ignorant. It is impossible for me My Lord to push Things to further Extremity to obtain Redress here, but I have transmitted Lord Grantham the fullest and most exact Account of this Transaction in hopes His Excellency will be able to put a Stop to the further Continuance of such unfair Proceedings. I shall nevertheless continue on all Occasions to furnish the General and proper Officers with every Document with which I think I can counterbalance the false Returns under which the Rebels bring in their Prizes, but I do not know how this can be done in Bilboa where there is no British Agent of any Kind,<sup>2</sup> but I humbly conceive My Lord the private Appointment there of a Person with a small Salary to give immediate Information to the Proprietors of such Prizes as are brought in there, and to transmit regular Intelligence to His Majesty's Ambassador in Madrid would greatly contribute to His Majesty's Service. If Your Lordship shall think proper to confide the appointment of such a Person in me I flatter myself I shall be able to find a Person perfectly well qualified for it, and one whom I believe would give general Satisfaction.

I most humbly beg Leave to inclose a Letter for the Admiralty Office, and have the honor to be [&c.]

H Katencamp

L, UKLPR, S.P. Foreign 94/204, 388–89. Addressed at the foot of the first page: "The Rt Hon<sup>ble</sup>: Lord Viscount Weymouth." Docketed: "Corunna 26 Nov: 1777./Consul Katencamp/R. 20<sup>th</sup> Dec<sup>r</sup>/(N<sup>o</sup>. 71.)/1 Inclosure."

1. See Herman Katencamp to Felix O'Neill, 22 Nov. 1777, and Felix O'Neill to Herman Katencamp, 22 Nov. 1777, above.

2. The British government was represented in Bilbao by Ventura Gomez de la Torre. See Lefras and Le Mesurier to Philip Stephens, 5 Nov. 1777, above.

November 27

VICE ADMIRAL JOHN MONTAGU TO LORD GEORGE GERMAIN

*Romney* at Spithead  
27<sup>th</sup> November 1777

My Lord

I have the Honor to acquaint you that I left my Government<sup>1</sup> the 31<sup>st</sup> of October, that every thing was very quiet, nor did I hear of any Privateers being on the Banks for near three Weeks before I sail'd

The Merchants suffered greatly in the first part of the Season by having many of their Bankers Plundered, and several taken away, the latter part of the season they have been much more successfull then they expected, and I believe their greatest distress is a want of Ships to carry their Fish, and Oil to market. from which large quantitys of both must remain in the Country until next Year

I am sorry it is not in my power to transmit your Lordship a State of the Fishery this Year, being obliged to keep the Men of War constantly Cruising on the Banks, which has prevented their going to collect the particulars in the several Harbours as usual.

The Fort on the South-Head at the Enterance of the Harbour<sup>2</sup> is completed, and ready for the Guns, which I expected, and was given to understand, was to be out this Year. for the want of which it remains useless, and may easily be destroyed by a Privateer for want of Guns, and Men. as both the Company of Royal Highland Emigrants, and the Company of Invalid Artillery Men, are mostly Old, and infirm, and not fit for Duty in so Cold a Climate as Newfoundland.

I beg leave to inclose to your Lordship the proceedings of the Court of Oyer, and Terminer, held at Saint Johns in October last,<sup>3</sup> and am [&c.]

J: Montagu

L, UKLPR, C.O. 194/33, 138–39. Addressed at foot of first page: “Right Honble Lord George Germain.”

1. Montagu commanded the Royal Navy's Newfoundland Station and was governor of Newfoundland.

2. St. John's, Newfoundland.

3. Not printed.

## November 28

*THE DAILY ADVERTISER* (LONDON), SATURDAY, NOVEMBER 29, 1777

*Admiralty-Office, Nov. 28, 1777. . . .*

Vice-Admiral Montague, who is arrived at Spithead from Newfoundland, has likewise given an Account of the Ships of his Squadron having taken the following Prizes, viz.

The *Rebecca* Schooner, from North-Carolina, laden with naval Stores and Tobacco.

The *Favourite* Schooner, from Virginia, laden with Tobacco.

The *Scarborough* Sloop, from South-Carolina, laden with Rice, Tar, and Turpentine.

The *St. Paul* Brig, from South-Carolina, with Rice and Logwood.

The *Live Oak*, a Brig, from South-Carolina, laden with Rice, Indigo, and Staves.

LORD WEYMOUTH TO LORD GRANTHAM

[Extract]

N<sup>o</sup> 31

His Exc<sup>ty</sup> Lord Grantham.

My Lord

St. James's 28<sup>th</sup>. Nov<sup>r</sup>. 1777.

. . . I inclose to your Exc<sup>ty</sup> Extracts of a Letter from E. Gerry, of Philadelphia, to Mess<sup>rs</sup>. Gardoqui, of Bilbao, by which it appears that the latter are engaged in a Trade with the Colonies in Rebellion very injurious to this Country and that they pretend to have the Protection of the Court of Spain for this Purpose, as appears by an Arti-



cle published in the Public News Paper, a Copy of which is inserted. The original Papers were taken on board an American Ship, and are in my Possession.<sup>1</sup> . . . I am &c  
Weymouth

L, UKLPR, S.P. Foreign 94/204, 330–31. Docketed: “St. James’s 28 Nov<sup>r</sup> 1777./To His Exc<sup>t</sup> Lord Grantham./(N<sup>o</sup> 31).”

1. In the margin: “1 Sep<sup>r</sup> 1777.” For Elbridge Gerry’s letter to Joseph Gardoqui & Sons of 1 Sept. 1777, see *Letters of Delegates to Congress, 1774–1789*, edited by Paul H. Smith (Washington: Government Printing Office, 1976–), 7: 582–84. In the letter Gerry wrote: “I have delivered to the commercial Committee of Congress the invoice of Goods which You shipped by this Opportunity, & have furnished them with an Extract of your Letter relative to Remittances.” He also reported placing in the public prints, at the Gardoqui’s request, an extract of their last letter “relative to the Indulgence of your Court to Adventurers in the Article of Tobacco.”

# JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1777*]

28<sup>th</sup>. of Nov<sup>r</sup> Saturday blowing w<sup>e</sup> the People in the L. Prison detected again in Mining for an Elopement. Here is Various Aco<sup>ts</sup>. of the taking of Philidelphia; but not from any Authority.<sup>1</sup>

D, MeHi, Jonathan Haskins Journal.

1. On 2 Dec. the prisoners had confirmation of the fall of Philadelphia. On 8 Dec. they learned of the taking of Burgoyne and his army at Saratoga, N.Y. Ibid.

## MIGUEL LAGOANERE & CO. TO LASSORE FRÈRES & CO.

M. Lassore freres & Comp<sup>te</sup> a Cadiz  
Messieurs

La Corogne le 28. 9<sup>bre</sup>. 1777

Le Cap<sup>e</sup> Gustave Cunyngham commandant le Cotter de guerre nommé la *Revanche* appartenant au Congrès des treize Provinces unies d’Amérique nous ayant demandé une recommandation pour votre ville, nous lui donnons la presente par laquelle nous vous prions de vouloir lui rendre tous les services que dependront de vous dans le cas ou il se trouveroit forcé de relacher dans vôtre port et de lui compter l’argent qu’il pourroit avoir besoin pour se mettre en état de reprendre la mer, il vous en fournira ses traitès sur les deputés du Congres a Paris où sur ses autres correspondants, où sur nous même Nous vous aurons la plus grande obligation de tous les services que vous voudrès bien lui rendre & nous avons l’honneur detre [&c.]

Lagoanere & Comp

[Translation]

M. Lassore brothers & Co. in Cadiz  
Gentlemen

Corunna the 28 November 1777

Captain Gustavus Cunyngham commanding the Cutter of War named the *Revenge* belonging to the Congress of the Thirteen United Provinces of America having asked us for a recommendation for your city, we are giving him this letter by which we beg you to be so kind as to render him every service within your power in case he should find himself obliged to put into your port and to furnish him with whatever money he may be in need of to refit his vessel. He will hand you drafts on

the deputies of the Congress in Paris or on his other correspondents, or on us. We shall be under the greatest obligation to you for the services you may be able to render him & have the honor to be [&c.]

Lagoanere & Comp.

L, NHi, NHSC: Gustavus Conyngham Papers. Translation from *Letters and Papers Relating to the Cruises of Gustavus Conyngham, A Captain of the Continental Navy, 1777–1779*, edited by Robert Wilden Neeser (New York: Naval Historical Society, 1915), p. 115. Addressed: “Messieurs/Messieurs Lassoire freres & C<sup>c</sup>/Neg<sup>ts</sup>/a Cadiz.”; “Messieurs Lassoire brothers and Co., merchants at Cadiz.”

November 29

LORDS COMMISSIONERS OF THE ADMIRALTY TO LORD GEORGE GERMAIN

My Lord,

Your Lordship having, in your Letter of the 21<sup>st</sup> August last, acquainted us that as the Issue of the present Campaign in North America cannot be known here in time to prepare for the Operations of another, if another shall become necessary, His Majesty had come to the Resolution of making every preparation for the further Prosecution of the War that depends upon this Country, so early that in case the Rebellion is not subdued this Campaign, the next may open the Moment the Season will admit, and Your Lordship having, in your aforesaid Letter, signified His Majesty's Pleasure, that we do give the necessary Orders for providing Ships of sufficient Strength to defend themselves against any of the Rebel Cruizers, for the Conveyance of 3,000 Tons of Tents, Camp Equipage & other Stores to North America, to be in readiness to receive the same by the End of December, it being His Majesty's express Commands that the whole should be assembled at Spithead in readiness to sail from thence, under the Convoy of such of His Majesty's Ships as we shall think proper to appoint, on the 1<sup>st</sup>. Day of Febry; We are to desire you will be pleased to acquaint His Majesty, that the Navy Board have, in Obedience to Directions we gave them, in pursuance of His Majesty's Commands aforementioned, acquainted us that they have purchased six Ships whose Names are in the Margin,<sup>1</sup> to perform this Service, which Ships are Armed with 26 Guns and will be provided with a Complement of 160 Men each. We are further to inform His Majesty that the *Nabob* one of the aforementioned Ships is arrived at Longreach and ready to receive such part of the aforementioned Camp Equipage & Stores as may be thought fit to be sent on board; that the rest are equipping with all possible Expedition in order to proceed thither also, and that so soon as they are arrived there, we shall not fail to give Your Lordship immediate Notice thereof. We are &c

Sandwich  
Lisburne  
H. Penton

LB, UKLPR, C.O. 5/259, 206–7. Docketed: “Admiralty Office 29<sup>th</sup> Nov<sup>r</sup> 1777/Lords of the Admiralty/R same day.”

1. In the margin: “*Nabob Greenwich Lioness Pacifick Supply Dromedary.*”

GABRIEL DE SARTINE TO CHARLES PIERRE GONET,  
COMMISSARY OF MARINE AT L'ORIENT

à Versailles le 29. 9<sup>br</sup>. 1777.

M. Le Moine m'a rendu compte, Monsieur, qu'il vous avoit informé de l'avis qui lui avoit été donné que le Corsaire anglo-americain le *Portsmouth*, Cap<sup>ne</sup>. Hart qui avoit paru dans le Port de Bordeaux, et qui en est sorti depuis peu, d'avoit se rendre à l'Orient, joindre plusieurs Batimens anglo-americains armés en Course; je ne doute pas que, sur cet avis, vous n'avez déjà pris les mesures convenables pour tacher de découvrir Si en effet il y a en ce Port quelques Batimens qu'on puisse Soupçonner d'avoir cette destination, afin de mettre à exécution à cet égard, les ordres qui vous ont été donnés a diverses reprises, au Sujet de ces Sortes d'armemens dans nos Ports, concernant lesquels vous connoissez quelle Sont les intentions du Roi; je vous recommande de veiller avec la plus grande attention Sur les armemens qui se font à l'orient, de même que Sur l'artillerie que les d. Batimens qui arment, peuvent avoir, et celle qu'on voudroit y embarquer, ainsi que des munitions de guerre, afin du vous conformer exactement à ceque je vous ay marqué, tout par rapport à cet objet, que par rapport à la formation de Equipages, pour que le nombre dhommes que doit les composer, n'excede pas la quantité des Matelots indispensablement nécessaire pour les navigner; vous me rendrez compte de ce qui peu se passer à ce Sujet, et de ceque vous aurez fait. Je Suis [&c.]

de sartine

[Translation]

Versailles, 29 November 1777

Monsieur LeMoine has told me, Sir, that he had apprized you of the information that had been given to him that the Anglo-American privateer *Portsmouth*, Captain Hart, which had put into the port of Bordeaux, and which left there a short while ago, is supposed to arrive at Lorient to join several Anglo-American ships fitted out as privateers. I do not doubt that, acting on this information, you have taken the necessary steps to try to discover if, in fact, there are in this port some ships that might be suspected of having that destination, in order to put into execution in this regard the orders which have been given to you several times with respect to this sort of fitting out in our ports, concerning which you know what the King's wishes are. I recommend that you keep close scrutiny on the fitting out that is being carried on at Lorient, on the artillery which the said ships which are fitting out might have, and those they might want to embark, as well as munitions of war, so that you will conform exactly to that which I have pointed out, as much with regard to this purpose as with regard to the formation of crews, so that the number of men who would compose them does not exceed the number of seamen absolutely necessary to sail them. You will send me a report of what might happen concerning this subject, and what you will have done. I am, Sir, [&c.]

de sartine

GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

à Versailles le 29. 9<sup>br</sup> 1777.

pour vous Seul

Je suis informé, Monsieur, qu'il soit venir à portée en nos côtes quelques Vaisseaux de guerre que la Cour en Londres a donné ordre d'expédier, qui doivent croiser et qui Setiendront vraisemblablement au large; ces dispositions exigent qu'il soit pris en notre part des précautions relativement aux Batimens qui peuvent armer pour l'Amerique Septentrionale; vous ferez venir à cet effet chez vous les Nég<sup>ts</sup>. du Port en L'orient qui font de ces armemens, ceque vous ferez avec toute la circonspection possible; vous les prendrez en particulier, et vous les préviendrez de n'être point étonné en la rencontre que les Cap<sup>nes</sup>. de leurs navires pourront faire de ces vaisseaux; vous les avertirez en même temps de se mettre bien en regle pour leurs expéditions et autres papiers relatifs aux Batimens qu'il feront armer, et qui auroient cette destination pour objet et d'apporter la plus grande attention tant sur la nature de leurs chargemens, que pour ne point embarquer d'artillerie et des munitions qui puissent les exposer; vous Sentez avec quelle prudence vous devez vous conduire Sur cet objet, et celle que les Nég<sup>ts</sup>. de leur côté doivent apporter pour prendre leurs précautions Sans qu'ils paroissent avoir été avertir; je m'en rapporte à vous pour la parfaite exécution des ordres que je vous donne a ce Sujet. Je Suis [&c.]

de sartine

P.S. Agisséz prudemment, et informéz moi de ce que vous aurez fait; Vous exigerez des Armateurs des soumissions de se rendre en droiture dans nos Colonies, et d'en revenir; Les Matelots qui passent en Amérique manquent ici au service du Roi.

ds

[Translation]

Versailles, 29 November 1777

For you alone

I have received information, Sir, that several warships under sailing orders from the Court of London have come within range of our coasts, which are to cruise and will very likely keep themselves well to the open sea. These dispositions require that on our part we take precautions regarding ships that might be bound for North America. Therefore you will summon to you the merchants of the port of Lorient who are in the shipping business, something that you will do with utmost circumspection. You will take them aside privately and warn them not to be at all surprised to learn that the captains of their ships have met these warships. At the same time you will warn them to put all of their ship's papers in order, and other papers relating to the ships that they are having filled out, and which might be bound for that destination, and to pay the closest attention to the nature of their cargo so as not to load artillery and munitions which might expose them. You are aware how prudently you must conduct yourself in this matter, and what precautions the merchants in their turn must take without their appearing to have been alerted. I shall rely on you for the perfect execution of the orders that I have given you on this subject. I am [&c.]

de sartine

P.S. Act prudently and inform me of what you have done. You will require guarantees of the shipowners to head straight for our colonies, and to return therefrom. The sailors who go over to America are taken away from the king's service here.

ds

L, FrLAL, Series I, E<sup>1</sup> 80, fol. 159. Addressed at foot of first page: "M. Gonet." Docketed: "R. du 3 x<sup>b</sup>"; "Received 3 Dec."

GABRIEL DE SARTINE TO LIEUTENANT-GÉNÉRAL COMTE DUCHAFFAULT

A M le C<sup>te</sup> Duchaffault  
Commandant L'Escadre du Roi A Brest  
En Mer Le 29 9<sup>bre</sup>. 1777.

J'ai reçu, M, la Lettre que vous m'avez l<sup>r</sup> l'h<sup>r</sup> de m'écrire le 24 de ce mois.

J'approuve que vous ayez autorisé M de Montperoux Command<sup>t</sup> La frég<sup>te</sup>. *L'Oiseau*, à prendre les mouillages qui seront le plus à sa portée, dans le cas où il prouveroit des mauvais tems dans la Croisiere qu'il va occuper de Belle isle à Oleron.

Je compte que M de Kergariou ne tardera pas à se rendre à la station de Nantes aussitôt qu'il aura embarqué les 6 mois de vivres qui ont été ordonnés.

Vous recommanderez à M de Montperoux et aux Commandans des Corvettes que vous avez destinées pour observer les frégates Angloises de donner avis des frégates ou Vaisseaux de cette nation qu'ils pourroient rencontrer en Croisiere au large, et de se conduire avec prudence et de maniere à ne pas compromettre le Pavillon du Roi.

Vous informerez les Commandans des frégates de Bordeaux et de Nantes, aussi que ceux des Bâtimens en Croisiere que d'après les avis qui me sont parvenus, j'ai lieu de présumer que six Corsaires Anglois doivent croiser dans le Golphe de Gascogne à 3 lieues de distance des Côtes à dessein d'interrupter les Bâtimens Insurgens, et qu'en cas de remonte des V<sup>x</sup> du Roi, ils doivent arborer le Pavillon des Colonies unies de l'Amérique. Comme je vous ai fais connaître dans différentes circonstances les intentions de sa M<sup>te</sup>. pour ce qui concerne les Corsaires de quelque nation qu'ils soient, je n'ai rien à ajouter à cequi vous a été prescrit à cet egard: et vous recommanderez aux Commandans des Bâtimens du Roi de se conformer aux instructions que vous avez du leur donner.

D'après ceque je vous ai mandé par mes précédentes Lettres, vous jugerez assez que le réarmement du *Magnifique* ne doit point être pressé, à moins que sa M<sup>te</sup>. ne jugeât à propos de donner des ordres particuliers à ce sujet.

Le Roi ayant reconnu que le nombre des Bâtimens attachés à l'Escadre ne seront pas suffisans pour fournir avec facilité aux Croisieres et aux Stations de l'hiver, S. M. a décidé qu'il seroit ajouté deux frégates à l'Escadre. J'en fais passer l'ordre à M. le C<sup>te</sup>. D'Orvilliers. J'ai l'h<sup>r</sup> d'être [&c.]

[Translation]

To M le Comte Duchaffault  
Commanding the King's Squadron at Brest  
At sea, 29 Nov. 1777

I was privileged to receive the letter you wrote me the 24th of this month, Sir.

I approve your authorizing M. de Montperoux, Commander of the frigate L' *Oiseau*, to anchor in the nearest place he can find in case he encounters bad weather during the crossing he will make from Belle Isle to Oleron.

I expect M. de Kergariou not to tarry in proceeding to the Nantes station as soon as he has brought on board the 6 months of supplies which were ordered.

Recommend that M. de Montperoux tell the commanders of the corvettes you sent to observe the English frigates to give warning of frigates or ships of the line of that nation that they may encounter cruising on the open sea, and to act cautiously and in such a way as not to compromise the king's flag.

Inform the commanders of frigates from Bordeaux and Nantes, along with those of cruising ships, that according to the reports I have been given, I have reason to presume that six English privateers are supposed to cruise through the the Gulf of Gascony three leagues from the coast for the purpose of intercepting insurgent ships, and in case of meeting any of the ships of the line of the king, they are supposed to hoist the flag of the United Colonies of America. As I told you under various circumstances his Majesty's intentions regarding privateers of any nation whatsoever, I have nothing to add to the orders already given you in this respect: and you will recommend to the commanders of the king's ships that they conform to the instructions you must have given them.

According to your instructions by my former letters, you will judge that the rearmament of the *Magnifique* is not to be hurried unless his Majesty gives special orders on this subject.

The king having realized that the number of ships attached to the squadron will not be enough to provide sufficiently for cruises and winter stations, his Majesty has decided to add two frigates to the squadron. I will pass the order on to Comte D'Orvilliers. I have the honor to be [&c.]

LB, FrPNA, Marine B<sup>4</sup> 134, fol. 404. Notation: "Croisiere de Six Corsaires Anglois dans le Golphe de Gascogne. deux frég<sup>tes</sup> ajoutées à l'Escadre." "Cruise of six English privateers in the Gulf of Gascony. Two frigates added to the squadron."

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon<sup>ble</sup>. Gentlemen

(N<sup>o</sup> 92)

Nantes Nov. 29. 1777.—

Agreeable to the orders of M<sup>r</sup> Dean & M<sup>r</sup> Lee<sup>1</sup> I have the honour to transmit Cap<sup>t</sup> Adams's Deposition properly authenticated.—

I have no american News, there being no Arrivals since my last, but I have just heard a melancholy Acco<sup>t</sup> of Cap<sup>t</sup> Wickes having foundered on the Banks of Newfdland. This I am much disposed to disbelieve, and the more so as I think the acco<sup>t</sup> does not carry with it an air of certainty. I have it in this Way. Cap<sup>t</sup> Ashburn who sailed from Bordeaux the 22<sup>d</sup> bound to St Martins & thence to america with a load of Salt, was risen upon the 25<sup>th</sup> by his Crew and himself with two people who continued faithful to him were put into a Boat and sent a drift; they were taken up by a french Sloop and are now at this Place; this Cap<sup>t</sup> Ashburn tells me, that the Tuesday before he sailed which must be 18<sup>th</sup> a man arrived in a french Vessell from the Banks who called himself the Steward of the *Reprisal*, and said that when the Ship foundered he saved himself by the gang Ladder which supported him, 'till the french Vessell took him

up; Cap<sup>t</sup> Ashburn does not remember the name of this man; The Name of the *Reprisal's* Steward is Thomas Glenn,<sup>2</sup> if therefore you have the name of the Reporter of this News thro' any other Chanel you may ascertain its truth, for my own part I must repeat my disbelief of it, tho' I think it my duty to communicate it to you.

I every day see the necessity of some proper place to keep my men as they begin to grow very discontent with their Situation. I do not pretend to say what is proper to be done, but I am sure if the *Raleigh* was here we should keep them with less Expence, less noise, & more satisfaction on allsides. The weather growing cold makes the *Dolphin* a very uncomfortable Habitation, & many are obliged to stay on shore at expence for want of sufficient room on board. I have the honour to be [&c.]

Jon<sup>a</sup> Williams J

L, ViU, Lee Family Papers. Addressed: "The Hon<sup>ble</sup>/The Commissioners of/the/United States." Docketed: "M<sup>r</sup> Jon<sup>a</sup> Williams/Nantes/Nov<sup>r</sup> 29 1777," and "(N<sup>o</sup> 92)."

1. See Silas Deane, for the American Commissioners in France, to Jonathan Williams, Jr., 21 Nov. 1777, above.

2. The survivor was the *Reprisal's* cook, Nathan Jaquays. Abraham Whipple to John Paul Jones, 14 June 1778. MiU-C, Abraham Whipple Letter Book.

### November 30 (Sunday)

#### AMERICAN COMMISSIONERS IN FRANCE TO THE COMMITTEE OF COMMERCE

Gentlemen,

Passy Nov<sup>r</sup> 30<sup>th</sup>. 1777—

In a former Letter<sup>1</sup> we acquainted you, that we had engaged an Officer one of the most Skilful in naval Affairs that this Country possess'd, to build us a Frigate in Holland on a new Construction, (Drafts of which we sent you) and to go over in her to America and enter your Sea Service. The Frigate is almost finished. She is very large, is to carry 30–24 pounders on one Deck, & is suppos'd equal to a Ship of the Line: But the infinite Difficulties we find in equipping and manning such a Ship in any neutral Port, under the Restrictions of Treaties, together with the want of Supplies from you, have induced us to sell her to the King, who by a large Pension offer'd to our Officer, has engaged him to remain in his Service, and pays us what we have expended on her.

We have built a small Frigate<sup>2</sup> at Nantes, which we hope to get away soon laden with Supplies of various Sorts. We meet with Difficulties too in shipping Arms & Ammunition in her, but hope they will be surmounted. Several other Vessels, some under the Direction of M<sup>r</sup> Ross, others belonging to French Merchants, are almost ready to sail for America, and we had thoughts of sending them in a little Fleet under Convoy of the *Rawleigh* & *Alfred*; but on Consultation, considering the Spies maintained by England in all the Ports, and thence the Impossibility of making up such a Fleet, without its being known so as to give time for a Superior Force to lie in wait for it, we concluded the Chance better of their going off singly as they should be ready. In these Vessels are Cloaths ready made for 30,000 Men, besides Arms, Cloths, Linnens & naval Stores to a great Amount, bought by us and M<sup>r</sup> Ross. The private Adventures also will be very considerable. And as we shall continue our Endeavours to compleat your Orders, we hope if the Ships have common Success in passing you will be better provided for the next Campaign than you have been for any of the preceding.

How we are enabled to make these Supplies must be a matter of some Surprise to you, when you reflect that little or nothing from you has been received by us, since what came by Capt. Wicke's, till now by the Arrival of the *Amphitrite*; and that the seeming uncertainty of your publick Affairs have prevented hitherto our obtaining the Loan proposed. We have however found or made some Friends, who have helped, and will we are confident continue to help us.

Being anxious for supporting the Credit of Congress Paper Money, we procured a Fund for Payment of the Interest of all the Congress had proposed to borrow. And we mentioned in several of our Letters, that we should be ready to pay all Bills drawn for the Discharge of such Interest to the full value in Money of France, that is 5 Livres for every Dollar of Interest due. We were persuaded that thus fixing the Value of the Interest would fix the value of the Principal, and consequently of the whole Mass. We hope this will be approved, tho we have yet no Answer. We cannot apply that Fund to any other Purpose, and therefore wish to know as soon as may be the Resolution of Congress upon it. Possibly none of those Letters had reached you, or your Answers have miscarried: For the Interruptions of our Correspondence have been very considerable. Adams by whom we wrote early in the Summer was taken on this Coast, having sunk his Dispatches. We hear that Hammond shar'd the same Fate on your Coast. Johnson by whom we wrote in September was taken going out of the Channel; and poor Capt. Wickes, who sail'd at the same time & had Duplicates, we just now hear foundered near Newfoundland, every man perishing but the Cook. This loss is extremely to be lamented; as he was a gallant Officer & a very worthy Man. Your Dispatches also which were coming by a small Sloop from Morris's River, and by the *Mere Bobie* Packet, were both Sunk on those Vessels being boarded by English Men of War.

The *Amphitrite's* Arrival with a Cargo of Rice and Indigo, near 1000 Barrels of the one & 20 of the other, is a seasonable Supply to us for our Support, we not having for some time past (as you will see by our Former Letters) any Expectations of farther Supply from M<sup>r</sup> Morris; and tho' we live here with as much frugality as possible, the unavoidable Expences and the continual Demands upon us for Assistance to Americans who escape from English Prisons, &c. &c, endanger'd our being brought to great Difficulties for Subsistence. The Freight of that Ship too calls for an enormous Sum, on Acc<sup>t</sup> of her long Demurrage.

We begin to be much troubled with Complaints of our armed Vessels taking the Ships and Merchandize of neutral Nations. From Holland they complain of the Taking the Sloop *Chester* Capt. Bray, belonging to Rotterdam, by two Privateers of Charlestown, called the *fair American* & the *Experiment*. From Cadiz of the Taking the French Ship *Fortune*, Capt Kenguen, by the *Civil Usage* Privateer, having on board Spanish Property: And here of the Taking of the *Emperour of Germany* from Cork with Beef belonging to the Marine of France, just off the Mouth of Bourdeaux River. We send herewith the Papers that we have received and Answers given relating to those Captures and we earnestly request that if upon fair Trials it shall appear that the Allegations are true, speedy Justice may be done & Restitution made to the Reclaimers: It being of the utmost Consequence to our Affairs in Europe that we should wipe off the Aspersions of our Enemies who proclaim us everywhere as Pirates, and endeavour to excite all the World against us. The Spanish Affair has already had very ill Effects at that Court, as we learn by [the] Return of the [Cou]rier mentioned [in] our last. We



have by Letters to our Correspondents at the several Ports done all in our Power to prevent such Mischiefs for the Future, a Copy of which we herewith send you.<sup>3</sup>

The European Maritime Powers embarrass themselves as well as us by the double Part their Politicks oblige them to act. Being in their Hearts our Friends and wishing us Success, they would allow us every Use of their Ports consistent with their Treaties, or that we can make of them without giving open Cause of Complaint to England. And it being so difficult to keep our Privateers within those Bounds, we submit it to Consideration whether it would not be better to forbear Cruizing on these Coasts and bringing Prizes in here, till an open War takes place, which tho' by no means certain seems every now and then to be apprehended on both Sides: Witness among other Circumstances the Recall of their Fishing Ships by France;<sup>4</sup> and the King of England's late Speech.<sup>5</sup> In Consequence of this embarrass'd Conduct, our Prizes cannot be sold publicly; of which the Purchasers take Advantage in beating down the Price. And sometimes the Admiralty Courts are obliged to lay hold of them in consequence of Orders from Court obtain'd by the English Ambassador. Our People of course complain of this as unfriendly Treatment, and as we must not counteract the Court in the Appearances they seem inclined to put on towards England, we cannot set our Folks right by acquainting them with the essential Services our Cause is continually receiving from this Nation: And we are apprehensive that Resentment of that supposed unkind Usage, may induce some of them to make Reprisals, and thereby occasion a deal of Mischief. You will see some Reason for this Apprehension in the Letter from Capt. Babson,<sup>6</sup> which we send you herewith; relating to their two Prizes confiscated here for false Entries: and afterwards delivered up to the English: for which however we have hopes of obtaining full Satisfaction, having already a Promise of Part.

The King of England's Speech bulsters [*blusters*] towards these Kingdoms as well as towards us. He pretends to great Resolution both of continuing this War, and of making two others if they give him occasion. Yet it is conceived he will with Difficulty find Men or Money for another Campaign of that already on his Hands; and all the World sees that is not for want of Will that he puts up with the Daily known Advantages afforded us by his Neighbours. They however, we have Reason to believe, will not begin the Quarrel as long as they can avoid it, nor give us any open Assistance of Ships or Troops. Indeed we are scarce allowed to know that they give us any Aids at all; but are left to imagine, if we please, that the Cannon, Arms &c. which we have received and sent, are the Effects of private Benevolence and Generosity. We have nevertheless the strongest Reasons to consider that the same Generosity will continue; and it leaves America the Glory of working out her Deliverance by her own Virtue & Bravery; on which with God's Blessing we advise you chiefly to depend.—You will see by the Papers and a Letter of Intelligence from London, that the Continuance of the War is warmly condemn'd in Parliament by their wisest and ablest Men, in the Debates on the Speech; but the old corrupt Majority continues to vote as usual with the Ministers. In order to Lessen their Credit for the new Loans, we have caused the Paper,<sup>7</sup> which we formerly mentioned, to be translated and printed in French & Dutch by our Agent in Holland. When it began to have a run there, the Government forbade the farther Publication, but the Prohibition occasions it to be more sought after, read and talked of.

The Monument for General Montgomery<sup>8</sup> is finished and gone to Havre in nine Cases to lie for a Conveyance. It is plain but elegant, being done by one of the best Artists here, who complains that the 300 Guineas allow'd him is too little: and we are obliged to pay the additional Charges of Package &c.—We see in the Papers that you have voted other Monuments, but we have received no Orders relating to them.—

The *Rawleigh & Alfred* will be well fitted and furnished with every thing they wanted, the Congress Part of the Produce of their Prizes being nearly equal to their Demands.

Be pleased to present our Dutiful Respects to the Congress, and assure them of our most faithful Services. We have the honour to be [&c.]

B Franklin  
Silas Deane  
Arthur Lee

L, DNA, PCC, item 85, pp. 93–100 (M247, roll 114). Docketed: “Commissioners/to the Comtee/Nov 30<sup>th</sup>. 1777/rec<sup>d</sup> May 2<sup>d</sup> by/Capt<sup>t</sup> Young/Via Baltimore.” Notation: “rec<sup>d</sup> May 2<sup>d</sup> 1778.”

1. American Commissioners in France to the Committee of Secret Correspondence, 12 March 1777, *NDAR* 8: 672.

2. *Lyon*, subsequently the Continental Navy frigate *Deane*.

3. The American Commissioners in France to Commanders of Armed American Vessels, above at 21 Nov.

4. In August, expecting a British declaration of war, the French government had ordered the Newfoundland fishing fleet home. Jonathan R. Dull, *The French Navy and American Independence: A Study of Arms and Diplomacy, 1774–1787* (Princeton, N.J.: Princeton University Press, 1975), pp. 78–80.

5. For the speech on the opening of a new session of parliament, 18 Nov., and the debates on the speech, see William Cobbett and Thomas C. Hansard, eds., *The Parliamentary History of England from the Earliest Period to 1803*, 36 vols. (London, 1806–20), 19 (1777–78), 354–445.

6. James Babson to Benjamin Franklin, 12 Nov., above.

7. “Comparison of Great Britain and America as to Credit, in 1777,” *Papers of Benjamin Franklin* 24: 508–14.

8. By resolution of 25 Jan. 1776, Congress voted £300 sterling to have Benjamin Franklin procure from France a suitable monument to Brig. Gen. Richard Montgomery. Franklin engaged Jean-Jacques Caffiéri to execute the work. *JCC* 4: 89–90; *Papers of Benjamin Franklin* 23: 522; 24: 160–61.

## December

### CAPTAIN GUSTAVUS CONYNGHAM TO BENJAMIN PEEL

Cap<sup>t</sup>. Peale<sup>1</sup>

[December 1777]

Sir You are to Stay by the Brig to such time as all the formallity is Accomplish<sup>d</sup>. And I you must Petition for A Survey on the Vessell And I beg you will take Special Care at the time the[y] Are on board<sup>d</sup> that the Vessell Shall make What is Sufficient And What materials is Wanted. When every thing is Completed go to the Groine.<sup>2</sup> Apply to m<sup>r</sup> Lagoanere and follw his instructions to you heare from me which with Gods help will not be Long I am

G.C.

LB, UKLPR, H.C.A. 32/441/7, pt. 1.

1. Benjamin Peel may have been prize master of *Syren* or *Dispatch*.

2. The area of the Spanish coast that includes the ports of Ferrol and Corunna.

December 1

## LORD NORTH TO THE EARL OF SANDWICH

[Extract]

December 1st 1777.

... The *Pacifique*, a frigate of 14 guns, twelve-pounders, and a new ship<sup>1</sup> lately launched at Nantes, carrying 24 guns on one deck, are now fitting with the utmost dispatch for Boston and will sail about the 20th of this month. They take in 400 bales of woollen goods, 15,000 suits of ready-made uniforms, and a quantity of arms; they both sail under French colours.

The captains of the American ships of war are gone to Lorient and are ordered to intercept if possible part of the West India convoy. They have received every necessary whatever from the King's stores at Lorient. ...

*The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty, 1771-1782*, edited by G. R. Barnes and J. H. Owen, 4 vols. ([London]: Navy Records Society, 1932-38), 1: 255.

1. Frigate *Lyon*, which would become Continental Navy frigate *Deane*.

## LORD NORTH TO THE EARL OF SANDWICH

[Extract]

Treasury Chambers, ½ pt 1 P.M.

My dear Lord—With the information you have recieved, I have no difficulty to advise that the captains of the ships which were going to sail for the protection of the convoys should be expressly directed to take the *Pacifique* if they can. ...

*The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty, 1771-1782*, edited by G. R. Barnes and J. H. Owen, 4 vols. ([London]: Navy Records Society, 1932-38), 1: 255-56.

## SILAS DEANE TO JOHN ROSS

Dear Sir

Paris, Dec<sup>r</sup> 1<sup>st</sup>, 1777.

I received yours of the 25<sup>th</sup> ultimo and should have replied two or three Days since, but M<sup>r</sup> Moyland setting out I chose to refer you to him who will better explain personally than can be done by Letter his plan.

I am happy to find there will not be any misunderstanding between M<sup>r</sup> Williams & him—Respecting the *Dolphin* I find by M<sup>r</sup> Williams that she cannot be dismissed until the *Lyon* sails, without great Prejudice; M<sup>r</sup> Hodge proposes to be at Nantes in a few Days who will consult you on the Spot & to him I refer as I shall leave it with him to make use of the *Dolphin* or not as you shall Judge Prudent. Cunningham has lately carried another Prize into Spain, loaded with Fish, and Suffer'd himself in a Gale of Wind on acco<sup>t</sup> of his Mast being too large, he was altering it & getting ready for another Cruize—The Letter from thence was dated the 12 Nov<sup>r</sup>—I shall be glad to hear of Greens<sup>1</sup> being ready to sail & to know the arrangements you make as to freight, Consignments &c What Concern I have expect to share like others & have full Confidence in your Direction of it—I will only hint what occurs to me at present—That the Primary object is to ob-

tain a Cargo of Tobacco for the Ship back. To do which if the Salt & freight are not sufficient you must write Mess<sup>r</sup> Willing & Morris to whom you will probably Consign her, to draw on my Brother, Barn<sup>a</sup>. Deane Esq<sup>r</sup> to make up my proportion of the Cargo back, in the next Plan if the Ship can not be loaded back and it should be found best to sell her to the Publick, my Interest in her as well as in her Cargo I desire may be paid to my Brother Simeon Deane at Petersburg Virginia should he be arrived there, if not to my Brother Barnabas Deane Esq<sup>r</sup> in Connecticut—I propose this should the Vessel be sold, as its possible she may be Changed with the Publick for another In that Case I should incline to continue my Interest, as a return of the Effects here is my Principal object—Please to let me know how soon the Ship will be ready & I will write you again on the Subject—Refer you to M<sup>r</sup> Moylan for on which I know not what Judgment to form except that Burgoyne is undoubtedly ruined, but affairs to the Southward do not look so favorable, tho I do not think them really bad. I am &c.

S D—

M<sup>r</sup> Jn<sup>o</sup>. Ross—

LB, CtHi, Silas Deane Papers.

1. John Green, in the *Brune*.

GABRIEL DE SARTINE TO CHARLES PIERRE GONET,  
COMMISSARY OF MARINE AT L'ORIENT

A Versailles le 1<sup>er</sup> X<sup>bre</sup>. 1777.

Je serois bien aise d'avoir, Monsieur, des informations précises sur l'origine du S<sup>r</sup> Bérard qui réside a l'Orient ou je crois qu'il est négociant. Vous voudrés bien me marquer s'il est regardé comme Citoyen de cette ville, ou comme Etranger, et quel est le genre de son commerce. Je vous prie de prendre ces éclaircissements sous main et en secret, et de me les adresser promptement.<sup>1</sup> Je Suis [&c.]

de sartine

[Translation]

Versailles, 1 December 1777

I would be pleased to have, Sir, precise information as to the background of one M. Bérard, who resides at Lorient, where I believe he is a merchant. Would you be so kind as to inform me if he is considered a native of that city, or if he comes from elsewhere, and what is the nature of his business. I beg you to seek this information covertly and in secret, and to forward it to me promptly.<sup>1</sup> I am [&c.]

de sartine

L, FrLAL, Series 1, E<sup>4</sup> 80, fol. 174. Addressed at foot: "M. Gonet Comm<sup>re</sup> Ordinaire des Ports et Arsenaux a l'Orient." Notation: "R. du 8 X<sup>re</sup>."

1. On 19 Dec. M. de Sartine acknowledged receipt of M. Gonet's letter of 8 Dec., clarifying the status of M. Bérard, but as he did not recall "on what occasion I madé the request, nor from which bureau my letter was dispatched, I am asking you to return it to me; the handwriting alone being able to put me back on the trail." Ibid., 225.

## December 2

THE LONDON CHRONICLE, SATURDAY, NOVEMBER 29, TO TUESDAY, DECEMBER 2, 1777

London.

Letters from Corke, dated Nov. 20, mention, that a large Dutch ship had, two days before, been boarded by the crew of an American privateer, of 26 guns,<sup>1</sup> off the Old Head of Kinsale, who plundered her of seven barrels of powder, several muskets, and other articles, under pretence of her being bound to America, with warlike stores for the use of the British *troops*.

1. Perhaps Massachusetts privateer ship *Mars*, Thomas Truxtun, commander, which had sailed from Nantes about 14 Nov. and by 15 Nov. was taking prizes. Gouyon De Mallévre to Gabriel De Sartine, 19 Nov., above; Captain's Journal, H.M.S. *Greyhound*, 23 Dec. 1777, above.

NEW-LLOYD'S LIST (LONDON), TUESDAY, DECEMBER 2, 1777

The *Mary*, of Biddiford, was taken by the *True Blue* Privateer, and retaken off the Island of Terceira by the *Experiment* M. W.

DEPOSITION OF JOHN PEARCE, LATE MASTER OF THE BRIG *MERCURY*

The *Mercury* Brig<sup>t</sup> about 150 Tons belonging to John Green Esq<sup>r</sup> & C<sup>o</sup> of Poole, whereof John Pearce was late Master Sailed from Newfoundland the 25<sup>th</sup> of August bound for Barcelona, with Three Thousand Two Hundred & Sixty two Quintals of Fish and on the 8<sup>th</sup> of September, was taken by the *Portsmouth* Privateer of Portsmouth in New England, commanded by John Hart, and after taking Captain Pearce & all his Crew out of the *Mercury*, they dispatched her for Bordeaux; where Captain Pearce arrived about Eleventh of October in the Privateer as will more fully appear by his Protest made at Bordeaux the 20<sup>th</sup> of the same Month; and on their Arrival he was informed by Captain Hart, that the *Mercury* had been sailed Some days before for Bilboa and about a week after that Captain Hart told him she was arrived at Bilboa where the Cargo was selling, and which was confirmed by the People belonging to the Privateer receiving Prize Money for the *Mercury* and also by Captain Simmonds's Affidavit herewith,<sup>1</sup> in which He mentions the Name of the *Mercury* wrote in her Stern had been erased.—

Captain Pearce was at Bordeaux for about a Month, and during his Stay there, He saw the Privateer cleaned, & compleatly fitted for the Sea, and She sailed on a Cruise a Day or Two before he left Bourdeaux which was on or about the 12<sup>th</sup> day of November last.—

The foregoing is a true State of Facts relating to the capture of my late Brig<sup>t</sup> *Mercury*.—

Witness my Hand

London Dec<sup>r</sup> 2<sup>d</sup> 1777

John Pearce

at Poole.—

or

at Mess<sup>rs</sup>. Bingley & Pitt  
Berchin Lane

DS, UKLPR, S.P. Foreign 94/204, 364. Endorsed: "Bingley & Pitt/[*illeg.*]." Docketed: "Papers relating to/the *Mercury*. Pearce/from Newfoundland/to Barcelona/taken by the *Portsmouth*/Privateer. John Hart/and Carried to Bilboa/R. 3 Dec<sup>br</sup> 1777 from/Mess<sup>rs</sup>. Bingley & Pitt." Enclosed in Lord Weymouth to Lord Grantham, 5 Dec. 1777, *ibid.*, fols. 361-62.

1. See Deposition of Edward Symonds, 10 Nov. 1777, above.

#### AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN JOHN YOUNG

Capt. Young  
Sir

Paris 2<sup>d</sup>. Dec<sup>r</sup> 1777

You will receive by M<sup>r</sup> Moylan dispatches for Congress, which you will secure ready for sinking in Case of Danger—On your Leaving the River Nantes it has been recommended as the safest to Keep well in with the Coast of France until you can leave the Continent intirely—Of this you will be the best judge. We advise you to avoid speaking with every Vessel on your Passage, and to make the first safe Port you can in the United States; if the wind & weather permit some port near Boston appears to be the best. But must submit it to your Judgment as the winds may serve or as other Circumstances may occur. Capt. Bell will take a Passage with you, & we recommend to you to trust the Case of y<sup>e</sup> Dispatches to him in Case of accident to yourself (which God forbid,) or on your arrival if the Care of your Vessel or other Circumstances prevent your going yourself express to Congress therewith, that you intrust them to him, but the Dispatches for Congress are not to be given to other persons than one of you, before they are delivered to Congress. Private Letters may be delivered or forwarded as you find Opportunity. Your Bills of Disbursments and Expences at Nantes you informed us would be settled by M<sup>r</sup> Morris; we have only to say that the Hon<sup>l</sup> W. Lee Esq<sup>r</sup> being joint Agent with him ought to have an Acc<sup>t</sup>. of the Disbursments at Least for his Direction in his acc<sup>ts</sup>. This is not a matter of ours and we mention it as we are Confident you will do every thing proper to avoid any misunderstanding in that Affair. We most heartily wish you a safe & speedy Passage, and recommend you to the Notice of Congress for your services. We are &c

LB, CtHi, Silas Deane Papers.

#### SILAS DEANE TO CAPTAIN GUSTAVUS CONYNGHAM

Capt. Cunningham  
Sir<sup>e</sup>

Paris Dec<sup>r</sup> 2<sup>d</sup>. 1777

The Sloop *Revenge* now under your command being put under the direction of Mess<sup>rs</sup> John Ross, & W<sup>m</sup> Hodge you are directed to render them an Account of your Proceedings, and Disbursments in the Sloop from the Time of your leaving Dunkirk, and also of what, you may have received in sales of Prizes, that they may adjust and settle the Same—and you are to attend their orders in future respecting the Sloop &c—I am [&c.]

Silas Deane

A Copy

Copy, ScHi, Henry Laurens Papers.

## SILAS DEANE TO MIGUEL LAGOANERE AND COMPANY

Gentlemen

Paris, Dec<sup>r</sup>. 2<sup>d</sup>, 1777.

Yours of the 12 of Nov<sup>r</sup>. I rec<sup>d</sup>. & return you my thanks for your kind attention to our Affairs in your Port—This will be handed you by M<sup>r</sup>. Hodge a Gentleman of Philadelphia, whom I recommend to your Civilities. He is empowered to take the Care and direction of Capt. Cunninghams Vessel, and it is with pleasure I assure you that you may rely on him as a person well acquainted with american affairs and on whose information you may depend. I shall be happy in the Continuance of y<sup>r</sup>. correspondence. I am &c.

S. D.

LB, CtHi, Silas Deane Papers. Addressed at the foot of the page: "Mess<sup>rs</sup>. Leoganere & C<sup>o</sup>."

## GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

Versailles 2. X<sup>bre</sup>. 1777.

J'ai reçu, Monsieur, vos deux lettres des 17. et 26. du mois dernier.

Vous m'informez par la p<sup>re</sup>. du Projet qu'ont M<sup>rs</sup>. Dessaudrais Sebire et Compagnie d'armer leur Vaisseau le *Beaumont* de 11. à 1200. Tonneaux pour Cadix ou pour nos Colonies de l'amérique. Rien ne peut empêcher cette Spéculation. quoique ces Négociants vous ayant assuré qu'il n'entreroit point de Munitions de guerre dans la composition de Son armement, vous avez bien fait de leur deffendre a tout evenement d'en charger ce vous y tiendrez exactement la main. J'approuve par cette raison l'observation que vous faites sur l'artillerie que ce Vaisseau doit avoir pour sa defense. il est certain que si elle était dans sa calle on pourroit la Soupçonner de cargaison. d'après cela il faut absolument que les Canons Soient monter en batterie.

Quant à l'Equipage qu'ils proposent de lui donner, dès que vous trouvez que 200. hommes ne sont pas un nombre trop considérable en égard a l'artillerie du V<sup>au</sup>. Je concens qu vous en permittrez la levée en faisant cependant en sorte de conserver pour le service les meulleurs matelots.

Vous me rendez compte par votre seconde Lettre de la suite de l'expédition des frégates américaines les *Raleigh* et l'*alfred* et du changement de destination du Navire la *Brune*. Je ne puis que me référer a lettre que je vous ai écrite le 22. 9<sup>bre</sup>. au Sujet de ce Batiment et vous ne la laisserez pas partir que vous n'ayiez retiré du Capitaine sa Soumission de n'aller que dans nos Colonies et de faire son retour en france.

Les raisons que ont déterminé cette précaution pour ce Batiment doivent être apliquées au *Beaumont* et vous exigerez également du Capitaine une semblable soumission. En général vous en userez de même pour tous les Batimens d'une certaine marque destiner pour les Colonies; et comme vous l'observez fort bien Je donais le même ordre dans tous les Ports.

a l'égard des Commissions en guerre que vous ête instruit que le Congrès donne a nos Capitaines votre réflexion est très Juste: une parielle conduite est contraire aux vuës du Gouvernement et il ne peut l'autoriser en aucune façon. vous aurez donc soin de signifier aux Capitaines de votre département que l'intention du Roy est qu'ils n'acceptent pas ces Commissions, que leur désobéissance sera très sévèrement punie et que dans le cas de prise ils n'auront à espérer aucune protection de la part

du Gouvernement. J'écrirai aussi a ce Sujet circulairement dans les autres départemens. Je Suis [&c.]

de sartine

[Translation]

Versailles, 2 December 1777

I have received, Sir, your two letters of the 17th and 26th of last month.

You informed me by your first of the plan of Mssrs. Dessaudrais Sebire and Co. to load their ship *Beaumont* with from 1100 to 1200 casks for Cadiz or for our colonies in America. Nothing can prevent this speculation. Although these merchants have assured us that there would be no munitions of war entered into the makeup of her cargo, you did well to forbid all instances of their loading any, and you will keep it under your control. For this reason I agree with the observation you made about the artillery that these ships ought to have for their own defense. It is certain that if it were in the hold one might suspect it to be cargo. Accordingly, it is absolutely necessary that the cannon be mounted in broadside.

As for the crew that they plan to put on her, as soon as you find that 200 men are not too considerable a number in regard to the artillery on the ship, I consent to your promising a levy, making efforts, however, to conserve the best sailors for the service.

You reported by your second letter about the result of the sailing of the American frigates *Raleigh* and *Alfred*, and of the change of destination of the vessel *La Brune*. I can only make reference to the letter which I wrote you on 22 November concerning this ship, and you will not allow her to depart without procuring from her captain his pledge to go only to our colonies, and to return to France.

The reasons which have determined these precautions for this ship should be applied to the *Beaumont*, and you will require a similar pledge from the captain. In general you will make use of it as well for all ships of a certain mark destined for our colonies, and therefore you will observe it fully. I issued the same order in all ports.

In regard to the letters of marque which you learned that the Congress is giving to our captains, your views are very accurate. Such conduct is contrary to the views of the Government and cannot be authorized in any way. You will be very careful, therefore, to point out to the captains of your department that it is the king's wish that they not accept these commissions, that their disobedience will be very severely punished, and that in case of capture they will not be able to expect any protection on the part of the government. I shall also write a circular letter on this subject to the other departments. I am, [&c.]

de sartine

L, FrLAL, Series 1, E<sup>4</sup> 80, fols. 175–76. Addressed at foot: "M. Gonet." Docketed: "R. du 8. 9<sup>e</sup> 1777." "Received 8 November [December] 1777."

#### LORD STORMONT TO COMTE DE VERGENNES

[Paris, 2 Dec. 1777]

L'Ambassadeur d'Angleterre vient de recevoir des Informations exactes touchant le Vaisseau Anglois *Ann Susanna* Cap<sup>e</sup> Taylor que des Pirates Americains ont pris il y a quelques tems et Conduit d'abord a l'Orient; ce Vaisseau se trouve actuellement à Pelerin à trois Lieus de Nantes. L'Ambassadeur parle d'après la de-



position d'un Homme tres digne de foi qui a vu ce Vaisseau à Pelerin le Vingt Six du Mois de Novembre, on a effacé le Nom qui étoit peint sur la poupe et on travaille a le defigurer tant que l'on peut Il y a actuellement beaucoup d'ouvriers occupés a l'équipement de ce Vaisseau qui doit porter donnevant le Nom de la *Mignonne*.

L'Ambassadeur d'Angleterre qui ne peut pas douter de l'exactitude de cette Information, proteste, comme il est de son devoir, contre l'irregularité de ce procedé, et demande, que le dit Vaisseau avec tous ses Mats, Agrets Voilles &c et toute sa Cargaison soit mis en sequestre pour être restituée aux Propriétaires Anglois ou leur Ayant cause des qu'ils Auront produit Leurs Titres de propriété.

Il est tres persuadé que la Cour de France reconnoitra d'abord la Justice de cette demande et qu'elle sera toujours bien éloigné d'Autoriser ces Ventes fraudulenses.

Stormont.

[Translation]

The Ambassador of England has just received exact information dealing with the English ship *Ann Susanna*, Captain Taylor, which American pirates seized some time ago and took first to L'Orient. The ship is now at Pelerin, three leagues from Nantes. The Ambassador says, according to a statement from a very reliable source who saw the ship at Pelerin on the 26th of the month of November, the name painted on the ship's stern has been removed and workmen are working to alter its appearance as much as they can. There are now many workmen busy outfitting the ship that will bear henceforth the name la *Mignonne*.

The English Ambassador, who does not question the accuracy of this information, protests, as it is his duty, against the irregularity of this procedure, and demands that the said vessel, together with its masts, rigging, sails, and cargo, be sequestered in order to be returned to the English owners or their representative as soon as they have produced their titles of ownership.

He is very certain that the French Court will recognize, at first sight, the justice of this demand and that it will always be anything but inclined to authorize these fraudulent sales.

Stormont

L, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 526, fol. 138. Notations at top of letter: "Envoyé copie à M. de Sartine le 4 x<sup>bre</sup> 1777."; "note au sujet du Batiment anglois *ann-suzane* pris par un Corsaire americain et qu'on equipe à Pelerin pres Nantes." "Copy sent to M. de Sartine 4 December 1777"; "note concerning the English ship *Ann-Suzane* seized by an American privateer."

#### CAPTAIN THOMAS THOMPSON TO THE AMERICAN COMMISSIONERS IN FRANCE

Gen<sup>n</sup>.

L, Orient Dec<sup>r</sup> 2<sup>d</sup>. 1777

Inclosd is a Letter which I most earnestly desire you will deliver to the minister of marine—You will Judge from the Contents we have not been Treated in a manner agreeable to the Character we appear in—I think the Honour of the united states violated in this Instance—and must if Possible demand satisfaction; in my Person, as their officer I represent the States and whatever Ill Treatment I meet with as an officer, is an Insult offered to them. the Commissary here took upon him to accuse us of delay, of being at Paris on Pleasure, and that we did not design to go to sea, that we was not doing anythng toward fitting the ships &c &c and said the ships should go to

sea, and that Instant he orderd Two Pilots onboard to Carry the ships out don or not don (is this Friendship or Insolence of office?) we stay'd here on Promise of assistance and protection and now thy want to turn us out in the face of an enemy without guns and provisions—I am satisfyd our officers have used the utmost dispatch their vile Coustoms will allow of—had they given us free leave As have taken our own method we should have been long ago ready—the ships are now in the Road, with their Ballast and water, tommorrow shall begin to take in the Guns and Provisions—I am exceedingly vexd to think I Cannot Convince them that we are heartily rid of them and that we want to get away, full as much as they want to have us gon—they had better debar the american ships of war any access, not play this fast and looss game it is Trifeling with Serious things—you will please to Translate the Letter and give it a proper adress—you have nothing to fear from any rash act of ours here; no, I will hold a Candel to—a Little Longer for the sake of Conveniency to those that are obligd to be in their Clutches; neither am I insensible we have hitherto been obligd to the French, nor do I doubt to see the day they will be obligd to us—for they soon must Joyn us to thrash the English; or we Joyn England to help to thrash them—I am [&c.]

Tho<sup>s</sup>. Thompson

So I Leave you to Judge the Consistancy of delivering the Letter but urge it exceedingly, as to myself The Commissary in very Insolent terms told me our delays would make us forfeit the Love of the King and government and deprive us of that Indulgence they wish'd to Shew us

L, PPAmP, Benjamin Franklin Papers, vol. 7, 126. Addressed: "To/The Hon<sup>le</sup> Benj<sup>m</sup>: Franklin/Silas Dean & Arthur Lee Esq<sup>r</sup>/Passy." Docketed: "Capt<sup>n</sup>. Thomas Thompsons Letter/Dec<sup>r</sup> 2 1777."

### December 3

#### JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1777*]

3<sup>d</sup>. [Dec<sup>r</sup>] Wednesday Rainy weather the People in the L. Prison Once More Detected in Mining, which is the 4<sup>th</sup>. Attempt they have made

D, MeHi, Jonathan Haskins Journal.

#### LORD STORMONT TO LORD WEYMOUTH

[Extract]

Secret N<sup>o</sup> 172

Paris December 3<sup>d</sup>. 1777

My Lord

... On Monday Last I received the inclosed Letter from M<sup>r</sup> Liege,<sup>1</sup> and in Consequence of the Information He gives me drew up a little Memorial—which I delivered to M de Vergennes yesterday. He read it aloud, made some general Remarks upon the fraud, and Artifice employed by Individuals to elude the Orders of Government, and promised me that the Matter should be attended to.

I then told Him that there was a subject of much greater Importance on which I should give in no Memorial, but should state it to Him plainly and strongly in a very

few Words, being persuaded that the bare stating it would be sufficient. I have good reason to believe Sir, that a vast Quantity of Arms, purchased for the use of the Rebels, is going to be shipped on board of the American Privateers that are at Nantes and L'Orient: If my Intelligence is exact there is no less than fifty thousand Stand of Arms M de Vergennes seemed surprized at so large a Quantity. I know very well Sir how difficult, how improbable it is to procure such a Quantity without extraordinary assistance but that is a Point I will not enter into Now, as I could not bring direct positive Proof what share M de Montieu has in all this I will not pretend to inquire, but confine myself to this plain Proposition which applies directly to the present state of the Case

Such Quantities of Arms cannot be shipped in your Ports without the Knowledge of those who command there, and those Officers never can, or dare suffer a thing of this Nature, if the Intentions of this Court are agreeable to its friendly Professions. I said this shortly and Strongly, and left the Matter there. M de Vergennes did not Attempt to contravert the Principle I had advanced, but affected to doubt of the Truth of my Information, said that He would speak to M de Sartines on the Subject, and took a short note to Assist his Memory.<sup>2</sup> He added that positive Orders had been sent to oblige the two Privateers the *Raleigh* and *Alfred*, to put immediately to sea, so that he imagined they were actually sailed. I had no Opportunity of seeing M de Maurepas alone. . . . I am [&c.]

Stormont

L., *Stevens's Facsimiles*, vol. 19, no. 1751. Addressed at foot of first page: "Lord Viscount Weymouth." Docketed: "Paris 3 December 1777 Lord Stormont/(N<sup>o</sup> 172) Secret/R. 11<sup>th</sup> by Mann/3 Inclosures."

1. P. Liege to Lord Stormont, Nantes, 27 Nov. 1777, "announcing that an English vessel taken by American pirates was at Pellerin being repainted, renamed and otherwise disfigured to prevent her being recognized." Ibid. The ship was the *Anna Susannah*, John Taylor, master, prize to *Alfred* and *Raleigh*.

2. Sartine wrote Vergennes the same day: "Lord Stormont very easily exaggerates, but with regard to the arms, he is mistaken as to the quantity. I think he is not ill-informed as the fact itself." Ibid., no. 1750.

#### LORD STORMONT TO LORD WEYMOUTH

Most Confidential

Paris Decr 3: 1777.

My Lord

I enterd into no particulars with M de Vergennes but I think it my Duty to communicate to y<sup>r</sup> Lordship all that I have learnt with Regard to the Arms that are shipping at Nantes for the use of the Rebels. Some Months ago Mr Deane purchased of Mons<sup>r</sup> Montieu a very large Quantity of these arms that were reformed in that Transaction of M. de Bellegarde which made so much Noise.<sup>1</sup> He purchased about Eighty thousand Stand of arms at a very low Rate. They were deposited in a large Warehouse which the Rebel agents have hired at Nantes and which is situated directly over against the Exchange, but on the other Side of the River. In the lower Part of this Warehouse are many Bales of Cloth and other Goods for the use of the Rebels I have spoken to a Person who has been often in this Warehouse and seen and examined the arms many of which are fit for Service. These arms are not Shipped in great Quantities at a time, at least have not been so hitherto. They are put up in chests of which Every Ship that goes from Nantes to North America takes some many of these chests will I am assured be sent on Board the *Raleigh* and *Alfred* now at Lorient and the *Pacifique* a French Vessel purchased by the Rebels, which was equipped at Havre and is now at Nantes. These Ships will Sail very soon—Some Americans who are to go on board the

*Pacifique* set out from hence for Nantes a Day or two ago. This *Pacifique* is one of those french-american ships that have double Captains.

I hope, My Lord that I do not go out of my Province when I take the Liberty of observing to your Lordship that it is of great Importance to His Majestys Service that Some Frigates should be stationed this winter on the Coast of Carolina as I have very good Reason to believe that a Number of French trading Vessels that were designed for Philadelphia have now changed their Destination & will make directly for Charles Town The Privateers that are going from Nantes and Lorient will endeavour to make some Port in New England. I am [&c.]

Stormont

L., *Stevens's Facsimiles*, vol. 19, no. 1752. Addressed at foot of first page: "Lord Visct Weymouth." Docketed: "Paris 3 Dec<sup>r</sup> 1777/Lord Stormont/most confidential/R. 11<sup>th</sup> by Mann."

1. Alexandre Cassier de Bellegarde, inspector general of artillery, and his brother-in-law Montieu were accused of trying to pass off to the royal arsenal a large number of old and faulty muskets. See *Papers of Benjamin Franklin* 22: 463–64.

#### JOHN ROSS TO ARTHUR LEE

Abstract. John Ross answer to the foregoing<sup>1</sup> dated  
Nantes 3<sup>d</sup>. Dec<sup>r</sup> 1777.

"Respecting the Cutter<sup>2</sup> mentioned to you by M<sup>r</sup> Deane M<sup>r</sup> Hodge part owner, was the first who spoke to me of her from some Causes of discontent on acc<sup>t</sup> of the unsuccessfull expensive Cruizes of that vessel, when he intimated to me his beliefs, that M<sup>r</sup> Deane wished to get ride of her, & was willing to dispose of the part owned by the public.—At same time pressing me to become purchaser I concluded in Consequence thereof to speak to M<sup>r</sup> Deane, & know his Sentiments, who confirmed it but from the impossibility of adopting any regular conclusive mode of Settlement, he told me that the Vessel could not be considered equal to the first Cost, nor practicable to ascertain her value, but proposed to give directions to the Captain & to M<sup>r</sup> Hodge to have the hull & materials examined, & the Vallue or Condition of them Mentioned in an Inventory, & if approved of by me to take the public part of her on my own Acct. I shoud only be charged what the Committee of Congress & I agreed on in America for the Interest they had in the Cutter, which he doubted not woud be agreeable to all parties—Upon those Conditions, I accepted of the proposal, merely to oblige M<sup>r</sup> Hodge, as the Vessel might be employed more to his Interest under private Instructions than that of the present, & left it interely to M<sup>r</sup> Deane & M<sup>r</sup> Hodge to settle it in this Manner, assigning me the orders—This business not being final, the Commissioners may approve or disapprove as I want no favor or Interference to the prejudice of the public—but is<sup>3</sup> disposed to be relieved of this vessel, leaving the Settlement on M<sup>r</sup> Deanes plans M<sup>r</sup> Hodge being at Paris will receive the Instructions necessary to give the private owners possession of her—I have lengthened this epistle to give you the particulars. In the mean time I have &c &c."

Copy, DNA, PCC, item 83, vol. 2, pp. 511–12 (M247, roll 110).

1. Arthur Lee to John Ross, 26 Nov. 1777, above.

2. Continental Navy cutter *Revenge*.

3. Another copy has "if". ViU, Lee Family Papers.

## HERMAN KATENCAMP TO LORD WEYMOUTH

No. 72.

Corunna 3<sup>d</sup> December 1777

My Lord.

I am honor'd with your Lordship's circular Letter of the 4<sup>th</sup>: of last month, and sincerely rejoice at the happy news contained therein.

On Friday last the 30<sup>th</sup>: Instant several english vessels being seen off this Harbour Cunningham put to Sea, and in less than thirteen Hours from his Departure, within Cannon Shot of this Harbour, took and sent into Ferrol the Brig *Syren* Captain James Renolls from Newfoundland with 2500 Quintals of Codfish. The master and all the Crew excepting three were brought in here the same night, and have made their Protest,<sup>1</sup> an attested Copy of which I immediately sent to the Captain General with a strong memorial representing the Affront Cunningham had offer'd to His Catholick Majesty's Rights by seizing a vessel under the Protection of his Cannon and praying that the Ship and Cargoe might be restored to its real Owners since it could not be consider'd a legal Capture.

The Answer he returned was to the same Purpose as those he has constantly hitherto been pleased to amuse us with, viz that he will examine into it. He promised the same in his Answer to the Representation I made about the forcibly seizing and carrying off the Seaman John Jordan (of which I had the Honor to acquaint your Lordship in my last No: 71)<sup>2</sup> yet never made the least Enquiry about it. It is in vain to expect Redress here, I am rather inclined to think that imediate Permission will be given to land and dispose of the Cargoe without even once examining our Claim as has already been done with the Cargoe of the *Two Brothers* (mentioned in my Letters No: 68, & 69,)<sup>3</sup> for the Sale of which Leave has been obtained from Madrid. Nevertheless I flatter myself His Majesty's Ambassador to whom I have transmitted the necessary Documents will meet with better Success, and obtain the Restoration of the Brig *Syren* to the master and Crew, who remain here in expectation of the Result.

It is said Cunningham has sent two other Prizes into Ferrol<sup>4</sup> but I have not yet received any certain Information thereof, however he continues cruizing at the mouth of this Harbour within the Headland that not a vessel can escape him. His principal Object at present is a french vessel named the *Gracieux*<sup>5</sup> Cap: Emanuel de Tournois which is every moment expected from London with a valuable Cargoe of woolens.

The *Cantabria* Packet is just arrived from Buenos Ayres, and brings Intelligence that on the Arrival there of the *Diana* Packet, which left this Harbour six Months ago, Peace was proclaimed and all Hostilities ceased.<sup>6</sup> I have the Honor to be [&c.]

H Katencamp.

P.S. The Brig *Dispatch*, Emanuel LeGeyte of Jersey bound to this Place from Newfoundland with Codfish is taken and this moment sent in here by Cunningham.

L, UKLPR, S.P. Foreign 94/204, 396–97. Addressed at the foot of the first page: "The R<sup>c</sup> Hon<sup>ble</sup>: Lord Viscount Weymouth." Docketed: "Coruña 3 Dec<sup>r</sup>: 1777/Consul Katencamp/(N<sup>o</sup>72)/R. 26<sup>th</sup>."

1. See also Gustavus Conyngham to the American Commissioners in France, 4 Dec. 1777, below.

2. Herman Katencamp to Lord Weymouth, 26 Nov. 1777, above.

3. Herman Katencamp to Lord Weymouth, 1 and 7 Nov. 1777, above.

4. Conyngham had sent a total of four prizes into Corunna by 3 Dec. 1777: brigs *Brothers*, *Syren*, and *Dispatch*, and ship *Two Brothers*.

5. This vessel was taken by Congyngham in *Revenge* on 21 Dec. 1777.

6. This refers to termination of hostilities in the Spanish-Portuguese War, 1776–77.

December 4

## "EXTRACT OF A LETTER FROM CORKE, DEC. 4."

"On the 11th ult. the brig *Emperor of Germany*, Capt. Hawkins, of this port, was taken near the tower of Courdelong, in the river of Bourdeaux, by the *Portsmouth* privateer of Portsmouth in North America, Capt. Hart, master, mounting 26 nine pounders and 150 men. The crew were carried on board the privateer, and asked to enter, which, on refusing, they were sent on board a pilot boat and carried into Bourdeaux. On arrival there, three of the said crew entered on board an American letter of marque, the *Hetty*,<sup>1</sup> of Philadelphia, mounting six carriage guns and four swivels, bound from Bourdeaux to Philadelphia, with tea, bale goods, and cordage, but were to take in salt at St. Martin's. The three men of the *Emperor of Germany*'s crew, with four others shipped at Bourdeaux, concerted a scheme to take the said ship, which they effected in the night of the 25th ult. having had the Captain, with three of his men tied, sent them on shore in the ship's boat; the remainder of the crew joined them in bringing the said prize safe into Dungarvan on Monday last. The ship and cargo, it is thought, will bring near 7000l."

*London Chronicle*, 13–16 Dec. 1777.

1. Perhaps the brigantine *Hetty*, Joseph Ashbourn, master, of Philadelphia, mounting 10 guns, belonging to John Pringle and Blair McClenachan. P-Ar, Record Group 27, Records of the Supreme Executive Council, bond dated 31 July 1777.

## CAPTAIN JOHN PAUL JONES TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Nantes Dec<sup>r</sup>. 4<sup>th</sup>. 1777.

Inclosed you have copies of letters which I had the honor of writing you from Portsmouth<sup>1</sup>—the latter of which could not have reached your hands as I understand that the mail was destroyed—I sailed from Portsmouth the 1<sup>st</sup>. Ult<sup>o</sup>. and arrived safe in this River in the *Ranger* the 2<sup>d</sup>. Curr<sup>t</sup>. having taken two Brig<sup>tines</sup>. from Malaga laden with Fruit for London<sup>2</sup>—I ordered them for this Place or Bourdeaux—I did not meet with an Oppertunity of making a greater number of captures my orders were not to Cruise unless I saw a fair Oppertunity—I however brought too a great number of Vessels which did not appear to be English property.

I fell in with a Fleet of Ten Sail about 80 leagues to the Westward of Ushant under a strong Convoy—but they were kept so close together that I found it impossible, notwithstanding my endeavours, to detach some of them from the Convoy.—<sup>3</sup>

The *Ranger* wants Iron Ballast and spare sails—she is rather Crank owing to the want of the former—and to her being somewhat-over-Masted—I think it will be necessary to reduce her lower Masts and her bottom is very foul—I shall loose no time but go on with the necessary Outfit in order to have her as soon as possible in order for Service.—I wait your orders which I shall obey with particular pleasure—I have sundry Orders which I shall forward with the dispatches now in the hands of Mr Williams for your perusal.

As the post is Just going I must curtail my letter.—Our affairs in America I left in the most promising Situation. I have the honor to be [&c.]

Jn<sup>o</sup> P Jones

L, PPAmP, Benjamin Franklin Papers, vol. 7, 129. Docketed: "Capt<sup>n</sup> Jones Decr 1777/Aug<sup>t</sup>—30—/containing a Plan for/the Navy."

1. Dated 3 June and 30 Aug., NDAR 9: 9–10, 849–50.

2. *George and Mary*.

3. H.M.S. *Invincible*, Captain Hyde Parker, Sr., with the home-bound Gibraltar convoy.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

Hon<sup>ble</sup> Gentlemen

(N<sup>o</sup> 96)

Nantes Decem<sup>r</sup> 4. 1777.

I have at present to inform you of the arrival of the Frigate *Ranger* Cap<sup>t</sup> Jones with the Duplicates of the Dispatches I sent you by M<sup>r</sup> Austin.<sup>1</sup> This Ship left portsmouth the 1<sup>st</sup> of November but brings not a syllable in addition to what we have had, and as Cap<sup>t</sup> Jones tells me that his Dispatches were on board before M<sup>r</sup> Austin sailed, I conclude that the Expence of a Courier Express may be saved, and accordingly shall keep them a day or two in expectation of a private hand. If I am disappointed in this I shall then send off a man and horse.—If you do not intend that Cap<sup>t</sup> Jones shall immediately sail I shall be glad to send my men on board of his Ship as I am afraid of uneasiness among them so little Room is there for them on board the *Dolphin*. Cap<sup>t</sup> Jones made two prizes<sup>2</sup> in his way hither, but they are not yet arrived here. . . . I am [&c.]

J Williams J

L, ViU, Lee Family Papers. Addressed: "The Honourable/The Commissioners of the/United States." Docketed: "M<sup>r</sup> Jon<sup>a</sup> Williams/Nantes Dec<sup>r</sup> 4/1777/(N<sup>o</sup> 96)." The paragraph not printed deals with debts of the Congress to two French officers.

1. Jonathan Loring Austin, sent by the Massachusetts Board of War, left Boston on 31 Oct., arrived at Nantes on 1 Dec., and reached the Commissioners at Passy on 4 Dec. with news of the American victory at Saratoga and the British capture of Philadelphia. Francis Wharton, *The Revolutionary Diplomatic Correspondence of the United States*, 6 vols. (Washington: 1889), 1: 630–31.

2. Brigantines *George and Mary*.

CAPTAIN GUSTAVUS CONYNGHAM TO THE AMERICAN COMMISSIONERS IN FRANCE

Si<sup>r</sup>

ferroll. Decemb. 4th.

I was Yesterday Oblidg<sup>d</sup> to put in hear being Chased all the forenoon by A frigate, & the Weather Being Bad I thought it most prudent to put in, I See by your Letter to the prize master of the Brig heare<sup>1</sup> that you imagine theare will be Some Dispute by the reason of the Cap<sup>t</sup> protest She was So nyh [*nigh*] the Shore this every body is Sure it his interest So to do, but will not our protest be of equal force I think it Ought to be and funder neither Vessels or from the shore Can be any Witness one way or Other but to Close all I have Sold her and Cargoe to the same man that bought the *two Brothers*, for the Sum of Six thousand hard Dll. [*dollars*], the half to be paid Directly to me the Other half to you in 30 Days. With Giving you sufficient Suerty and he to run all risque Whatsover in every Case, and I beleive will Close the Bargaine with him for the Other Brig that is with you if not Sold, On this head Shall Write you if Concluded on, the next Newfoundland fleet will be on the Coast in 8 or 10 days if winds will Answer—

LB, UKLPR, H.C.A. 32/441/7, pt. 1.

1. Brig *Syren*, James Renolls master. See Herman Katencamp to Lord Weymouth, 3 Dec. 1777, above.

December 5

## CAPTAIN JOHN PAUL JONES TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Nantes Dec<sup>r</sup>. 5<sup>th</sup>. 1777.

I had the honor of writing to you yesterday by post under cover by M<sup>r</sup>. Williams—I inclosed copies of two letters which I wrote you previous to my departure from Portsmouth—together with a plan which I drew up at Philadelphia on the Regulation and Equipment of our infant Navy.—I now inclose you a letter which I had the honor to received in charge from the Secret Committee in May last <sup>1</sup>—My then orders were to deliver it into your own hands—but as M<sup>r</sup>. Williams Assures me that he will send it by an Opportunity Altogether certain—and as I think my presence here is necessary for a few days until the Equipment &<sup>ca</sup>. of the *Ranger* is fairly begun I have taken the liberty of putting the letter into his care.

I am here ready to receive and to pay cheerful and prompt Obedience to your Orders. It is my first and favorite Wish to be Employed in Active and Enterprizing Services When there is a prospect of rendering Acceptable Services to America. The singular Honor which Congress hath done me by their generous acknowledgements of my past Services hath inspired me with Sentiments of Gratitude which I shall carry with me to my Grave—and if a life of Services devoted to America can be made instrumental in securing its Independence I shall regard the continuance of such Approbation as an honor far superiour to what Kings ever could bestow.—

I am ready to lay before you my Orders which I have received from Congress—at present I take the liberty of inclosing for your inspection a very honorable and Unexpected Appointment which I received in Feberuary last the intention whereof was rendered Abortive by the Jealousy of the then Commodore Hopkins.<sup>2</sup>

I have always since we have had Ships of War been persuaded that small Squadrons could be employed to far better Advantage on private expeditions and would distress the Enemy infinitely more than the same force could do by cruising either Jointly or Seperately—were strict Secrecy Observed on our part the Enemy have many important Places in such a defenceless Situation that they might be effectually Surprised and Attacked with no very considerable Force—We cannot yet Fight their Navy as their numbers and Force is so far Superiour to ours—therefore it seems to be our most natural Province to Surprize their defenceless places and thereby divide their attention and draw it off from our Coasts. but you see that my honorable Correspondent is, and I know that many others are of the same opinion.

I wish for opportunites to testify with how much respect I have the honor to be  
[&c.]

L, DNA, PCC, item 58, pp. 133–36 (M247 roll 71). Addressed at foot: “The Hon<sup>ble</sup>/B. Franklin, S. Deane and/A. Lee Esq<sup>ts</sup>.” Docketed: “Nantes 5<sup>th</sup> Dec<sup>r</sup>. 1777./To the Hon<sup>ble</sup>. B. Franklin/S. Deane, and A Lee Esq<sup>ts</sup>. Paris.”

1. Secret Committee of the Continental Congress to the American Commissioners in France, 9 May 1777. *NDAR* 8: 941.

2. On the unrealized plan to have Jones command a squadron in the Caribbean and Gulf of Mexico, see *NDAR* 7: 1109–12, 1315–16, and 1318–20.



## CAPTAIN JOHN PAUL JONES TO BENJAMIN FRANKLIN

Honored Sir

Nantes Dec<sup>r</sup> 5<sup>th</sup>. 1777.

I take the liberty of inclosing two introductory letters<sup>1</sup> Addressed to you in behalf of my Lieutenant<sup>2</sup>—Who since his embarkation into the Service in July last under my Command hath behaved with becoming dilligence and Attention to duty.—should I have the honor of being called to Paris—or should any Alteration immediately take place in my Command I shall have an Opportunity of giving you further information on this head meantime I am [&c.]

Jn<sup>o</sup> P Jones

L, MH-H, Autograph file. By permission of the Houghton Library, Harvard University. Addressed at foot: "The Honorable/B. Franklin Esq<sup>r</sup>." Docketed: "J. P Jones Nantes/Dec<sup>r</sup> 5. 1777."

1. Not found.
2. Thomas Simpson.

"EXTRACT OF A LETTER FROM AN OFFICER ON BOARD THE *RANGER* CONTINENTAL SHIP OF WAR, JOHN PAUL JONES, ESQ; COMMANDER, DATED NANTZ, DECEMBER 5, 1777."

"We arrived here after a pleasant Passage of 32 Days—Near the Land's End, a Man at the Mast Head saw 17 Sail, which we gave Chace to, and they proved to be the Gibraltar Fleet, under Convoy of a 74 Gun Ship;<sup>1</sup> and we had then got under his Command with the two Prizes we had taken,<sup>2</sup> and knew not what to do, but our Captain took a very wise Step, which was, to heave to with the Convoy, and there lay with our Prizes, 'till the Commodore of the Fleet made Sail, which was in about two Hours; we then made Sail with the Convoy and tarried with them until almost Night, and then tackt Ship to the Southward, and got clear: had he suspected us to be Americans, we must have been captur'd, but he took us and our Prizes to be Part of his Convoy. I believe Capt. Jones will get a Frigate, he is a Gentleman of great COURAGE and CONDUCT, and is deserving of the best Ship in America; his men greatly like him, I expect we shall have bloody Noses before we return, especially if Capt. Jones keeps the *Ranger*, for he had as lives run along-side of a Frigate as a Merchantman. A Brig arriv'd from Boston<sup>3</sup> the Day before us and brought the News of Burgoyne's Surrender."

*Freeman's Journal, or New-Hampshire Gazette* (Portsmouth), 14 Apr. 1778.

1. H.M.S. *Invincible*, Captain Hyde Parker, Sr.
2. Brigantines *George* and *Mary*.
3. Brigantine *Penet*, John Harris, master, engaged by the Massachusetts Board of War to transport Jonathan Loring Austin with dispatches to the American Commissioners in France.

JOURNAL OF H.M.S. *BEDFORD*, CAPTAIN WESTERN VARLO

1777

December

Friday 5<sup>th</sup>Cape Finesterre S 32° [*illeg.*] Dis<sup>t</sup> 12 Leagues

Mod<sup>e</sup> and fair at 7 AM saw and gave Chace to a Sail in the SW<sup>t</sup>.  
Q<sup>r</sup> at Cape Finestere bore SBW Dis<sup>t</sup> 12 L<sup>s</sup>. at Noon spoke with the  
Chace found her the *Annie* Brig from Newf<sup>d</sup>. which had been  
taken by the *Sturdy Beggar* 11<sup>th</sup> Nov<sup>r</sup> and was going to Bilboa or  
Bordeaux

Cape Finestere EBS Dis<sup>c</sup> 8 Leagues  
 Mod<sup>c</sup> and Fair W<sup>r</sup> at 1 PM gave Chace to a Sail in the NW<sup>t</sup> Q<sup>r</sup>  
 at 2 spoke with and found her the *New Amelia* from London bound  
 [to] Madira.

D, UKLPR, Adm. 51/94.

## December 6

### WILLIAM MORAN TO BENJAMIN FRANKLIN

Reverend Sir

Both my duty and present Situation oblige me to take the liberty of writing to you; Had I been treated as any man of my station should Expect here At Dunkirk, I could have been of some Service to the Cause long since, moreover there is no greater Sign of Our Departure at present than was ten days Ago as the wind still continues in the same point, besides Our Going to Nants by Sea is very precarious, as there are so many people here who make it their business to inform the English of the most minute things that Are here transacted And who very well know we are for Going there, however should the wind Serve we must go, as for my part, which is in some Respect Shamefull, I have not the Second shirt to wear nor much of Any other Apparel, however I must content myself untill I get to Nants, where I earnestly Reacommend myself to your protection. I have Served since the year Seventy five,<sup>1</sup> And Sailed from Philadelphia in the month of february last, honoured with The Commission of first Lieutenant on board the *Hornet* A Continentol Sloop Commanded by John Nicholson Esq. Now in Forton prison from whence I have made my Escape with five others all Safe Arrived; I have met with M<sup>r</sup>. Johnston<sup>2</sup> of London who treated me most kindly and payed my Expences to Dunkirk And Gave me An order upon M<sup>c</sup> Blake<sup>3</sup> here, which he should have Accepted had M<sup>r</sup>. Hodge not been here, who took no more notice of me than of the lost Sailor. I have the honour Sir of Subscribing myself [&c.]

Dunkirk 10<sup>bre</sup> y<sup>c</sup> 6<sup>th</sup>. 1777

W: Moran

L, PPAmp, Benjamin Franklin Papers, vol. 7, 135. Addressed: "A Monsieur/Mons<sup>r</sup> le Docteur Franklin/À Pasty/À l'Hôtel de/Valentinois/A Pasty/pres de Paris." Docketed: "W. Moran."

1. Moran earlier had been a master's mate in *Andrew Doria*. NDAR 4: 712, 1329; 5: 29, 727; 9: 1007.

2. Joshua Johnson, a Maryland native, living as a merchant in London. *Papers of Benjamin Franklin* 24: 209.

3. Perhaps William Blake of South Carolina, merchant at Nantes.

### GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

à Versailles le 6. X<sup>bre</sup>. 1777.

J'ay reçu, Monsieur, votre lettre du 1<sup>er</sup> de ce mois par laquelle vous m'informez que les Cap<sup>nes</sup>. des frégattes anglo américaines le *Raleigh* et *Lalfred* sont arrivés à L'Orient, et que vous leur avez notifié de mettre en mer au premier vent; j'approuve ce que vous avez fait à ce Sujet. Je Suis [&c.]

de sartine

[Translation]

Versailles, 6 December 1777.

I have received, Sir, your letter of the first of this month by which you inform me that the captains of the American frigates *Raleigh* and *Alfred* have arrived at L'Orient, and that you have notified them to put to sea with the first wind. I approve of what you have done on this subject. I am, [&c.]

de sartine

L, FrLAL, series 1, E<sup>4</sup> 80, fol. 187. Addressed at foot: "M. Gonet à l'orient." Docketed: "Classes R."; "Mariners' Registration Received."

GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

Versailles 6. X<sup>brc.</sup> 1777.

Je reçois des plaints, Monsieur, que vous voulez forcer les Capitaines des frégates américaines de partir sans leurs vivres et leur artillerie. Si cela est vous allez trop loin: il suffis que vous exigiez leur départ dès qu'elles seront en stat de reprendre la mer. Je vous prie de me mander ce qui en est; et en faisant executer les ordres que Je vous ai donnés ci-devant, de ne point donner lieu à des plaints sur la maniere dont vous les exécutés. Rappelez vous ceque Je vous ai dis moi même à ce Sujet. Je Suis [&c.]

de sartine

[Translation]

Versailles, 6 December 1777

I am receiving protests, Sir, that you wish to force the captains of the American frigates to leave without their provisions and their artillery. If this is true, you are going too far: It suffices that you require their departure as soon as they are in readiness to put to sea. I ask you to inform me what the situation is, and in putting into execution the orders which I have given you formerly, do not give occasion for protests over your manner of their execution. Call to mind what I have told you personally on this subject. I am, [&c.]

de sartine

L, FrLAL, series 1, E<sup>4</sup> 80, fol. 183. Addressed at foot: "M Gonet." Docketed: "R. le 10 X<sup>e</sup>"; "Received 10 December."

DU BOISVIOLETTE GENEVOIS & CIE. TO BENJAMIN FRANKLIN

Sir

Having made an agreement with M<sup>r</sup> John King in behalf of the Common Wealth of Wirginia for a quantity of Salt to be deliver'd in James River, & our Ship the *Algonquin*, as you'll be pleased to See by the inclosed Contract, this Ship is quite ready Since a fortnight to put in Sea, only expecting a fair Wind, having for Pilote for the American Cost M<sup>r</sup> Joseph Pryce from Philadelphia who is returning to america after having been a Six months time detained Prisoner in England by the Treachery of his Crew.<sup>1</sup>

The merit of this is to ask the Favour of you, to give us the Signals that we are to use upon the Cost of America for to avoid running in to any harbour where there may

be any English Men of Wars riding for ancor, and as We are intirely unknown to you, we Send this under the Cower of our Friends Mess<sup>r</sup> Dupont & Fils Banq<sup>rs</sup>. at Paris, who will inform you that We are not able to abuse of the favour we asks, and We dare Say that our ship in the present Circonstances, will be much desired in Virginia.

We Expects the favour of few words in answer ꝓ the first post, and return of the Contract, remaining most respectfully [&c.]

Nantes Dec<sup>r</sup> 6<sup>th</sup> 1777.

du Boisviollette Genevois & Co

L, PPAmP, Benjamin Franklin Papers, vol. 7, 132. Addressed at foot: "Benj. Francelin Esq<sup>r</sup> at Paris." Docketed: "Du boisviollette/Dec<sup>r</sup> 6 1777."

1. For Joseph Price's capture and imprisonment, see *NDAR* 8: 869–70; 9: 371–72.

# JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon<sup>ble</sup> Gentlemen

Nantes 6 Dec<sup>r</sup> 1777.

I have kept the Duplicates of the Dispatches to this Time in Expectation of a private Hand, that failing I am now obliged to send a Man on purpose, but in the least expensive way. If you have no further commands for him please to discharge him directly; he is not to return Post unless you order him so to do.—

The minister lately sent orders to stop the *Lion*, after that, orders came to allow but a certain number of men to each Ship, and now to compleat our ruin, Orders have arrived at the Commissarys, that the french merchant who fits out Ships for the French Islands shall give security at the Office that they shall go directly thither. . . . and the Captains and Crews shall return to France, in failure of which he is to answer in his proper Person.<sup>1</sup> This stops every Expedition that is now preparing as French Property for america as neither M<sup>r</sup> Peltier nor any other Frenchman will subject himself to the penalty. I presume that the late good news from america and the present prosperous State of our military affairs will operate to obtain from ministry a repeal of these orders, in expectation of which I shall go on loading the Ships (which are continually taking in, but if you cannot obtain an alteration in these orders, we shall not be able to dispatch any of them. I therefore hope that the present moment of our prosperity will be employed to procure a permission to sail, For we are already much too far advanced in the Season.

You have never recalled your orders to me relating to the management of the Ships of War Prizes &c. I was therefore on the arrival of the *Ranger* at a loss how to act. I will never disobey your Directions and yet I wish to avoid disputes, which can do no good, and may do hurt to our affairs; in this Situation M<sup>r</sup> Ross undertook to settle the matter between M<sup>r</sup> Morris & myself and desired him to empower me by Letter to act.—M<sup>r</sup> Morris spoke to me about it himself, and expressed his wish for a good understanding between us, I told him I desired to preserve it, and wished only to do my Duty to you and the public. He then wrote me a Letter by which he gives me the management of concerns in future, in the manner he has hitherto done to Mess<sup>rs</sup> G and P.<sup>2</sup> I in answer accept it, requiring him to furnish me from Time to Time with the necessary Funds.<sup>3</sup>—These we shall no doubt be obliged to apply to you for, over & above what we may be able to get out of the hands of the above mentioned House, and the proceeds of prizes; one arrived to day, a small Brig with Lemons Raisins & 11 quarter Cask of Wine, which we have run off at 12500 Livres; this is as

much as I expected to get for her.—The Frigate will want many supplies, and must have them from some where, it was therefore necessary that some steps should be taken, and let who will transact the Business I suppose the money must in the end be paid by you. My Object therefore in consenting to this arrangement, was only that the public Business should not suffer, and by it I comply with your orders without opposing any one. I do not wish to interfere in the matter, nor is it my desire to make any private advantages. I only strive to do my Duty without any disagreeable altercation, but if you see any impropriety in this piece of Conduct, I beg you will signify it and I will act agreeable to your orders only; I flatter myself however you will not disapprove of the measure, or, if you do you will kindly allow my Intentions to have been good & point out my Error.—I have the honour to be [&c.]

J Williams J

L, PPAmP, Benjamin Franklin Papers, vol. 7, 124. Addressed at foot of letter: "The Hon<sup>ble</sup> Comm<sup>rs</sup> of the United States." Docketed: "Jon<sup>a</sup> Williams/Nantes 6 Dec<sup>r</sup> 1777." Notation: "pointmartin."

1. Ellipsis in the original. For the order referred to see Gabriel de Sartine to Charles Pierre Gonet, Commissary of Marine at L'Orient, 2 Dec., above.

2. Gruel and Penet.

3. Thomas Morris, stating that private business fully occupied his time, consented to having Williams take care of the business of the Secret Committee, splitting sales commissions between them. Williams agreed to the arrangement. Morris to Williams and Williams to Morris, both 5 Dec. 1777, PPAmP, Franklin Papers, vol. 7, 131, and vol. 37, 123.

"EXTRACT OF A LETTER FROM CADIZ, DEC. 6, FROM THE MASTER OF THE  
TWO SISTERS, A NEWFOUNDLER."

"On the 12th ult. a few leagues to the westward of Cape Ferrol, we fell in with an American privateer, called the *Boston Hero*, of 18 guns and 120 men, who ordered all the crew into a pilot-boat we spoke with, that landed us at the Groyne. His sending us all on shore, made me suspect he meant to dispose of the cargo at some of the Spanish ports: I therefore wrote to Cadiz, as the wind was fair for that port when they took us, giving a description of the vessel to Mr. Williams, who by return of post informed me of her arrival there. I immediately set out for this place, and on my arrival entered a protest against her being sold, or her cargo, and doubt not of her being restored to me. I find the above is the usual way the American privateers now do; they get rid of the English crew, then put in hands of their own, forge papers, and pretend they come from America."

*London Packet*, 22–24 Dec. 1777.

## December 8

### EARL OF SANDWICH TO LORD NORTH

A Paper sent to Lord North on 8th December 1777 relative to the American war and urging more efforts to be made at home.

The mode of carrying on the war in America has been such for the last two years that the fleet has not been employed in the purposes in which it can be most useful

towards distressing the enemy, and making them feel their inability of holding out against the mother country.

Lord Howe has had this year under his command about 90 ships of all sorts, six of them of the line and ten two-deck ships, that is to say ships of fifty and forty-four guns; and it was natural to suppose that with such a force properly stationed he could have made it very difficult for the Americans to receive their supplies, carry on their trade, and fit out privateers to annoy the trade of Great Britain. The contrary however has been the case [*has happened*], because the greatest part of Lord Howe's fleet has been employed in convoying, embarking and disembarking the troops, and attending the operations of the army, which his Lordship in his first letters after his arrival in America mentions as his principal object, to which all others must give place. I do not mean to say that this was wrong, but the consequence of it was that our trade suffered, and that the enemy got the supplies from Europe by which they have been enabled to resist us.

It must not however be imagined that any force will be sufficient entirely to execute the purpose of blocking up all the rebels' ports and putting a total stop to their privateering; for along so extensive a coast, full of harbours and inlets, many ships will in spite of all our efforts get in and out by taking advantage of their knowledge of the coast, of dark and long nights, and events of wind and weather favourable to their purposes. However, we may certainly distress them infinitely more than has hitherto been done, and throw such burdens upon their trade and privateering as to make it difficult to carry on either without considerable loss, which, it is to be hoped, together with their want of necessaries from Europe, would soon make them tired of the war.

But in order to be able to employ the naval force in America effectually to this purpose, it is absolutely necessary that the army should secure the possession of several places along the coast which are tenable (independent of a fleet to defend them) against any force the Americans can bring against them. These places must be such as the King's ships can resort to at all times and seasons, and which will give them shelter and refreshments for their men; and it is necessary that one of them at least (exclusive of Halifax) should afford complete and secure conveniences for careening and refitting the ships, without which both the ships and men will soon become unfit for cruising, which it is to be feared is already the case of many of Lord Howe's squadron.

Such ports are absolutely necessary, and without them no such naval war as is now recommended can be maintained so as to answer the purposes expected; for it must be remembered that cruisers can keep the sea only for a limited time, and that they must have friendly ports to repair to, to wood and water, and to supply their want of stores, and repair their defects, as also for the preservation of the health of their people. This was the idea of the Admiralty from the beginning of the war, and Lord Howe was accordingly by his instructions directed to consider and propose to us what ports were in his opinion properest for these purposes; but he has as yet made no return thereupon.<sup>1</sup>

To supply what has been omitted in this particular, I would propose that a commissioner of the navy with proper assistants should go over in the first ships, with power to make such naval establishment and in such place as upon consulting with Lord Howe shall be thought most advisable. New York, Rhode Island, or Philadelphia, would in all probability effectually answer these purposes; but it is impossible to decide the point at this distance, and therefore I would leave it to be settled on

the spot and with Lord Howe's advice, who from the experience he has had and his local knowledge will be, it is to be presumed, a perfect master of the subject.

The Navy Board should be directed to send out what materials and artificers they may think proper for the beginning such establishment; but as it will take some time before this business can be completed, particular attention should be had, and immediate orders given, to provide for the security of Halifax, which since the late fatal event is in my opinion in imminent danger of an attack from New England early in the spring. If that important place should fall into the hands of the enemy, it would be a blow not easy to be recovered, as it is the only port in the whole continent of America where ships can be cleaned and refitted at this time, and is the seat of a commissioner of the navy with an established naval yard and proper artificers and materials for carrying on the business. It is to be always remembered that the fleet alone cannot defend the place, and that there must be a reinforcement of troops and additional works, if the present are not sufficient to repel every attempt of an enemy. While the American forces were employed at a distance, and the people of New England were expecting an attack at home, a small garrison was sufficient; but that is no longer the case, and as the rebels have no better means of employing their northern army than in attacking Canada or Halifax, and probably both, it seems to be our duty to attend to the security of these very important posts.

And for the better carrying on the naval service in that very extensive continent, it seems advisable that the command should be divided into two parts at least, viz the northern and southern; the first to include all Nova Scotia and Canada, the other from the Bay of Boston inclusive to Georgia. [But this cannot effectually take place till the naval establishment in the centre is formed; and therefore Lord Howe should be directed to send a sufficient naval force to Halifax early in the spring to cooperate with the land forces in case the place should be attacked.]

It is much to be wished that a separate command was also fixed in the southern colonies; and perhaps Port Royal in South Carolina would be a very proper place for the headquarters of that squadron. But I fear that at present this arrangement cannot be executed, for unless we are masters of the shore by means of our army, or by the goodwill of the inhabitants, none of the purposes wanted for the fitting and refreshing our ships can be obtained; and I can see nothing more to be done with regard to that district as yet than to leave it as it now is, giving directions to Lord Howe to employ as many cruisers to the southward as he can possibly spare, and to relieve them from time to time from his central post.

[It would also be highly proper to have a separate command for the Floridas and the Bahama Islands, for the security of those colonies and the Jamaica trade passing the Gulf: this command should consist of frigates and such vessels as the harbours in those parts will admit and afford them a proper place to careen and refit.]

Lord Howe should be told that his principal object now should be to block up the American ports, [and also to cooperate with the army in any attempts that may be thought advisable and practicable for making ourselves masters of those ports, destroying their shipping, and alarming and attacking their coast upon every proper occasion].<sup>2</sup> For these purposes he should keep as many cruisers at sea in small squadrons as his force will enable him to do; and it should be pointed out to him to be particularly attentive to the sending frequent intelligence to England of any armed vessels fitting out in America, for want of which 18 rebel privateers of whose exis-

tence we had no intelligence from his Lordship sailed at once from Boston and Salem [and came upon us unprepared in different parts, having appeared first on the Banks of Newfoundland where they took the *Fox* and did considerable damage to the fishery, while others attacked the homeward-bound West India convoy, and some had the audaciousness to insult our own coast and the trade in the British Channel].

It seems to me to be within the scope of the present subject to say a word or two on the state of our naval force at home [*as all our exterior efforts are derived from that centre*], and to consider whether it is adequate to the services that may be expected from it. We have 42 ships of the line in commission at home, which may fairly be considered as ready for service. I fear that France and Spain united have at least an equal number in Europe in commission, and I believe they have many more ready to receive men. I observe that France has only sent one ship of the line out of Europe, therefore her whole naval force may be said to be at home. Spain has no less than 42 ships of the line in commission, many of which are in foreign parts; and they certainly already have or can collect a formidable fleet at the Havana without detaching from Europe.

[The French have lately sent a large number of troops to their West India islands, with artillery and artillery officers, dismounted dragoons, and every other apparatus of war.]

We are vulnerable by a fleet at Jamaica, the Leeward Islands, and in North America, even without the aid of land forces; and with their aid, in the East Indies, and (if the Governor of Gibraltar's late account is true that he cannot defend the place without double his present garrison) in the Mediterranean also.

As soon as France determines to make war a squadron will be sent to attack us in one of these parts. We shall not know where the storm will fall, therefore the only measure of safety will be to have a respectable force in every part, [or at least to have a sufficient force in readiness at home to make large and immediate detachments to all our distant possessions]. Will our 42 ships supply the necessary detachments to answer this purpose, and to leave us superior at home to anything the House of Bourbon can bring against us in Europe after their detachment is made? Certainly not. Therefore, unless we are sure that France has no hostile intentions, is it prudent for us to remain a moment longer in our present state?

It will take a twelvemonth to get 25 more ships of the line ready for sea; 7 of these 25 (including the *Victory*) are now ready to receive men, and if they were commissioned would be ready for sea early in the spring; and 7 others would be immediately taken in hand, and ready to be commissioned in about two months. If we are in imminent danger of a foreign war (which in my opinion is the case), a day ought not to be lost. What shall we have to answer for if we are taken unprepared, and reduced to the necessity of either leaving our distant possessions undefended or seeing France and Spain in the Channel with a superior fleet?

In short, if we are certain that France and Spain will not take advantage of our distresses, our force at home is more than sufficient, and the public ought not to be burdened with that enormous expense; but on the other side, if from their falsehood and repeated breaches of their most solemn promises relative to succours sent to America, [and from the great armaments they have made notwithstanding the distress of their finances, at least those of France,] we may conclude that they are at the bottom our inveterate enemies, and are only waiting for the favourable moment to



strike the blow, I do think we risk the whole with regard to the safety of our country if we are any way remiss in using every precaution and exertion for our defence that our present circumstances require.<sup>3</sup>

I would therefore humbly advise that the 7 ships now ready to receive men, or at least 6 of them, should be commissioned, and that orders should be given for getting an equal number ready to receive men. Before it comes to their turn to be commissioned, events will show whether it is necessary to proceed farther.

*The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty 1771–1782*, edited by G. R. Barnes and J. H. Owen, 4 vols. ([London]: Navy Records Society, 1932–38) 1: 327–35. The editors note: “There is another copy, marked ‘sent to Ld North Dec: 7th 1777’ and endorsed thus: ‘Opinion about the Naval War Dec: 8th 1777 sent to Ld North shewing the impropriety of trusting to the promises of France & Spain, and proposing further Armaments.’ Both copies are in the Earl of Sandwich’s writing. Passages in square brackets in the paper printed here are insertions in the other copy: passages in italics within square brackets are in the other copy, but not in the one printed.”

1. Lords of the Admiralty to Richard, Lord Howe, 4 May 1776, UKLPR, Adm. 2/1332.

2. This passage marked in the original “added by the desire of Ld. Geo. Germain”; it is only an insertion on the other copy.

3. In the other copy the last few lines of this paragraph read thus: “. . . safety of our country and our personal security (which God knows is a very small article in the present consideration), if we are any way remiss in using every precaution and exertion for our defence that God and Nature have put us in possession of.”

SILAS DEANE TO JONATHAN WILLIAMS, JR.

Dear Sir

Passy 8<sup>th</sup> Dec<sup>r</sup> 1777—

The Commissioners expect in about Eight or Ten Days to dispatch another Packet for America & Consequently will not detain Cap<sup>t</sup> Young<sup>1</sup>—I send you the Gazette Extraordinary of the Court of London which peruse & forward to M<sup>r</sup> Hancock with the other News Papers sent you—We are still uncertain how soon Cap<sup>t</sup> Nicholson will be ready for Sea, or if you have Shipp’d all the Goods on Montieus Two Vessels or other ways. please to be explicit on this subject in your next—

I hope Cap<sup>t</sup> Nicholson may set out for Nantes or elsewhere to meet his Ship the last of this Week, when we shall finally determine on his destination There is no mention of you in the Dispatches from America nor any thing said on the old Subject—I hear that a Continental Ship of War is arrivd at Nantes with Duplicates of the last Dispatches tell us in your next what Ship this is & what her Errand<sup>2</sup>—I am &c  
SD—

PS as to Cap<sup>t</sup> Elliot & the other Officers at Nantes I must leave it with you to supply their present wants in the most Oeconomical manner consistent with their Stations. I hope they will not expect more than Pocket money, & to purchase necessary Cloathing for the Voyage—As to paying wages due from Congress to them we cannot do it—

You will take Rec<sup>d</sup> of them for the Sums paid and give a Duplicate to Cap<sup>t</sup> Nicholson to Settle in America—

LB, CtHi, Silas Deane Papers. Addressed at foot: “M<sup>r</sup> Williams.”

1. Williams wrote the commissioners on 2 Dec. requesting instructions whether to detain Young’s dispatches, in expectation of additions to them, or to send Young off immediately. *Papers of Benjamin Franklin* 25: 232.

2. Continental Navy ship *Ranger*, Capt. John Paul Jones.

## December 9

GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

Versailles 9. X<sup>bre</sup>. 1777.

J'ai reçu, Monsieur, La lettre que vous m'avez écrite le 1<sup>er</sup> de ce mois contenant les réponses aux questions que je vous avois chargé de faire au Cap<sup>e</sup>. Fautrel; Et Sur le Compte que j'en ai rendu au Roy Sa M<sup>é</sup>. a bien voulu agréer Sa justification et faire cesser Sa détention.<sup>1</sup> Je joins ici en conséquence l'ordre pour le faire mettre en liberté que vous signifierez au Géoluer des prisons de l'orient.<sup>2</sup> Je Suis [&c.]

de sartine

[Translation]

Versailles, 9 December 1777

I have received, Sir, the letter which you wrote me on the first of this month containing the answers to the questions that I had charged you to ask Capt. Fautrel. And on my reporting this to the king, His Majesty has been pleased to accept his justification and order the end of his detention.<sup>1</sup> I am attaching, therefore, the order to set him free which you will give to the jailer of the Lorient prisons.<sup>2</sup> I am [&c.]

de sartine

L, FrLAL, series 1, E<sup>4</sup> 80, fol. 207. Addressed at foot: "M. Gonet." Docketed: "R. le 15." "Received the 15th."

1. On 2 Dec., Sartine had instructed Gonet to tell Fautrel that "nothing will excuse him from carrying out the precise orders which you will have given him before his departure." Ibid., fol. 177.

2. The order to release Fautrel is at ibid., fol. 208.

JOURNAL OF H.M.S. *RESOLUTION*, CAPTAIN SIR CHALONER OGLE

[1777]

Dec<sup>er</sup>

Tuesday 9

Cape Ortugal S<sup>o</sup> 18.46 E<sup>t</sup> distance 34 Leagues  
fresh gales & Cloudy at 6 AM/Saw 2 Sail to the S<sup>o</sup>wards, wore  
Ship & gave Chace, Punish'd Alex<sup>r</sup> Forbes, w<sup>th</sup>. 12 lashes for Mu-  
tiney, ½ past 11 brought the chace too, found her the *Smyrna Gal-*  
*ley*, taken by y<sup>e</sup> *Sturdy Beggar* Provincial Privateer, hoisted y<sup>e</sup> Boats  
out & brought the Prisoners on board, sent the 4<sup>th</sup> Lieut<sup>t</sup>, a Mate,  
a Midshipman & Men to take charge of her

Cape Finnistaer S<sup>o</sup> 25 19 E<sup>t</sup> distance 20 Leagues.  
fresh Breezes & Cloudy at 1 PM/ Made Sail after the *Sturdy Beg-*  
*gar* At 3 Sprung y<sup>e</sup> foretopmast at 4 tk<sup>d</sup> Ship at 5 in 2 R Top-  
sails hove to for y<sup>e</sup> *Smyrna Galley* At 6 Sett the foresail at 11 Saw  
a light in y<sup>e</sup> SW Q<sup>r</sup>

D, UKLPR, Adm. 51/778.

## CONDE DE FLORIDABLANCA TO CONDE DE ARANDA

[Extract]

N<sup>o</sup>. 3.Ex<sup>mo</sup>. S<sup>or</sup>.

Ha destinado V.E. la Carta N<sup>o</sup>. 1178. de 26. de Noviembre <sup>1</sup> á los puntos rela-  
tivos á las Colonias Anglo-americanas, y voi á contextualarla despues de haber enter-

ado al Rey de las diversas especies que contiene, y tomado sus R<sup>s</sup>. ordenes sobre cada punto.

Ha parecido mui bien á S.M. quanto V.E. ha trabado con M<sup>r</sup> Grand, interlocutor de los Diputados Americanos, sobrè la restitution de la embarcacion Francesa la *Fortunée* cargada para el Comercio de Cadiz, y apresada por un Cosario insurgente,<sup>2</sup> por la sola razon de venir de Puerto Ingles con generos Yngleses.

Mediante las ofertas hechas á V.E. por esos Diputados de escribir inmediatamente al Congreso para la restitution de la presa y resarcim<sup>to</sup> de todos perjuicios, las medidas que iban á tomar para evitar se incurriese en adelante en otros atentados de igual naturaleza, el sentimiento con que se hallaban, su sumisa disposicion á quanto pudiese satisfacer á S.M. y la confirmacion de estas expresiones en la Memoria<sup>3</sup> que entregaron á V.E. y me remite, queda S.M. enteram<sup>te</sup>. satisfecho, y aprueba admitiese V.E. la Memoria, puesto de acuerdo anticipadamente para ello con el S<sup>r</sup> Conde de Vergennes.

Ahora manifestará V.E. á los Diputados para su consuelo, que su deferencia y disposiciones han merecido el agrado de S.M. asi como el insulto del Cosario le causó gran desagrado; que precisa recomienden al Congreso mucha firmeza en hacer executar las órdenes que tienen sus Armadores de respetar el Pavellon Español y no inquietar en ninguna manera su Comercio, pues no podrá tolerar S.M. lo contrario, y que en el caso presente, prescindiendo de la pronta restitution y resarcimiento completo de daños, de que no desistirá S.M., experimentarán como hasta ahora la continuacion de los efectos de la R<sup>l</sup>. liberalidad y compasion con que los mira su magnanimo corazon, y de que verán pruebas efectivas y no escasas.

Este mismo en todas sus partes expresará V.E. para su noticia al S<sup>r</sup> Conde de Vergennes.

Para gobierno solo de V.E. le diré que la intencion del Rey en qualesquiera socorros que haga á los Americanos, és no legarse con promesas ni contratos por muchas consideraciones que interesan tanto su honor quanto su politica, combinando todas las circunstancias actuales de Europa con nuestros intereses y la situacion de nuestros negocios.

Queda enterado S.M. de haber recibido M<sup>r</sup> Lee Cartas credenciales del Congreso que le autorizan directamente para España, y aprueba la respuesta que dió V.E. á su insinuacion de si vendria personalmente á noticiarlo; pues si hubiese venido, no solo no hubiera permitido S.M. se le escuchase ni admitiese á tratar negocio alguno sino que le hubiera hecho salir, no siendo en ninguna manera necesaria la residencia aqui de ningun Diputado Americano. . .

Dios gu<sup>1</sup> á V.E. m<sup>s</sup>. a<sup>s</sup>. Madrid á 9. de Diciembre de 1777

El Conde de Floridablanca

[Translation]

No. 3.

Most Excellent Sir

Your Excellency has devoted letter no. 1178 of November 26<sup>1</sup> to topics relating to the Anglo-American colonies, and I am going to answer it after having informed the King on the various items it contained and receiving his royal orders on each point.

His Majesty was pleased when Your Excellency was dealing with Mr. Grand, speaker for the American Deputies on the return of the French ship la *Fortunée*, laden

for the commerce of Cadiz and which was captured by an insurgent privateer<sup>2</sup> for the sole reason that it came from an English port with English goods.

The offers made to Your Excellency by those Deputies to write immediately to Congress for return of the captured ship and compensation for all damages, the measures which they were going to take to avoid the occurrence of other attacks of this nature, their regret, their willingness to submit to whatever may satisfy His Majesty, and confirmation of these statements in the Memorial<sup>3</sup> that they delivered to Your Excellency and is sent to me, His Majesty rests entirely satisfied, and approves Your Excellency's accepting the Memorial, on account of the agreement obtained beforehand for him with the Comte de Vergennes.

Now Your Excellency will show the Deputies, for their consolation, that their deference and disposition have earned the approval of His Majesty as much as the attack of the privateer has caused him displeasure. He goes on to say they should recommend that Congress firmly enforce the orders given their privateers to respect the Spanish flag, and not hinder Spanish commerce in any way, and that His Majesty would not in any way tolerate the contrary. He says that in the present case, as long as the ship is returned and compensation made for damages—failure to do so will not be countenanced by His Majesty—they will continue to enjoy the effects of royal indulgence and compassion with which his magnanimous heart regards them, and of which they will see actual proofs and not parsimonious ones.

Your Excellency will please express these statements in their totality to the Comte de Vergennes.

For your Excellency's sole guidance I will tell you that the intention of the king in providing aid to the Americans is not to commit himself to promises or contracts for many considerations which involve either his honor or politics, but rather to take into account all the current circumstances of Europe as well as our interests and the situation of our commerce.

His Majesty was informed that Mr. Lee received credentials in the form of letters from Congress which directly authorize him for Spain, and approves the response which Your Excellency gave to his suggestion that he come personally to inform him. If Mr. Lee would have come here, not only would His Majesty not have permitted him to be heard or allowed any dealing to take place, but also would have made him leave, as he believes that it is in no way necessary for an American Deputy to reside here. . . .

May God keep you many years. Madrid 9 December 1777.

El Conde de Floridablanca

L, SpMAH, Estado, legajo 4072, pt. 2, no. 3. Docketed: "Madrid 9 de Dic<sup>bre</sup>. de 1777/Con el Correo Uribarri N<sup>o</sup> 3./El S<sup>o</sup>: C<sup>o</sup>: Floridablanca A [S<sup>o</sup>?] C<sup>o</sup>: de Aranda. Q<sup>o</sup>: S.M. queda satisfho de las medidas de los Diputados Americanos, p<sup>a</sup>. restituir al navio la *Fortunée*, y de q<sup>o</sup> no pasere Lee à España con sus credenciales. Q<sup>o</sup>: la intencion del Rey es, no ligara p<sup>a</sup> tratada con ellos. Q<sup>o</sup>: se estimar las instrucciones al emisario Francés." "Madrid, 9 December 1777, with the Uribarri mail. The Conde Floridablanca to the Conde de Aranda. That his majesty is satisfied with the measures taken by the American Deputies for the restitution for the ship la *Fortunée*, and that Lee not come to Spain with his credentials. That the King's intention is not to treat with them. That he approves the instructions given to the French emissary."

1. Conde de Aranda to Conde de Floridablanca, 26 Nov. 1777, above.

2. Massachusetts privateer brigantine *Civil Usage*, Andrew Giddings, commanding.

3. American Commissioners in France to the French and Spanish Courts, 23 Nov. 1777, above.

December 10

## LORD STORMONT TO LORD WEYMOUTH

[Extract]

N<sup>o</sup>. 175Paris December 10<sup>th</sup>. 1777

My Lord

Before I went to Versailles I carefully perused the different Papers transmitted to me in your Lordships Dispatch N<sup>o</sup> 70, and made an Extract of such Parts of Governor Morris's Letters as I thought it would be proper to communicate to M de Vergennes; and in order to avoid the possibility of any Personal Discussions between Governor Morris, and M de Bouille, and at the Same Time to guard Against the Danger of a Discovery of the Channels thro' which M<sup>r</sup> Morris receives His Intelligence, I entitled this Extract Authentic Advices from Martinico, and in my Conversations with the french Ministers gave no Intimation of the Channel thro' which the Intelligence comes but spoke of it as certain

The Spanish Ambassador who happened to go in before me had a Conference with M de Vergennes of an hour and a Quarter: to shew Him that I had remarked it, I began mine with saying, that He was destined to long Conferences that Day, and that I was very sorry to have a great deal to say to Him and always upon the same very unpleasant Subjects. He answered, as He often does, that He was there to Hear. and I went on with observing to Him, that the fraudulent Practice of Purchasing Prizes made by the Rebels still continued, and was a great detriment to many of His Majesty's Loyal Subjects, who had given in a Petition upon this occasion, which Petition was signed by no less than a hundred considerable Merchants, all sufferers by a Practice which was contrary to all friendship, all Justice, and which would not be tolerated in open War. Were we Sir in a state of Actual War with France, you would not suffer the Prizes made upon us by your own Subjects to be disposed of till they were legally condemned, and now, Frenchmen go out to sea to meet the American Pirates, purchase from them the English Ships they have taken, carry these Ships into some french Port, new paint them and make them pass for french Vessels. There are several Such Ships Sir at this Moment in the River of Nantes as I know from a Person lately come from thence, of two of them, which I claim as is my Duty, I know the Names, one is called la *Mignonne*, which I have already spoke to you about, the other Le *Duc de Chartres*. M de Vergenne's answer was the Same as usual; that these were abuses which the government did not tolerate, but could not totally prevent, tho' every means was taken to prevent them: that the immense gain got by such Purchases was such a Temptation, as made Men ingenious to find out means of eluding the Orders that had been given; and that I must be sensible how difficult it was to prevent purchases that were made out at Sea. I replied that there were many Marks of Evident collusion; that the American Pirates made Signs when they came near the Coast of France, and People went out in Boats to meet them; that these Ships were carried into french Ports, where they could not but be known; That Workmen were openly employed to paint and disfigure them; and that in a Word it was utterly impossible the Commanders in their different Ports should not see what was seen by every body else, unless they wilfully shut their Eyes. He promised that the Matter should be inquired into, and at his desire I gave Him a Note of the two Ships, and likewise of the Privateer the *Independance*, Captain Young, that is still at Nantes and of the *Dolphin* Captain Nichol-

son that is at Painbouf, and serves there as a sort of Guardship. She has 70 Men on board, and several officers destined for a new French ship of 24 Guns, built for the use of the Rebels—several of these 70 Men are English Sailors who tried to get away, and having got to Nantes, were, as my Informer assured me, put into the Town Prison at Nicholsons Request. (It is however possible My Lord that they had been guilty of some Irregularity, and that that was made the Pretence for their Confinement.)

After having dwelt upon all these particulars, and represented them in their true Light. I told M de Vergennes that serious as these Grievances were, they were far short of what passed at Martinico, I then took my Paper out of my Pocket—and when I gave it to M de Vergennes said that it would shew Him M de Bouilles' Conduct, as it really was, and begged Him to peruse it with Attention, and then tell me whether all this resembles Peace; or War. I said this decently, but strongly. He seemed Struck, took the Paper read it with great Attention, and when He saw the Number of Privateers fitted out by Prejean, He exclaimed why this is a Fleet! and after reading the whole, He said, Je vous avoue Milord que les Bras me tombent, and that it is impossible for me to reconcile these Advices, which you assure me are Authentic, with M de Bouilles' own accounts: He expressly says, that He has been careful to correct the abuses tolerated, or at least winked at by His Predecessor, and adds, that He is upon very good Terms with your Governors, and Admiral, and sends us copies of his correspondence with them. I told M de Vergennes that I had Intelligence, which accounted for all this, but accounted for it in a very disagreeable Manner: our Intelligence, which I pretend not to warrant, says, that M de Bouille has declared, that He has lately received Orders from His Court, to give every countenance and Protection to the Americans and that all He does, or suffers to be done is in consequence of these fresh Instructions. M de Vergennes assured me upon his Honour, that if M de Bouille had said this, He said the Thing that was not, and that He had received no such Instructions. My Answer was, that I did not give this Part of my Intelligence as certain, and therefore had not inserted it in the Paper, not chusing to mix suppositions with undoubted positive Facts. It is Facts Sir we look to, it is by them alone that Nations are to Judge; Your Governor suffers these Privateers to be fitted out against us; He authorizes this Prejean to make War against the Subjects of Great Britain, and that for the Absurdest of all Reasons, because He was born in Arcadia.—M de Vergennes readily admitted the Absurdity of this Reasoning—After what you have told me Sir, I cannot possibly believe that M de Bouille is Authorized to act as He does, but I repeat, it is to His Actions alone that we can look. They are such as are totally inconsistent with every Idea of friendship and Peace. In my apprehension of things Martinico is making war against Great Britain, The fitting out Cruizers is an Act of direct Hostility, it is an Act permitted by the Governor, that is, by the Delegate of your sovereign. If After these Representations the abuse continues, the inference must be, that if the Governor has not secret Instructions to bear Him out, He has at least the secret approbation of his Court. M de Vergennes did not contravert my Arguments, but said with a forced smile, that unless M de Bouille had made Himself King of Martinico, his conduct would change, as nothing could be more contrary to the King His Masters Intentions, and Orders, than to suffer or countenance such unwarrantable proceedings. He ended with saying, you no doubt will go to M de Maurepas pray take the Paper with you (You will be so good as to return it me) and shew it to Him, He reads English as well as I do, and will be as much struck as I am. I took His advice, went to M de Maurepas as I intended, found

Him alone, and After some short Conversation upon the same Topics I had dwelt upon with M de Vergennes, I gave Him the Paper. He read it with Attention, and I saw understood it perfectly, repeated what M de Vergennes had said of M de Bouilles correspondence, and assured me positively that He had no fresh Instructions

I observed to His Excellency, that I should not enter into the Motives or Reasons of M de Bouilles' conduct, that it was probable He thought he was acting agreeably to the secret wishes of his Court, but whether he is mistaken or not, a little Time will shew; if you do not approve his Conduct, you will force a change, if that change does not come, we must infer, your secret approbation. You hate long Reasoning Sir, and I will be very short: I will say but this, If these Acts of Hostility, carried on against us at Martinico, are suffered to continue, Your Excellency and I are giving ourselves a great deal of unnecessary Trouble in endeavouring to keep Matters quiet here, vous savez aussi bien que moi M le Comte, que si le Feu s'allume aux Extremes il gagnera bientôt le Centre. He did not dispute this, but assured me that the Matter should be inquired into, and ended with saying, that that fellow Prejean must be removed. . . . I am [&c.]

Stormont

P.S. . . .

L, *Stevens's Facsimiles*, vol. 20, no. 1766. Addressed at foot of first page: "Lord Viscount Weymouth." Docketed: "Paris 10 Dec<sup>r</sup> 1777/Lord Stormont/(N<sup>o</sup> 175)/R. 14<sup>th</sup> by Express from/Dover."

#### CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE

Gentlemen

*Ranger* Nantes 10<sup>th</sup>. Dec<sup>r</sup>. 1777.

Inclosed you have copies of three letters which I had the honor of writing to you while fitting out at Portsmouth. Which place I left the 1<sup>st</sup>. Ult<sup>o</sup>.—After passing the Western Islands I fell in with and brought too a number of ships but met with no English property 'till within Eighty leagues of Ushant I then fell in with a Fleet of Ten Sail under a Strong Convoy bound up Channel—but notwithstanding my endeavours I was unable to detach any of them from the Convoy.<sup>1</sup>—I took two Brigantines from Malaga with Fruit &<sup>ca</sup>. for London.<sup>2</sup> One of the Prizes is arrived here the other I am now told is in Quiberon Bay.—I arrived here the 2<sup>d</sup>. Curr<sup>t</sup>. without having met with any Misfortune on the Passage tho I met with some very severe Weather.—besides the Fleet already mentioned I fell in with several ships in the Night so that I have had agreeable Proofs of the Active Spirit of both my Officers & Men—and tho' they have not formerly been conversant in the Management of Ships of War, yet I am persuaded that they will behave well should I have an Opportunity of bringing them to Action—for they pay more attention to instruction than conceited Fellows who think themselves too knowing to be taught.—

On my arrival I wrote to the Commissioners and forwarded the dispatches without loss of time—the Attention necessary to complete the Equipment of the *Ranger* hath induced me to stay here and hasten that business with all possible expedition—this being fairly begun I shall be in readiness to pay prompt Obedience to Such instructions as I may receive from the Commissioners in consequence of the Orders which they recieved, thro' my hands, from the Secret Committee—and should any insuperable difficulty stand in the Way of that Order I shall then be ready and will proceed on Active Service with the *Ranger* alone.

[illegible]

The depth of Water on the N. side of Spain is from 10 to 200 Fathoms generally sand and  
Rocky bottom but even near the Land there is often no Ground at that Depth.

Longitude Variation: London



I found the *Ranger* very Crank owing to the improper quality of her Ballast and to her being rather over-Masted—to remedy which I purpose to shorten her lower Masts and Ballast with lead.—as this Ballast will stow under the lower tier of Water the less quantity will be sufficient—of Course the ship will be so much the lighter and sail So much the faster—the lead can be landed on any part of the Continent where Iron can be had in its place.—the sailing of the *Ranger* falls short of the general expectation—for the Above reasons and on account of the foulness of her Bottom—which, except a partial cleaning in July, hath not been seen since she came off the stocks.

It is my hearts first and favorite wish to be employed in active and enterprizing Services where there is a prospect of Rendering such services Useful and Acceptable to America.—the singular Honor which Congress hath done me by their generous approbation of my past Conduct hath inspired me with Sentiments of Gratitude which I shall carry with me to my Grave—And if a life of Services devoted to America can be made instrumental in securing its Independence I shall regard the Continuance of such approbation as an honor far superiour to the Empty Pagentry which Kings ever did or can bestow.

I understand tho I have yet rec<sup>d</sup>. no letter that the Commissioners had provided for me one of the finest Frigates that ever was Built—Calculated for thirty Guns on one Deck and capable of carrying 36 pounders—but were under the necessity of giving her up—on account of some difficulties which they met with at Court<sup>3</sup>—perhaps the news of our late Successes may now Put that court in a better humour.—but my Unfeigned thanks are equally due for the Intention as for the Act. I have the honor to be [&c.]

J. P. J.

L, DNA, PCC, item 58, pp. 137–40 (M247, roll 71). Addressed at foot of letter: “The Hon<sup>ble</sup>. The Marine Committee.” Docketed: “N<sup>o</sup>. 33./ *Ranger*, Nantes 10<sup>th</sup>. Dec<sup>r</sup>/1777/The Honorable/The Marine Committee.”

1. H.M.S. *Invincible*, Captain Hyde Parker, Sr.

2. *George* and *Mary*.

3. *Indien*, building at Amsterdam.

# JAMES GARDOQUI TO ARTHUR LEE

[Extract]

Arthur Lee Esq<sup>r</sup>

Madrid 10<sup>th</sup>. Dec<sup>re</sup>. 1777.

Dear Sir

... By advises from my house at St<sup>r</sup>. Andero I find Cap<sup>t</sup>. Babson of one of our freind's privateers<sup>1</sup> who lately sail'd from Bilbao fell in with about 20 sail of New-foundlanders under convoy of a strong arm'd vessel with whom she fought two hours & took 6 vessells, but the arm'd one gott away; Babson lost two officers & two privates but got safe to said port with the prizes<sup>2</sup> which circunstance pray keep to yourself. One Hibbert<sup>3</sup> who left (Bilbao), Bilbao about the same time has taken three more which have also putt in near said port, which being what occurs have only to add my hearty wishes that all prosperity may attend you & all freinds with you during the present & many succeeding years to command. . . .

L, MH-H, Arthur Lee Papers, bMS Am 811.2 (95). By permission of the Houghton Library, Harvard University.

1. Massachusetts privateer brig *General Mercer*, James Babson.

2. Probably included *Minehead* and *Hawke*.

3. Massachusetts privateer *Hawke*, Jeremiah Hibbert.

December 11

## AMERICAN COMMISSIONERS IN FRANCE TO JOHN THORNTON

Instructions to M<sup>r</sup> Thornton <sup>1</sup> [*Paris, 11 Dec. 1777*]

You will receive herewith a Letter to Lord North and another to Sir Grey Cooper Secretary of the Treasury,<sup>2</sup> to which you are to endeavour to obtain Answers.

As the Purport is to obtain Permission to visit & examine into the Situation of our People in their Goals, and administer to their Relief we hope a Request so consonant to Humanity will not be refus'd. But if you can not obtain such Permission, yet, (if not absolutely forbidden) we desire you would endeavour to see the Prisoners, take an Acc<sup>t</sup> of their Names, the Rank or Quality they serv'd in, the States they belong'd to, in what Vessel, & by whom they were taken and such other particulars as may tend to give us perfect Information of their Circumstances.

But before you leave London to visit the Prisons, wait on M<sup>r</sup> Hartley (for whom also you have a Letter which you will deliver as soon as you arrive) and desire his Advice or Orders; & if he should be so kind as to give you any relating to the Premises you are to follow the same punctually in your future Proceedings.

You will receive herewith Fifty Guineas for Travelling Expences of which you will render an Acc<sup>t</sup>. We wish you a good Journey, being [&c.]

Your most humble Servants.

Df, DLC, Benjamin Franklin Papers, 392.

1. John Thornton, whose real name appears to have been J. Dumeneg, had been in contact with the American Commissioners by early October. In January 1778 Arthur Lee employed him as his secretary and sent him twice to London on intelligence missions, but discharged him for suspicion of engaging in shady stock dealings. Thornton had, by then, become a British informant. *Papers of Benjamin Franklin* 25: 26–28; Francis Wharton, *The Revolutionary Diplomatic Correspondence of the United States*, 6 vols. (Washington, D.C.: Government Printing Office, 1889), 1: 659–61.

2. American Commissioners in France to Lord North, 12 Dec. 1777, and Benjamin Franklin to Sir Grey Cooper, 11 Dec. 1777, both below.

## BENJAMIN FRANKLIN TO SIR GREY COOPER

Dear Sir,

Paris, Dec. 11. 1777—

Receiving frequent Accounts by American Prisoners who have escap'd from your Goals, of the miserable Situation & hard Treatment of their Countrymen at Portsmouth & Plymouth, we have prevail'd with a Gentleman, Major Thornton, (to us much a Stranger but who appears a Man of Humanity) to visit the Prisons there, and give from us some Relief to those unfortunate Men. I hope that thro' your Interest he may obtain a Permission for that purpose. I could have wish'd that some voluntary Act of Compassion on the Part of your Government towards those in your Power, had appeared in abating the Rigours of their Confinement, & relieving their pressing Necessities, as such Generosity towards Enemies has naturally an Effect in softening and abating Animosity in their Compatriots, & disposing to Reconciliation. This, if I had any Influence with your Ministers I should recommend as prudent; being what would at least secure a Continuance of that kind Usage your People when our Prisoners have always experienc'd with us. M<sup>r</sup> Thornton is charg'd with a Letter to Lord North, which I request you would procure him an Opportunity of delivering, and endeavour to obtain

an Answer. Perhaps it may not be thought proper to give any: But I am Sure it will not be an insolent one like that from Lord Stormont to a similar Application<sup>1</sup> The Remembrance of ancient Friendship encourages me to this Request, if 'tis too much; you can prevent Repetition of it by making no Reply. With my affectionate Respects to Lady Cooper, & love to my former young Friends, I am [&c.]

BF

Df, DLC, Benjamin Franklin Papers, 392. Addressed at foot: "Sir Grey Cooper Bar<sup>t</sup>." Docketed: "Letter to Sir Grey Cooper/Dec 11. 77./Instructions to M<sup>r</sup> Thornton." Cooper (c. 1726–1801), secretary of the treasury and member of Parliament, was a friend of Franklin's.

1. NDAR 8: 735n.

#### SHIPPING ARTICLES FOR THE OFFICERS OF THE SHIP *BRUNE*

Traitement et Conditions accordées par M M Bérard Frères et Co. Armatures du Vaisseau la *Brune* a l'Etat Major du d[it] Navire pour le Voyage de Nantes et dela aux Isles de L'Amerique Francoise Ports et Colonies de l'Amerique Angloise et Insurgente dans un ou plusieurs Ports ou Rivières, y faire un Chargement et Retour a l'Orient ou dans tout autre Port de France ou Le Navire fera Sa Decharge & Desarmement.

Il sera payé trois Mois d'Avance avant le Depart de l'Orient sur les Appointemens mentionnés ci dessous.

Les Armateurs declarent qu'ils ne veulent s'en tenir n'aucun usage de la Compagnie des Indes, qu'ils ne suivrent au Contraire que ceux du Commerce particulier pour l'Amerique et n'auront egard a aucun autre quelconque pour tout ce qui pourroit concerner le Passage du dit Navire.

Les Armateurs accordent a l'Etat Major un Port permis en Nature et Une Gratification qui leur sera payée deux Mois apres le Retour du dit Vaisseau de la Maniere et apres, et comme les d. Avantages ne sont accordés que pour les Services qu'ils seront dans le Cas de rendre a l'Armement. Si l'un deux quittoit le Vaisseau on débarqueroit pour Telle Raison que ce fut avant son Retour, il ne pourra presendu aucune Gratification, mais en Cas de Mort seulement pendant la Campagne les Armateurs tiendront compte a la Succession de la Gratification en Son entier.

	Port Permis	Gratification	Appointemens p <sup>r</sup> mois
A M Berubé Dufresne Capitaine	Un Tonneau en. en allant Deux en Retour	£5000 <sup>lt</sup>	£130 <sup>lt</sup>
A M Fautrell fils 2 <sup>d</sup> . Capitaine	un T <sup>au</sup> en Retour	3000	100
A M Livoyes Prem. Lieutenant	Point	2000	80
A M. [blank] P <sup>r</sup> Lieutenant au 2 <sup>d</sup> Poste	Point	1800	80
A M Coulas Rozan Chirurgien	Point	500	50
		12300	440

Il leur sera en outre permis de mettre dan leurs Chambres ce qu'ils jugeront a Propos, et de placer dans La Sainte Barbe une Malle chacun, contenant leurs effets d'usage seulement, sans aucune Marchandise, laquelle sera du Poids ordinaire.

Dans le Cas ou a l'Arrivée du V<sup>au</sup> la *Brune* en Amerique, les Proprietaires voulussent y retenir le Navire pour le faire naviger sous leur Pavillon, ou y donner une autre Destination, l'etat Major sera libre de l'accepter ou le refuse Si les Conditions ne leur convenoient pas; et dans ce Cas leur Voyage leur sera dû en son entier, et leur Retour en France sera aux fraix des Proprietaires.

Dans le Cas ou au Retour du dit Navire, la France se trouvat en Guerre avec quelque autre Puissance et que l'on fit quelque Prise, le Capitaine et l'etat Major preleveront Suivant les usages de la Course de S<sup>t</sup> Malo.

M. Dufresne s'engage expressement de Suivre les Ordres et Instructions que les Armateurs lui remetront pour le Susdit Voyage, tant a l'Orient quoi Nantes ou il doit finir son Armement, ainsi que de se conformer a Leurs Intentions pour l'Armement, Vivres, Rechanges et Equipage, ainsi que pour le Chargement, et de se tenir près pour partir de l'un et l'autre Port, desqu'il en Sera requis au premier Vent favorable.

Moyennant le dit Traitement, il est expressement defendu à l'etat Major du dit Navire d'embarquer ou faire embarquer sous tels Noms ou Manieres que ce puisse être soit en allant ou au Retour, aucunes Boissons ou Marchandises de quelque Sorte ou Qualité que ce puisse etre au dela du Port permis a Peine de payer triple frêt pour tout ce qui seroit trouvé en Contravention et de perdre la Gratification promise susdite & sans qu'aucun puisse reclamer en Justice contre les Armateurs pour Perte de la Gratification susdite, etant La Condition expresse sous laquelle le present Traitement leur est accordé.

M. Dufresne devra suivre la Route que lui indiquera le Capitaine Americain passer a son Bord,<sup>1</sup> pour entrer dans le premier Port, Havre ou Riviere qu'il lui indiquera dans l'Amerique, et Se guidera d'apres ses Avis des qu'il aura departé les trente Sept Degrés de Latitude Nord et dix sept Degrés de Longitude de Paris a peine de reprendre des Evenemens.

Fait Double a l'Orient le 10 X<sup>bre</sup> 1777

Berard Freres et C<sup>o</sup>.

Nous Soussignés Capitaine et Officiers composant l'Etat Major du V<sup>au</sup> la *Brune*, acceptons, chacun dans nos Qualités respectives le Traitement ci-dessus, tant pour nos Appointemens que pour le Port permis et Gratification qui nous sont accordés, au Moyen de quoi nous promettons Parole d'honneur de remplir nos Engagemens, faire le Voyage et nous conformer strictement aux dites Conditions, consentant a etre privés de tout ce qui peut nous revenir du susdit Voyage Si nous y manquons, meme de repondre des evenemens en Cas de Contravention ou de non-Execution du present et ete qui aura autant de force que s'il fut fait devant Notaire, fait Double a l'Orient Le 11 X<sup>bre</sup> 1777

J Bèrubé Dufraine  
Le cullo'ch  
N Fautrel  
De Livoy's fils  
Coulas Rozan

Amount of the Muster Roll paid on the Ships outfitted at L'Orient & attested Account Decem<sup>r</sup> 1777 three Months advance £5748—0—0./.

True Copy Attest

Jon<sup>a</sup> Loring Austin  
W. T. Franklin

(Copy)

[Translation]

Pay and Conditions granted by Messrs. Bérard Frères and Co. outfitters of the vessel la *Brune* to the officers of the said vessel for the voyage from Nantes to the islands of French America, ports and colonies of English and Insurgent America into one or more of the ports or rivers, to take on a cargo and return to L'Orient or to any other port in France where the vessel will unload and lay up.

Three months advance will be paid before the departure from l'Orient on the emoluments mentioned below.

The outfitters declare that they do not wish to abide by any practice of the India Company, that, on the contrary, they will follow only the practices of the private trade with America and will not pay any heed to any other practice in anything that concerns the voyage of the said vessel.

The outfitters grant to the officers the right to carry goods on their own account and a bonus which will be paid to them two months after the return of the said vessel as specified below, and since the said emoluments are granted only because of the services which they will be in a position to render to the outfitters, if one of the officers were to leave the vessel for any reason whatsoever before its return, he will not be entitled to any bonus, but in case of death only during the voyage the outfitters will make payment of the whole bonus to the heirs.

	Right to carry goods	Bonus	Monthly salary
To M. Berubé Dufresne, Captain	One cask going, two returning	£5000 <sup>h</sup>	£130 <sup>h</sup>
To M. Fautrel, Jr., Master	One cask returning	3000	100
To M. Livoyes, 1st Mate	None	2000	80
To M. [blank] 2nd Mate	None	1800	80
To M. Coulas Rozan, Surgeon	None	500	50
		12300	440

They will also be permitted to put into their cabins whatever they choose, and to place in the gunner's store room one trunk apiece, containing effects for their personal use, without any merchandise for trade; this trunk will be of an ordinary weight.

If, on the arrival of the vessel la *Brune* in America, the owners should desire to keep her trading in the area under their flag or to send her elsewhere, the officers shall be free to accept or to refuse, if the conditions were not to suit them. In that case, compensation for the entire voyage will be due them and their return to France will be at the expense of the owners.

If, on the return of the said vessel, France should be at war with some other power, and if the vessel should take some prize, the captain and the officers will be compensated according to the customs of the privateers of St. Malo.

M. Dufresne expressly agrees to follow the orders and instructions which the outfitters will give him for the said voyage, whether at L'Orient or at Nantes where he is to finish his fitting out; he agrees to conform to their wishes respecting the fitting out, provisions, spare stores, and crew, as well as for the loading, and he

agrees to be ready to leave either port as soon as he is instructed to, at the first favorable wind.

In consideration of the said emolument, the officers are expressly forbidden to load on the ship or to cause to be loaded, under any name or in any other way whatsoever, either on the outward or on the return voyage, any liquors or merchandise of any sort or quality beyond the quantity which the officers have the right to carry on their own accounts under penalty of paying triple freight charges for everything found in violation, and under penalty of losing the bonus promised above, and there is waived any claim to recourse to the courts for redress from the outfitters for the loss of the said bonus, this being the express condition under which these emoluments are granted to them.

M. Dufresne will be required to follow the course which will be indicated to him by the American captain, his passenger,<sup>1</sup> to enter the first port, harbor or river which he will indicate to him in America, and M. Dufresne will take his instructions once he has passed a point at thirty-seven degrees of north latitude and seventeen degrees of longitude of Paris, under penalty of being held responsible for what may happen. Done in Duplicate at L'Orient on the 10th of December 1777

Bérard Frères and Co.

We the undersigned captain and chief officers of the vessel la *Brune* accept, each in his respective capacity, the above emolument, as concerns our salary, the right to carry merchandise to our account and the bonus, as granted, in consideration of which we promise on our word of honor to fulfill our agreement, to make the voyage and to conform strictly to the stated conditions, consenting to the loss of all profit to us from the said voyage if we fail to live up to our promise, and we even promise to be responsible for anything that might happen as a result of violation or non-performance of the present agreement, which will have as much force as if it had been made before a notary.

Done in Duplicate at l'Orient on the 11th of December 1777

J Bèrubé Dufraine

Le cullo'ch

N Fautrel

De Livoy's, Jr.

Coulas Rozan

Amount of the Muster Roll paid on the Ships outfitted at L'Orient & attested Account Decem<sup>r</sup>: 1777 three Months advance £5748—0—0./.

True Copy Attest

Jon<sup>a</sup>. Loring Austin

(Copy)

W. T. Franklin

Copy, PPAmP, Benjamin Franklin Papers, vol. 57, 10. Docketed: "Agreement for the Ship *Brune*."

1. John Green.

#### CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS

Honored and dear Sir;

*Ranger*, Nantes 11<sup>th</sup> Dec<sup>r</sup> 1777.

As the situation of affairs in Pensylvania, when I sailed from Portsmouth, rendered the conveyance of Letters from the Eastern States not altogether certain, I take

the Liberty of inclosing Copies of those which I had the honor of writeing to you while fitting out.

It is not in my Nature to persist intentionally in an Error, therefore I always wish to take the earliest Opportunity of Acknowledging a mistake; and as it now appears from the Situation of affairs, and more especially from the important Step that was taken in my favor by the Commissioners, in Obedience to the generous and liberal Sentiments and Orders of the Secret Committee, that Congress have had my Honor and Benefit at Heart: I must conclude also that it is not intended to Place me under the Command of Men, who durst not, or did not step forth as soon as myself, in this flattering belief I bid defiance to danger, and enjoy once more the cheerful Ardour and Spirit, which alone can animate and support an Officer in the Performance of his duty: to be continued in the Line wherein I stepped forth, and found acceptance at the beginning was, and is the height of my Ambitions; but for me to fight under Men, who held back, and did not appear in the first doubtful Juncture and who cannot now teach me my duty is impossible, nor will it be expected by Men of Candour and Ingenuity.

When I have the Honor of hearing from the Commissioners, I will return my thanks to the Secret Committee, but what form of thanks shall I render to you? Words are wanting here! I am utterly at a loss, nor know I where, or how to begin. the Obligations I owe to you, are so many, so important, and were so unexpected, that I must be ungrateful indeed did I not feel more than I can express. but I detest Flattery, therefore Must decline the Subject, least I should enrobe fair Truth in that fallacious dress. yes Sir, I feel, by a Prophetic impulse in my Breast, that I shall either manifest a grateful Sense of your Friendship by my conduct in Life, or by meeting my Death in support of the great Cause wherein you have born, so noble and so respected a part.

It gives me Pain to inform you that I found M<sup>r</sup> F.<sup>1</sup> to be a Person different from what I thought him in America; he is subject to drink even to intoxication, which is at least a weakness utterly incompatible with the Characteristick of a good Officer; however Charity obliges me to think it rather a Habit acquired from disappointment than a constitutional Vice.

The care which France is now taking of her Seaman, ought to have some Weight with America; they have Ships of War stationed in all their Ports to make strict search, and to prevent the departure of French Seamen in foreign Ships. As America must become the first Marine Power in the World, the care and increase of our Seamen is a consideration of the first Magnitude, and claims the full attention of Congress. that our Seamen have decreased is a sad reality. that they will continue to decrease is as certain, unless effectual measures are taken to prevent it. I have seen with Indignation, the sordid Adventurers in Privateers sporting away the Sinews of our Marine: for notwithstanding the many Captures that have been made how trifling a proportion of Prisoners have been brought into our Ports, and given up for Exchange. Publick Virtue is not the Characteristick of the concerned in Privateers. no wonder then that they let their Prisoners go, in such a manner, that they immediately augment the Strength of the Enemies Fleet. their selfishness furnishes them with Reasons for this conduct; were they to keep their Prisoners, their Provision would be the sooner consumed; which might perhaps oblige them to return home before they had sufficiently glutted their Avarice? besides there might be some danger from

insurrections. these and the like are with them all-prevailing motives and bear down every Public consideration.

Were this base Conduct practised by those licensed Robbers alone "I should have found within my Soul one drop of Patience"<sup>2</sup> but to find Individuals in our Navy affected with the same foul Contagion racks me with distressing Passions, and covers me with Shame! One Instance, among many, may be sufficient. the redoubtable Manly went near the Entrance of St Johns and, disdaining Advantages, made the Enemy a Present of Eighty Seamen at once. Such Conduct on our part, at a time when our cruel Enemies are enforcing an Act of their Parliament, by the indiscriminant confinement of our Subjects in English dungeon's, not as Prisoners of War, but under the complicated Appellations of "Traitors," & Pirates & "Felons"! whose Necks they wish to destain to the Cord! and whose Hearts they wish to destain to the Flames! is a wonder "passing Strange"! and will be deemed Romance by future Ages. were an exemplary Punishment to be inflicted, on all who are thus regardless of the Intrests of America, it is to be hoped that such infernal Practices would cease.—every Prisoner of whatsoever denomination, and however distant when taken, ought to be brought into<sup>3</sup>

Df, DLC, John Paul Jones Manuscripts, 6667–68.

1. Maj. John Gizzard Frazer, Continental Army, to whom Jones had given passage to France.
2. *Othello*, act 4, scene 2: "I should have found in some part of my soul/A drop of patience."
3. The incomplete draft ends here.

#### CAPTAIN JOHN PAUL JONES TO WILLIAM WHIPPLE

Honored Sir,

*Ranger*, Nantes 11<sup>th</sup> Dec<sup>r</sup> 1777.

I think it my duty to give you some Acc<sup>t</sup> of my Passage from Portsmouth to this place, as this may perhaps find you at home in the Bosom of domestic happiness. I had passed the Western Islands before a Sail appeared within our Horizon from the Mast head; but this Halcyon Season was then interrupted, and changed into continued alarms Night and day till the *Ranger* cast Anchor here the 2<sup>d</sup>. Current this afforded me excellent Opportunities of exercising the Officers and Men especially in the Night, and it is with much Pleasure that I assure you their behaviour was to my entire Satisfaction. I fell in with an Enemies Fleet of Ten Sail off Ushant, bound up Channel, but notwithstanding my best endeavours, I was unable to detach any of them from the strong Convoy under which they sailed.<sup>1</sup> I fell in with and brought too a number of other Ships and Vessells none whereof proved to be British Property except two Brigantines with Fruit from Malaga for London which became Prizes,<sup>2</sup> the one is arrived here, the other I am told in Quiberon Bay. The *Rangers* sailing does not answer the general expectation, oweing in a great measure to her being too deep, very foul and over masted, her Ballast laid too high, on account of its improper quality, for a Ship of this construction, this with the extraordinary weight of her lower Masts occasioned her being very Crank, I am paying my whole Attention to remedy these inconveniences as much as Possible, I am shortening the lower Masts, shifting the Main Mast further aft, and Mean to ballast with Lead; as that Article will stowe under the lower tier of Water the less quantity will be sufficient, of course the Ship will be so much the lighter, and Sail so much the faster, and we shall



then, I hope, be able to stow the Cables under the Platform. Tho' I have yet received no Letter from the Commissioners, I understand that they had some time ago provided for me one of the finest Frigates<sup>3</sup> that can be imagined, calculated for Thirty two, Twenty four Pounders, on One deck, and longer than any Ship in the Enemies Fleet, but it seems they were unfortunately under the necessity of giving her up on Account of some difficulties which they met with at Court, however I esteem the intention as much as tho' it had succeeded. as I shall always cherish the grateful remembrance of the Honor which Congress hath conferred on me by this and every other instance of their generous Approbation, I shall be the happiest of Men if a Life of services devoted to the Intrests of America can be rendered instrumental in securing it's Independance.

My particular thanks are due to you Sir, as one of the four Members of that Honorable Committee to whose generous intention, and Approbation I more immediately owe this great and unsolicited Obligation, but I hope for Opportunities of proving by my Conduct the deep sense I entertain of that favor.—

The inclosed Letter, and it's consequences hath given me real concern. Malice is a stranger to my Nature. I hate domestic broils, or misunderstandings, and would do, or suffer much, as a private Person to prevent them. But as an Officer, honored with the Approbation of Congress, and conscious of having at no time exceeded even in Thought the delicate line of my duty, or express letter of my Orders; I am in the highest degree tenacious of the respect due to my Signature: and I bid the most contemptuous defiance to the insinuation of any Man out of Congress.<sup>4</sup>

I have been informed in Portsmouth that the four Oar'd Boat which attended the *Ranger* was built for the *Portsmouth* Privateer, and after being rejected as misconstructed and unuseful for that Ship, was Assigned over to the *Ranger*, be this as it may, I will boldly affirm that she was the worst constructed & most unserviceable Boat that I ever saw, belonging to a Ship of War, for tho' a Man stepping on her Gunnel, would bring it down to the Waters edge, yet was her Weight equal, or nearly so to that of the Cutter, which I planned and had built, capable of carrying 40 Armed Men. had I been able, which I was not, to stow the two Boats, which I found provided for the *Ranger*, I must have been reduced to the Alternatives of throwing them overboard, or strikeing the TopMasts several times, on the Passage to prevent oversetting the Ship. I mention this matter to you in confidence as a Friend, declaring on the Honor of a Gentleman that I wish on my part to give it to Oblivion.

I have the Pleasure to hear that Captains Thompson and Hinman are well at Lorient of which please to inform M<sup>rs</sup>. Thompson. I shall endeavour to procure the Articles mentioned in M<sup>rs</sup>. Whipples Memorandum,<sup>5</sup> I hope to live in the remembrance of the few acquaintances I have in Portsmouth, and I have the honor to be [&c.]

Jn<sup>o</sup> P Jones

L, PHi, Ferdinand Dreer Autograph Collection, American Navy. Addressed at foot of letter: "The Honble./Gen<sup>t</sup> Whipple."

1. H.M.S. *Invincible*, Capt. Hyde Parker, Sr.

2. *George and Mary*.

3. *Indien*, building at Amsterdam.

4. This refers to Jones's dispute with John Langdon, Continental Navy agent in Portsmouth, N.H., over the expense of a yawl. See William Gardner to Jones, 10 Oct., and Jones to Langdon, 11 Oct., above.

5. On the verso of John Wendell to Jones, 29 Oct. 1777, DLC, is a memorandum in Jones's hand to procure in France for Gen. Whipple's wife various items of cloth, lace, ribbon, gloves, and tea.

JOURNAL OF H.M.S. *PELICAN*, CAPTAIN HENRY LLOYD1777 Dec<sup>br</sup>Castro bore S [*illeg.*]

Thursday 11

First & Middle parts Moderate & Squally, Latter part fresh Breezes & Clear. at 7 AM Tackd Ship saw two Sail in the SE Quarter out all Reefs and maid sail & Chaced at 9 spoke two Spanish Vessels, at 10 saw two Briggs in Shore gave Chace

Cape S<sup>t</sup> Andero SSE 4 Leagues

Fresh Breezes & Cloudy, still in chace set Studing Sails. fired a Gun to bring too a french Brig Fired a Gun & made the Signal for the *Sprightly* Cutter to Chace to the SW. fired two Guns to bring too 2 Briggs in Shore <sup>1</sup> Hoisted the Boat out & sent her on board with an Officer who found none of their People on board saw their Boats full of Men go on Shore. took possession of them & brought them to Our Ship they having American Collurs on board. fired a Gun & made the Signal for the *Sprightly* Cutter to Chase to the Northward. at [*illeg.*] PM fired a Gun to bring too a french Brigg from S<sup>t</sup> Andero to Cadiz

D, UKLPR, Adm. 51/710.

1. Prizes to Massachusetts privateer brig *General Mercer*, James Babson. See James Babson to Benjamin Franklin, 14 Dec., below.

JOURNAL OF H.M.S. *BEDFORD*, CAPTAIN WESTERN VARLO

1777

Cape Finestere EBS Dist<sup>t</sup> 3 Lea<sup>s</sup>

December

Fresh Gales and Cloudy Wea<sup>r</sup>

Thursday 11

Cape Finestere NEB[E.] Dist<sup>t</sup> 5 or 6 Leagues

D<sup>o</sup> Weather at 4 PM Cape Finestere bore SE ½ E<sup>t</sup> Dist<sup>t</sup> 5 or 6 Lea<sup>s</sup> at 8 Saw and gave Chace to a Sail in the SW<sup>t</sup> Q<sup>r</sup> at 9 fir'd [*a shot*] and spoke with the Chace found her a Brig from Virginia bound to S<sup>t</sup> Cebastians,<sup>1</sup> sent a Petty Officer and 9 men on board her

D, UKLPR, Adm. 51/94.

1. *Nancy and Hannah. Pennsylvania Packet*, 1 Apr. 1778.

## December 12

*NEW-LLOYD'S LIST* (LONDON), FRIDAY, DECEMBER 12, 1777

The *Mary*, Ashweek, of Dartmouth, from N. foundland to a Market, was taken by the *Hawke*<sup>1</sup> Privateer; the Crew were landed at Torbay the 1<sup>st</sup> Inst. by the *Vrow Elizabeth*, Heeling.

1. Massachusetts privateer schooner, Jeremiah Hibbert.

## AMERICAN COMMISSIONERS IN FRANCE TO LORD NORTH

To the Right Hon. Lord North, First Lord of the Treasury, Chancellor of the Exchequer, and Principal Minister of the King of Great Britain.

My Lord,

"From motives of duty, and an earnest desire of mitigating the calamities of war, we proposed, near a year since, to the king of Great Britain's ambassador here, an exchange of prisoners in Europe. The answer we received must have been made known to your lordship, and the world will judge of its decency.<sup>1</sup> It would have been honourable for that noble lord, and happy for thousands, who have since suffered unnecessarily, if he had considered that moderation is a mark of wisdom, and humanity an ornament to the highest station. These are the sentiments at least which have governed the congress and people of the United States. They have wished that this war, into which they entered with reluctance, might be distinguished by the humanity with which it was conducted; and that compassion might heal the wounds that were inflicted. The records of congress, my lord, are filled with proofs of tender care and attention, not only to the wants, but to the comfort and accommodation of their prisoners.

"We have wished in vain to find such instances in the acts of the British governments, for unhappily all we have seen on this subject is, the public declaration of the governors and general who was chosen to commence this war, that the American officers and soldiers should be treated with equal indignity, and all devoted, without distinction, to the most ignominious fate, in terms too low for us to repeat. We have never heard of this proceeding, having been censured by the government from which he derived his authority. Neither has the invitation to the Indian savages, at a public treaty, to drink the blood and feast upon the body of those whom you called your subjects, been ever disavowed.<sup>2</sup>

"It is an universal complaint, that the practices of those in authority under you, have been conformable to the principles of these public acts.

"Col. Parker, a gentleman of rank, was thrown into a common gaol in Boston, covered over with wounds, where he perished unpitied, for want of the common comforts which his situation and humanity required.<sup>3</sup>

"Colonel Ethan Allen was dragged, in chains, from Canada to England, from England to Ireland, from Ireland to Carolina, and from thence to New York; at a time when the officers taken from you, in the same expedition, were treated not only with lenity, but every possible indulgence.<sup>4</sup>

"The barbarous treatment of Mr. Lovel, in Boston, has no parallel.<sup>5</sup> Of the prisoners made in Fort Washington, two thirds of them perished by the unexampled cruelty and rigours of their captivity. Even in England, the severities which the American prisoners suffer, are, according to the testimony of every one we have seen, of the most grievous kind. Stripes have been inflicted on some, to make them commit the deepest of all crimes—the fighting against the liberties of their country. Numbers are now groaning in bondage in Africa and India, to which they were compelled by menaces of an immediate ignominious death; as contrary to every rule of war among civilized nations, as to every dictate of humanity.

"It is with the greatest regret we mention these cruelties. For the honor of humanity we hope they will not be committed again. Your lordship must know, that it

is in the power of those we have the honor to represent, to make ample retaliation upon the numerous prisoners of all ranks in their possession; and we warn and beseech you not to render it their indispensable duty. Upwards of five hundred British seamen have been generously treated, set at liberty by our cruisers in these seas, and sent at the public expence to their country. We trust, you will think yourselves bound to dismiss an equal number of seamen taken in the service of the United States.

"We also desire, that a person appointed by us, may have permission to furnish the subjects of the United States, who are in your prisons, with the necessaries they may want from time to time; and that a general cartel may be immediately settled, by which the unfortunate on both sides may be relieved as soon as possible from the miseries of imprisonment.

"We must beg a speedy answer, that we may transmit, without delay, the determination of your court to our constituents. We have the honor to be [&c.]

Benjamin Franklin.

Silas Dean

Arthur Lee.

"Commissioners Plenipotentiary from the Independent and United States of America."

Passi, near Paris, December 12, 1777.<sup>6</sup>

*London Packet: or, New Lloyd's Evening Post*, 26–28 Jan. 1778.

1. NDAR 8: 734–35.

2. Probably references to Gov. and Lt. Gen. Thomas Gage's proclamation of martial law of 12 June 1775, in NDAR 1: 662, and Lt. Gen. John Burgoyne's proclamation and speech to his Indians, of late June 1777, in Hoffman Nickerson, *The Turning Point of the Revolution: Or, Burgoyne in America*, 2 vols. (1928; reprint ed. Port Washington, N.Y.: Kennikat Press, 1967), 1: 120–25.

3. Lt. Col. Moses Parker, wounded and captured at Bunker Hill, died in prison after his leg was amputated. *Papers of Benjamin Franklin* 25: 275.

4. See Ethan Allen, *A Narrative of Colonel Ethan Allen's Captivity, From the Time of his being taken by the British, near Montreal, on the 25th Day of September, in the Year 1775, to the Time of his Exchange, on the 6th Day of May, 1778* (Philadelphia: Bell, 1779).

5. James Lovell, charged with spying after the Battle of Bunker Hill, was transferred from Boston to Halifax, and from there to New York, before being exchanged.

6. The newspaper entry continues as follows. "The answer received from government the 3d of January, 1778, on the subject of the American prisoners, is to the following effect: 'His majesty's servants do not approve of the proposal of inspectors. They understand the establishment of the prisoners to be what is usual and proper in such cases; if there has been any neglect, they have given strict orders to have it rectified, and they will always be ready to redress any complaints that shall be made. The prisoners shall be permitted to receive, under proper regulations, any charitable donations in their favor. Besides this, government are disposed, and have it in their intentions, as opportunity shall offer, to exchange them in America against British prisoners there. If any complaints are made through the hands of Mr. H——y, or through any other proper channel, they will be taken into consideration, according to the case, and redressed.'"

GABRIEL DE SARTINE TO CHARLES PIERRE GONET,  
COMMISSARY OF MARINE AT L'ORIENT

à Versailles le 12. X<sup>bre</sup>. 1777.

Jay reçu, Monsieur, vos trois lettres du 3, de ce mois, l'une en réponse à ce que je vous avois mandé le 29. du mois d<sup>ec</sup> au sujet du Corsaire américain le *Portsmouth* qu'on disoit passé du Bordeaux à L'orient, et dont vous me marquez n'avoir pas encore eu connoissance, une autre par laquelle vous me rendez compte de ce qui s'est passé de la part d'un matelot de St<sup>e</sup> Malo qui vouloit se débarquer du navire la *Brune*,

et la 3<sup>me</sup>. au sujet de la lettre que vous avez écrite à M. De Boüilhac, et de la réponse que vous avez reçu de ce fermier Gnal au sujet des 46. Bariques de Taffia—réclamés par les Cap<sup>nes</sup>. des frégattes le *Raleigh* et l'*alfred*, et qui ont été saisies par les Employés des fermes, faute d'avoir, par ces Cap<sup>nes</sup>. rempli les formalités prescrites, j'approuve le parti que vous avez pris par rapport au matelot de St<sup>e</sup> Malo qui vouloit se débarquer, et à l'égard des 46. Bariques de Taffias confisquées, j'écris à M. De Boüilhac pour l'engager à en ordonner la remise, attendu le cas particulier, et pour ôter aux deux Capitaines anglo-américains tout prétexte d'éluder l'exécution des ordres qui leur ont été donnés de sortir promptement du Port. Je Suis [&c.]

de santine

[Translation]

Versailles, 12 December 1777

I have received, Sir, your three letters of the 3d of this month, one in reply to what I informed you on the 29th of last month concerning the American privateer *Portsmouth* which was reported to have left from Bordeaux for Lorient, and of which you informed me of not yet having had knowledge, another by which you reported what occurred concerning a sailor of St. Malo who wished to disembark from the vessel *La Brune*, and the third concerning the letter you wrote to M. de Boüilhac, and of the reply that you received from this farmer-general concerning the 46 casks of rum claimed by the captains of the Frigates *Raleigh* and *Alfred*, and which were seized by the employees of the farms, for want of having, on the part of the captains, fulfilled the requisite formalities. I approve of what you did with respect to the sailor of St. Malo who wished to disembark, and with respect to the 46 casks of confiscated rum, I am writing to M. de Boüilhac in order to have him promise to order their handing over, seeing that it is a special case, and to remove from the two American captains any pretext for their eluding the carrying out of the orders which have been given to them to quit the port promptly. I am, Sir, [&c.]

de santine

L, FrLAL, series 1, E<sup>1</sup> 80, fol. 210. Addressed at foot: "M. Gonet à l'Orient." Notations: "Classes"; "R. le 17 X<sup>bre</sup>"; "Mariners' Registration"; "Received 17 Dec."

LIEUTENANT DE VAISSEAU

CHEVALIER DE GOUZILLON-BELIZAL TO FRÉDÉRIC-JOSEPH GUILLOT

Copie de La lettre Ecrite par monsieur Le ch<sup>er</sup>. de Gouzillon Belisal Lieutenant de v<sup>aux</sup>. du roy a Monsieur Guillot Comissaire de la marinne a St malo

Je suis surpris Monsieur de La fanfaronade du Cap<sup>ne</sup> du Brick de 14 ou 16 C. Corsaire de Grenezey,<sup>1</sup> il faut quil ayt la memoire Bien Courte pour ne pas se ressouvenir que dans plusieurs chasses que je luy ay appuyée en 8<sup>bre</sup>. il a toujours fuy toutes voilles de hors et que meme Le lundy 27 dudit mois d 8<sup>bre</sup>. a 4<sup>h</sup>. du soir Lorsque je le rencontray au vent a moy sous la p<sup>ie</sup> a Canon de Belleisle, d'un grand frais de NE. venant a ma rencontre Basbord amure a petites voilles, etant fort prés, je luy Criay sans porte voix et fis signe avec La main de me venir parler, il me repondit en son françois, oui monsieur, mais je fus fort surpris de le voir tenir le vent et mettre son grand foc, voille d Zétay et Larguer des ris, pour Lors, je n'hezitay point a tirer dessus, Luy envoyay sept Coups de Canon chargés a Boulets et mitraille et cinq a Boulet rond

desquels douze Coup. j'estime qu'il n'en a reçu que trois La Grosse mér nay Empechant de Bien pointer, je le chassay jusqu'a la nuit mais sa marche toujours superieure a la mienne, m'empêcha de le joindre il avoit tous ses mats haut son Beauprés navoit pas Lair avarié, et je le crois trop Bon marin pour du temp qu'il faisoit chargés ses mats de toile s'ils avoient été endommagés, tout cecy sest passé a la vuë de 4. Bateaux. nantois et des habitants de Belleisle

Faitte L'usage que vous voudrez de Cette Lettre je vous en laisse le maitre Flatéz que cet evenement me procure Le plaisir de vous assurer de L'attachement que je vous ay voué et avec Lequel j'ay L'honneur d'être [&c.]

Brest a Bord de la *Curieuse*  
le 12 X<sup>bre</sup> 1777

ch<sup>er</sup> Gouzillon de Bélizal Lt de v<sup>au</sup>.  
Com<sup>dnt</sup> La Corvette du roy La  
*Curieuse* de 12 C. de 4<sup>l</sup> et de 6  
pierriers de ½<sup>l</sup>

[Translation]

Copy of the letter written by Monsieur the Chevalier de Gouzillon Belisal, Lieutenant de Vaisseau of the king, to Monsieur Guillot Commissaire of the navy at St. Malo

I am surprised, Sir, by the boast of the captain of the brig of 14 or 16 guns, privateer of Jersey.<sup>1</sup> He must have a rather short memory not to recall that in the several chases that I gave him in October he always made all sail to escape and that even on Monday, the 27th of the said month of October, at 4 o'clock in the evening when I met him to the windward of me under Canon Point of Belle Isle, in a strong breeze from the northeast, coming to meet me on the port tack, under short sail. Being very near, I called to him without hailing distance and signalled with my hand to come speak to me; he answered in French, "Yes, Monsieur," but I was very surprised to see him keep the wind and set his standing-jib, staysail, and let out reefs, upon which I did not hesitate at all to fire on him, firing seven cannon loaded with ball and grape, and five with cannon balls, of which twelve shots, I estimate that only three hit him, the high seas preventing my aiming well. I chased him until nightfall, but his speed being always superior to mine prevented my catching him. His upper masts and his bowsprit did not have the appearance of having been damaged, and I believe him to be too good a sailor in that weather to have stressed his masts with sail if they had been damaged. All this happened in view of four vessels of Nantes and of the inhabitants of Belle Isle.

Make what use you wish to of this letter, I leave it up to you. I am pleased that this event gives me the pleasure of assuring you of the attachment I have sworn to you and with which I have the honor to be [&c.]

Brest, on board la *Curieuse*  
12 December 1777

Chevalier Gouzillon de Bélizal,  
Lieutenant de Vaisseau commanding  
the royal corvette La *Curieuse* of 12  
Cannon of 4 pounds and of 6 swivels  
of ½ pound<sup>1</sup>

Copy, FrPNA, Marine B<sup>4</sup> 129, fol. 233. Notation at top left corner: "M. le ch<sup>er</sup> de Gouzillon Belizat le 12. X<sup>bre</sup>. 1777."

1. Jersey privateer *Revenge*, Noel Gautier. See Gabriel de Sartine to Frédéric-Joseph Guillot, 23 Dec., below.

LIEUTENANT DE VAISSEAU CHEVALIER DE GOUZILLON-BELIZAL TO GABRIEL DE SARTINE

Monseigneur

Monsieur L'intendant vient de me faire part d'une Lettre du Commissaire de la marine de Saint malo <sup>1</sup> par la quelle il luy marque un trait de fanfaronade relatif a moy qu'a fait a gerzey Le Cap<sup>ne</sup>. du Corsaire <sup>2</sup> sur Le quel je tiray Le 27 8<sup>bre</sup>. et dont jeus L'honneur Monseigneur, de vous rendre Compte Le 29<sup>bre</sup>. <sup>3</sup> a ma rentrée a Brest quoique je sois Bien persuadé Monseigneur que vous ne Doubter pas de La verité du Compte que je vous rendis lors, je me Crois obligé n'étant pas Connû a S<sup>t</sup> malo, d'y faire passer un précis de ce qui m'est arrivée dans ma dernière Croisière. En Consequence je l'adresse au Commissaire il'en fera ce qu'il voudra Le fera meme passer sil veut a gerzey Cela m'est egal

Jay aussi L'honneur Monseigneur de vous en s'envoyer une Copie et soyer persuadé que si dans quelqu'unes de mes Croisières je le trouve, malgré Monseigneur qu'il ait 14. ou 16 C. de 6. et que je n'en ay que douze du Calibre de 4. je Continueray, s'il vient trop pres de nos Cottes, a agir comme je l'ay déjà fait La dernière Croisière.

De me recommande toujours a sa Bonté pour Le Commandement d'une frégate et serois flatté que vous m'accordassiez le privilege une de celles de St malo. vuë çé qui marrie dans çé moment avec M<sup>r</sup>. Guillot relativement a çé Corsaire.

attendant donc tout de L'honneur de votre protection Je suis [&c.] <sup>4</sup>

Ch<sup>er</sup>. de Gouzillon Belizal.

Brest le 12 X<sup>bre</sup>. 1777

[Translation]

My Lord

Monsieur the intendant has just told me about a letter from the Commissioner for the Navy at Saint Malo <sup>1</sup> in which he notes a boastful reference regarding me that the captain of the privateer <sup>2</sup> made in Jersey. I had fired on his ship on the 27th of October and I had the honor, my Lord, of making a report to you on 2 November <sup>3</sup> when I returned to Brest.

Although I am sure, my Lord, that you do not doubt the truth of the report that I made to you, I felt compelled, being unknown in Saint Malo, to forward there a summary of what had happened to me during my last cruise. Accordingly, I forwarded it to the Commissioner; he will do with it as he sees fit, he may even send it to Jersey. It makes no difference to me.

I also have the honor, my Lord, of sending you a copy of it and be assured that if, during my cruises, I come across him, and my Lord, whether he carries 14 or 16 six-pounders and I have only 12 four-pounders, I shall continue, if he comes near our coast, to act as I did during my last cruise.

I refer always to your bounty for the command of a frigate. I would be flattered were you to grant me the privilege of commanding one of those at Saint Malo, in light of what is happening to me at this moment with M. Guillot with regard to this privateer.

Relying on the honor of your protection, I am [&c.] <sup>4</sup>

Chevalier de Gouzillon Belizal

Brest, 12 December 1777

L, FrPNA, Marine B<sup>1</sup> 129, fol. 232. Notations at top of first page: “Armement à Brest”; “M. le Ch<sup>e</sup> de Gouzillon de Belizal le 12. X<sup>bre</sup>. 1777”; “Renvoy du 20. X<sup>bre</sup>. [au matin?]”; “approuve qu’il [illeg.] à M. Guillot”; “Rep le 26. X<sup>bre</sup>. 1777.”

1. Frédéric-Joseph Guillot.

2. Jersey privateer *Revenge*, Noel Gautier. See Sartine to Guillot, 23 Dec., below.

3. Marginal notation: “marquer”; “noted”.

4. The two final paragraphs are marked with a bracket, with the marginal notation “M Blouin f.”

Jean-Baptiste-Antoine Blouin was commissary and first commissioner of the French navy.

## December 13

### JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1777*]

13<sup>th</sup>. [Dec<sup>r</sup>] Saturday Pleas<sup>t</sup> weath<sup>r</sup> All the Prisoners Examined to see What Clothes they Stand in Need of.

D, MeHi, Jonathan Haskins Journal.

### CAPTAIN GUSTAVUS CONYNGHAM TO MIGUEL LAGOANERE AND COMPANY

M<sup>r</sup> Lagoanere

[*Ferrol*] 13 Decm<sup>r</sup> 1777

Si<sup>r</sup> Notwtstading [*Notwithstanding*] the Certainty of every thing being Concluded, this Governour, will not or Cannot See it he Says that General O. Neal has not mention<sup>d</sup> one Circumstance relative to the prise,<sup>1</sup> I see plainly that between the two the[y] are at points, and this man heare I see plainly will not resolve on any thing without it is as plain as A. B. C. I must beg you will gett the General to be a little plainer and willing to this Gov<sup>t</sup> and Send the Copy of the Verdict inclose<sup>d</sup>. to m<sup>r</sup> Lambey [*Lembeye*]

I leave the prize master and A boy heare to the prize is Done with and then to proceed Down to you to Stay my return, in Respect of the Brig with you. I am Confident all will be Done for the Best and the Money of those two Brigs<sup>2</sup> Lay with you for Some time as at the fardest. I Shall not Stay Out more than 3 weeks. if An Accident Should happen in this Case it Should lay at the Disposal of M<sup>r</sup> L. Cap<sup>t</sup> fonlet is heare and I belive will Go Down to you to make A proposal/—

LB, UklPR, H.C.A. 32/441/7, pt. 1.

1. Most likely the *Syren*, James Renolls.

2. *Syren*, James Renolls, and *Dispatch*, Emanuel Le Geyte.

## December 14 (Sunday)

### JAMES BABSON TO BENJAMIN FRANKLIN

M<sup>r</sup> Beniamen Francklin

S<sup>t</sup> antones Decem<sup>r</sup> th 14—1777

Sir this may Enform you that I Sailed from Bilboa Novm<sup>r</sup> 20 with my pore Naked Crew by a fafuor of M<sup>es</sup>. Gardoquis & Sons that Trusted me with one hund<sup>d</sup> Pound Sterling to Buy a Little provishing I fell In with Six fish Versells from NFoundland affter a Little Dispute Tuck them all & Carred them Into S<sup>t</sup> andero I oared



them to Bilboa but on their pasague thay fell In with a friget & a Cutter<sup>1</sup> three of them they Retuck & Carred of my peple Escaped on shore the outhers air Saft In port—Sir I have hear Nothing of my afair with my prise<sup>2</sup> I Left In Nant Should Esteem it as a favour if you would favour me with a Line Consaning the prise you may Depend that I Shand Trouble the french flag &, Sir I am [&c.]

James Babson

L, PPAmp, Benjamin Franklin Papers, vol. 7, 147. Addressed: "A Monsieur/Mons<sup>r</sup> Benjamin Franklin/Paris". Docketed: "James Babson/Dec<sup>r</sup> 14. 77."

1. H.M.S. *Pelican* and H.M. cutter *Sprightly*. See Captain's Journal of H.M.S. *Pelican*, Captain Henry Lloyd, 11 Dec., above.

2. *Clarendon*.

# CONDE DE FLORIDABLANCA TO LORD GRANTHAM

Copia

Exmo S<sup>or</sup>.

Mui Señor mio; Con fecha de 12 del corriente repite V.E. sus quejas sobre la Proteccion que supone lo gran en los Puertos de España los Corsarios Americanos, y como las ofertas que he hecho en nobre del Rey han sido sinceras y dictadas por su deseo de acreditar su Amistad y escrupuloso procedimiento à S.M. Bretanica, debo participar à V.E. que al Comandante de Galicia se le encarga de nuevo el cumplimiento de las ordenes que le estan dadas, se le previene providencie que el Corsario Cunningham entregue a su disposicion el marinero Ingles de que V.E. me habla,<sup>1</sup> y zele que en lo succesivo no se violente a volver abordo a los Marineros Ingleses, ó de otra Nacion que se refugieren à tierra desde los Vaxeles Americanos, ni se consienta que sean tomados p<sup>r</sup> fuerza, y se le advierte informe, (con remision de los Procesos) sobre todas las preses que V.E. me cita en su papel de 12. y hayan entrado en aquellos Puertos, como acerca de todo lo ocurrido en la venta de sus Cargazones, depositando el importe de ellas hasta nueva Disposicion.

Las mismas advertencias se hacen al Gobernador de Santander y Castro, mandandole detenga en este ultimo Puerto el Navio *Elizabeth*,<sup>2</sup> que dice V.E. fue tomado à medio tiro de Cañon, y remita los Autos para que aqui podemos enterarnos del hecho.

Crea V.E. que todos los inconvenientes que V.E. representa ahora se habrian evitado si V.E. hubiese tenido à bien executar (lo q<sup>e</sup> le propuse en mi ultimo papel)<sup>3</sup> pues de esta omission proviene sin duda la repeticion de las quejas de V.E.

Pero asi como el Rey se presta por pura amistad y buena correspondencia con su Corte de V.E. à los actos de condescendencia y equidad que dexo enunciados, se promete S.M. no tardara aquella en remediar los desordenes q<sup>e</sup> los Corsarios y Marina Inglesa cometen en los Mares de America contra los Navios Españoles con infraccion del tenor de los Tratados, pues sobre los Excesos anteriores ocurren en el dia dos casos que se expresan en la adjunta Nota, respecto à los quales solo pide S.M. justicia, prometiendose que la Satisfaccion sea completa, y las ordenes tan effectivas que de resultas de ellas no se abuse mas de la prudente tolerancia del Rey y de sus Oficiales y Comandantes.

Deseó se haya VE. restablecido de su Indisposicion, y ratificandole mi obsequio ruego á D<sup>s</sup>. guarde à V.E. m<sup>s</sup>. a<sup>s</sup>.

Aranjuez à 14 de Dic<sup>a</sup>. de 1777. &c<sup>a</sup>. &c<sup>a</sup>.

El Conde de Floridablanca.

Translation.

Most Excellent Sir:

Sir; Your Excy repeats in your's of the 12<sup>th</sup>. Ins<sup>t</sup> your Complaints upon the Protection which you imagine that the American Privateers receive in the Ports of Spain; and, as the Offers which I have made to your Excellency in the King's Name have been sincere & dictated by His Desire of confirming his Friendship & his scrupulous Proceeding towards His Britannick Majesty, I am to communicate to your Excy, that the Commandant General of Galicia receives fresh Instructions to comply with the Orders which had been given, he is directed to take care that Cunningham delivers up to his Disposition the English Sailor whom your Excy mentions to me,<sup>1</sup> & to be observant for the future that no Violence be offered to oblige any English Sailors or of other Nations, who shall take refuge on Spanish Ground, to return to his Ship, nor is he to consent to his, (Cunningham) taking any by Force, & the said Commandant is further instructed to give me Information (Together with the Documents relating to them) of all the Prizes which your Excy speaks of in your Office of the 12<sup>th</sup>. and which have come into these Ports as well as of all that has happened relative to the Sales of their Cargoes, depositing in the mean while the Produce of them 'till further Orders. The same Instructions are sent to the Commandants of S<sup>t</sup> Andero & Castro directing that the Ship *Elizabeth*,<sup>2</sup> which your Excy says was taken at half Gun Shot from the latter, be detained there, & the Proceedings thereupon be sent here that we may judge of them.

Your Excy may be assured, that the Inconveniences which your Ex<sup>cy</sup> now complains of might have been avoided if your Ex<sup>cy</sup> had thought proper to execute what I proposed in my last Office,<sup>3</sup> & doubtless from that not having been done has arisen The repetition of your Complaints.—But as on the one hand The King out of pure Friendship & good Correspondence towards your Court acts with Equity & Condescension which I have set forth, His Majesty on the other hopes, that your Court will not delay giving a Remedy to the Disorders which the English Privateers & Navy commit in the American Seas against Spanish Ships, infringing upon the Tenor of our Treaties, for besides the former Excesses, two Cases have just arisen which are described in the annexed Note, with regard to which His Majesty only asks for Justice promising himself that He shall receive compleat Satisfaction, & that such efficacious Orders shall be given, as shall not give more exercise for the prudent forbearance of His Majesty, His Offices & Commanders.

I am very desirous that your Excy should recover from your Indisposition, & confirming my Obedience to you I pray for a long Continuation of your Life &c<sup>a</sup>.

Count Floridablanca

Aranjuez 14<sup>th</sup>. Dec<sup>r</sup> 1777.

[Enclosure]

Copia

La Fragata Correo del Rey Catolico nombrado el *Colon*, su Capitan Don Mateo de Urcallo, salio de la Coruña el dia 2<sup>o</sup>. de Agosto con los pliegos del Real Servicio para la Isla de Cuba. En las inmediaciones de las Islas de S<sup>te</sup>. Tomas y La Tortola fue acometido por dos Balandras Inglesas, que despues de haber la disparado varios tiros con bala enviaron gente armada à su bordo, que reconocio toda la carga, y aun se atrevio à abrir uno de los caxones de la Correspondencia habiendo puesto grillos à parte de la tripulacion Española, y tratadola como à enemiga, por mas que se la representó el respeto

q<sup>e</sup> debia à una embarcacion Correo del Rey y la Paz q<sup>e</sup> reynaba entre España y la Gran Bretaña, y aunque despuez se permitió à la Fragata el *Colon* seguir su Viage, se la molestó y detuvo largo tiempo habiendo hecho aquellas vexaciones sin respeto alguno al Pavellon. Aunque se ignora el nombre de las dos Balandras Inglesas q<sup>e</sup> cometeron este insulto se sabe que el Capitan de la una se llamaba Tillet, y el segundo Piloto Fills.

Hallandose el Bergantin Coreo de S.M. el *Principe de Asturias* en el Rio Misisipi a 17 Leguas de la nueva Orleans fue acometido por una Balandra Inglesa Corsario q<sup>e</sup> la disparo varios canonazos y le abordó sable en mano ultrajando de obra y de palabra a la tripulacion y prorumpiendo en vituperios contra la Nacion Española.<sup>4</sup>

Note annexed to the Office.

Translation.

The Frigate *Colon*, a Packet Boat of His Catholick Majesty's, commanded by D<sup>n</sup>. Manuel de Urcallo, sailed from Coruña the 2<sup>d</sup> of August, with Letters upon the Royal Service for the Island of Cuba: Being near the Island of S<sup>t</sup>. Thomas and Turtle Island she was attacked by two English Sloops, who after firing at her several Times with Ball sent some armed people on board, who looked over the whole Cargo, & even dared to open one of the Chests of Papers, chained part of the Crew, treating them as Enemies, notwithstanding Representations made of the Respect due to a King's Packet Boat, & the Peace existing between the two Crowns: And altho' the Frigate *Colon* was afterwards allowed to proceed on her Voyage, she was interrupted & detained a long Time; all this Trouble being given without any Respect to the Flag which She bore. Altho' the Names of the English Sloops which committed this Outrage are not known, yet we know that the Captain of one of them is called Tillet, & the second Pilot Fills.

The Packet Boat belonging to His Catholick Majesty, called the *Prince of Asturias*, being in the Misissippi, 17 Leagues from New Orleans, was attacked by an English Privateer, who fired several Times at her, & whose Crew at last boarded her Sword in Hand, committing Outrages by Word & Deed, & breaking out in violent Abuse of the Spanish Nation.<sup>4</sup>

L and Translation, UKLPR, S.P. Foreign 94/204, 425; enclosure, D and Translation, at 420–21. Addressed at the foot of the letter: "Ex<sup>mo</sup>. S<sup>ra</sup>. Baron Grantham"; and on the translation: "His Excy/Lord Grantham." Docketed: "In Lord Grantham's N<sup>o</sup> 67." Enclosed in Lord Grantham to Lord Weymouth, 22 Dec. 1777, below.

1. John Jordan. See Herman Katencamp to Lord Weymouth, 19 and 26 Nov. 1777, above.

2. Taken by *True American*, John Buffington.

3. See Floridablanca to Lord Grantham, 18 Nov. 1777, above.

4. For the attack on the *Principe de Asturias*, on 1 Sept., see NDAR 9: 929–30.

"EXTRACT OF A LETTER FROM GIBRALTAR. DEC. 14."

"The *Enterprize* frigate, commanded by Sir Thomas Rich, Bart. on this station, hardly goes out on a cruise but she returns with a prize, and most of them of great value. Not long since she brought in a French ship<sup>1</sup> on suspicion of being bound to America. Sir Thomas had the art to sift the secret out of the crew, and she has been condemned as a legal prize in our Court of Admiralty here. We have three other frigates also cruizing about here."

*New-York Gazette*, 6 Apr. 1778.

1. *Pompée*, Louis Le Grand, master.

## December 15

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAINS THOMAS GRAVES,  
HERBERT SAWYER, AND GEORGE BOWYER, R.N.

By &c

You are hereby required & directed to put to Sea in the Ship you command without a moments loss of time & proceed & Cruize between Ushant & Cape Clear for the protection of the Trade of His Majestys Subjects & diligently to look out for &C to use your best endeavours to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of N<sup>o</sup>. America.

You are to continue upon the above Station for one Month after passing Ushant & then return to Plymouth Sound & remain there until you receive further order; sending Us an account of your arrival & proceedings. Given &c 15<sup>th</sup>. Dec<sup>r</sup>. 1777

Sandwich  
Palmerston  
H Palliser

Cap <sup>t</sup> . Graves— <i>Conqueror</i>	}	Plym <sup>o</sup> .
" Sawyer— <i>Boyne</i>		
" Bowyer— <i>Burford</i>		

By &c PS

By Express at 9 P.M.

LB, UKLPR, Adm. 2/103, 305–6.

## HERMAN KATENCAMP TO LORD WEYMOUTH

N<sup>o</sup>. 73.

Corunna 15<sup>th</sup>. Dec<sup>r</sup>. 1777.

My Lord.

The S<sup>r</sup>. *Pascal* of 74 Guns, and the *Soledad* Frigate are sailed from Ferrol but whither is not known.

Cunningham is returned to Ferrol from his third Cruize having besides the two vessels which in my last <sup>1</sup> I had the Honor to acquaint Your Lordship he had sent in here taken several others and sent them to different Ports of France and Spain. The *Hawke* Privateer Jeremiah Hilbert has also made great Havock among our Newfoundland Ships bound to Bilboa, and Santander, more than half of which have been taken by the Rebels since the Convoy under Admiral Montague left them. None of His Majesty's Ships appear on this Coast to protect a Trade so extremely beneficial to the Nation, nor have any been seen by the American vessels that have lately arrived here from Virginia and other Parts of North America. I therefore most humbly beseech your Lordship will be pleased to take in Consideration what I had the Honor to write on this Subject in my Letter N<sup>o</sup>. 66,<sup>2</sup> I humbly conceive a Cutter of equal Force with Cunninghams would render effectual Service if that method was observed.

This Pirate is still in Ferrol and continues to receive every Encouragement that can be given him. his two last Prizes which were taken within Cannon Shot of the Coast have been declared legal, and he is now waiting for Leave to sell them:<sup>3</sup> the most false Representations have been sent to Court for that end, and there is no Doubt they will be attended to.

Great Rejoicings have been made by the Americans in this Port at the News propagated by a vessel just arrived from Northampton in Virginia, of General Howe's being totally defeated and driven from Philadelphia on the first of October, and of the total Loss of General Burgoyne's whole Army, a Report which I flatter myself deserves no Credit. I have the Honor to be [&c.]

H Katencamp.

L, UKLPR, S.P. Foreign 94/204, 414–15. Addressed at the foot of the first page: "The R<sup>t</sup> Honb<sup>le</sup> Lord Viscount Weymouth." Docketed: "Coruña 15 Dec<sup>r</sup> 1777/Consul Katencamp/(N<sup>o</sup> 73)/R. 5 Jan<sup>y</sup> 1778."

1. Herman Katencamp to Lord Weymouth, 3 Dec. 1777, above.
2. Herman Katencamp to Lord Weymouth, 8 Oct. 1777, above.
3. For the American perspective, see Gustavus Conyngham to the American Commissioners in France, 4 Dec. 1777, above. See also Gustavus Conyngham to Lagoanere and Company, 13 Dec. 1777, above.

## December 16

### F. STEWARD TO THE EARL OF SANDWICH

My Lord

Waymouth Dec<sup>r</sup> 16. 1777.

As the following description of the two rebell Frigates who engaged the *Druid*, & went into Port L'Orient, was given me by a Gent<sup>l</sup> of the strictest veracity, who left that Place the fourth Ins<sup>t</sup> when they were fitting out, & expected to be ready for sea in a fortnight, intending as they gave out for the S<sup>wd</sup>. to intercept the Indiamen, but as he supposed from the information of the Stores he saw go on board, they meant a winter Cruise to the N<sup>w</sup><sup>d</sup>. or to go directly for Boston I have taken the Liberty to lay the same before your L<sup>d</sup>Ship for the Information of the Cruizers under your Command—At the same time the *Amphytrite* from America lay in the outer road with a valuable Cargo for S<sup>t</sup>. Maloes as he beleives tho' they said for Nantz—I am [&c.]

F Steward

[Enclosure]

The *Rawleigh* the Comm<sup>r</sup> (Thompson a Scotchman) is a fine looking ship in size & built like the Kings frigates of 28 Guns, but carries 13 twelve Pounders on her Gun-deck & they say (for they were not mounted) 12-six p<sup>rs</sup>. on her quarter deck & fore-castle beside swivells & 280 men, but he believes they exaggerate in this Particular, the Crews mostly English & Irish, who appear tired of their Masters—. The officers have most of them been employed in small trading vessells, & now swagger in blue uniforms turned up with red and Anchor Buttons.—She is low abaft, with a square Stern & quarter Gallery, a figure head—is painted white & black with a red & white streak along her Quar<sup>r</sup> her sides well scraped, her Bend blacked rather higher up than usual, & her bottom very white, her Nettings fore & aft filled with Hay or Cotton Bags at present clean & white, she is both square & taunt rigged with very long flagstaff or rather royall Masts painted black has a whole mizen yard, & a Pole Mizen topmast the head of which is very long, her stern Lanthorn larger than general & painted white, they say sails extreamly well, especially upon a wind, & has the look of it—. The *Alfred* was formerly a Merchantman is about 275. or 300 tons at most, pierced for 20 Guns 9 Pd<sup>rs</sup>. & carries 6-four-Pound<sup>s</sup> on the Q<sup>r</sup> Deck & forward. the Cap<sup>t</sup>. An American, she they say has 160 men, & is better officered than the other, but sails dully.—her Appearance when her Guns are housed & ports lowered down has very little of the ship of war, she

is square sterned, without quarter Gallery or Badges, has a figure head painted yellow with a remarkable large Plume of feathers on his helmet painted white—. The ship is painted plain black & yellow with a white bottom is very taunt but not square rigged, her royall Masts & pole mizen topmast head more out of Proportion than the *Rawleigh's* has a Gaft Mizen, Top Armour & Quarter Cloths Blue with 13 white Stars y<sup>e</sup> same as in the upper Corner of their Colors. neither have their Names in the Stern they have with them a small Bermudian Sloop with four Guns—

L, UKLPR, Adm. 1/1838/13, 64.

# JOHN ROSS TO SILAS DEANE

The Hon<sup>ble</sup> Silas Deane Esq<sup>re</sup>.

Nantes 16 Decem<sup>r</sup> 1777

Dear Sir

By a letter I took the liberty to write the Hon<sup>ble</sup> Commissioner's last Wednesday, advising of the *Henriettas* Safe arrival from Hamb<sup>g</sup>—You'd see thereby I was then at L'Orient. The conduct & inconsistency of my Correspondent M<sup>r</sup> Berrard, carried me thither at a few hour's notice from Green, and I am Satisfyed had I not made my appearance (very unexpectedly to him indeed) he woud Retard the dispatch of my Vessels, without the least cause, except the Suspitions of his own heart, that I had become disgusted with his Management—My Presence changed the Scene, and I now look for the Ship with the first fair wind, having falen down to Isle Groye before I left L'Orient. Nevertheless, as no accounts are Rendered as Yet, can't say any thing of this Gentleman's management former delays & neglects on his Part has accumulated the expence, nor have I any remedy for what I may suffer in that respect, but to gaurd against him in future.—

On my return here, I received your Sundry favours of the 1<sup>st</sup>. 2<sup>d</sup>. & 8<sup>th</sup> Inst: <sup>1</sup> all which being now before me shall Reply to each in their order.—Respecting the first, M<sup>r</sup> Moylan will set out in a day or two for L'Orient to have a converseation with M<sup>r</sup> Gourlade, & hope his personal presence may accomplish his wishes to the Satisfaction of all parties.—We want a friend at the place of his intended Residence, to pay some Attention to our Interest, the impositions of our present Factors being too Glaring to escape Notice <sup>2</sup>

Particulare attention shall be paid to your instructions in Regard to what you Recommend concerning Your Interest in the Ship *L'Brune*, in case she gets Safe to America, and will expect (as You Propose) Your Sentiments further on the Same Subject Previous to her Sailing—As fast as possible her Cargo will be put on board, when compleated will be able to ascertain the Freight, and then advise for Your government, and do for you in every Respect as for my Self.—<sup>3</sup>

I come now to reply to that of the 2<sup>d</sup>. addressed to M<sup>r</sup> Hodge and me, in consequence of What you proposed on the Score of the two Cutters.<sup>4</sup>—Am Satisfyed to accept of the property in both between him and me, belonging to the public,—to be assigned over to us at the first port (or ports) the Order from you may reach the Captain, or agent You employ, takeing an Inventory of the hull & materials, with a Specification (Signed by the Captain & Officers) of the condition in which they may appear when Dilevered—Leaveing it finally thereafter, to Setle the Vallue of the public Share's with Congress (or Committee of Congress) in America. And to whom M<sup>r</sup> Hodge and I, shall

pay, on Account for Same, when ascertained w<sup>th</sup>. the Hon<sup>ble</sup>. Members of Congress, by either of us, or by those whom we may impower to bring it to a speedy Settlement.—You know my motives in this engagement, are principally to oblige M<sup>r</sup> Hodge who has lost much of his time in prosecuting this line of business to Serve the Public & himself without any material private Advantage, Besides, his determination to Risque himself, in case I assumed part of the direction as an Owner, was no Small inducement to listen to Your proposal tho I never had any concern of the kind heretofore.

I shall not incommode M<sup>r</sup> Williams, untill the Men engaged & now onboard the Small Cutter<sup>5</sup> are ordered in Some other vessel, I Shall Receive her so soon as it Suites him to dispense with her, & Push her off to a Station clear of those Seas, which am to fix with M<sup>r</sup> Hodge previous to his departure—She is only fit to carry about Sixteen hands with a couple of months Stores, any distant voyage, consequently of no use as a Packet or Merchant Vessel from hence to America. She may nevertheless Answer as a consort for the other in certain cruizes

The day before I set out for L'Orient, I received a letter from the Hon<sup>ble</sup>. A: Lee, From which, have copyed a paragraph, in said Epistle to me, Respecting the Bargain of the Cutter between You and me, And my Answer thereto, being likewise copyed on same piece of Paper, I send it herewith for Your perusal, that You may Judge of it, & act as to you may Seem best.<sup>6</sup> At same time, from this correspondence with me, Woud you not think it adviceable to get the two other Gentlemen Commissioner's, to Join You in the Assignment of those Cutters to M<sup>r</sup> Hodge & me? Circumstances & my own observations, lead me to see it necessary for you, to Act as much as possible with consent & approbation of your Coleagues, least your own Seperate distinct Service's, for the public in Your present Station (however well intended) may be misrepresented, or misconstrued—If any of the Hon<sup>ble</sup>. Gentlemen, shoud have any objection to the terms of our agreement, I freely disclaim any Pretension's to the Bargain.—M<sup>r</sup> Hodge Sets out tomorrow for Spain, therefore, in case of any Alteration from a prospect of greater advantages to the Public by keeping the Vessels, Write in Course to M<sup>r</sup> Hodge, that he may Return, or forefit what may occur for the benefite of the present Owner's—

On the other hand, if mutually approved of, and that the Assignment are Sent me, Shall transmute the Obligation you want in Course, corresponding with our Agreement, that every thing May appear fair to bear examination, happen what will

Your Last (had not the Property arrived Safe,) woud Puzzle me much having no instruction's, or any descretionary Power from the Committee of Congress to Effect Insurance,<sup>7</sup> I wished to Receive the Commissioners answer to that Letter, in justification of my self, & as a prooffe of my Attention in consulting them. It may still be proper I have it as the most Regular mode of doing business, and beg You may Procure it for me, to Serve in future for my government—What occurred to you Respecting the Ranger,<sup>8</sup> Occurred to me at the very instant I was writeing M<sup>r</sup> Lee, and mentioned it to him in particulare, hope You may be able to Possess me of Private instructions for Jones, that I may manage to join all the force I can, unobserved, to take their departure together.—None can be more Conscious then I am, to get the Goods Sent off, it is of consequence and a Valluable Property collected here safe from Russia & Germany on the best term's.—Believe I wish nothing so much as to have all at Sea, & off my hands. Pray God they may all get Safe.—I am [&c.]

Jn<sup>o</sup> Ross

NB. Am uneasey & anxious for the unhappie Situation of Philad<sup>a</sup>. Much do I Long to hear from the Southern Parts of our Country—The Northern very fortunatly Secured their Peace, on which I heartely congratulate You & all our Country Men. I Suppose Bankcroft coud Scarsely speak a Sentance for a week after the News Reached You Complim<sup>ts</sup> to the Doctor—

L, CtHi, Silas Deane Papers.

1. Deane's letter of 1 Dec. is above; that of 2 Dec. in *Deane Papers*, 2: 263–64; and that of 8 Dec. in *ibid.*, pp. 268–69.

2. Ross and Jonathan Williams, Jr., had agreed on recommending James Moylan, an American merchant in Le Havre, as American commercial agent at L'Orient. Moylan was going to discuss a possible connection with L'Orient merchant Jacques-Alexandre Gourlade, whom Williams had originally favored for the agency. Ross to Silas Deane, 25 Dec. 1777, CtHi, Silas Deane Papers.

3. See Silas Deane to John Ross, 1 Dec. 1777, above.

4. Continental Navy cutters *Revenge* and *Dolphin*. Deane gave Hodge and Ross the option of purchasing the United States's half interest in the *Revenge*, one quarter then belonging to Hodge and one quarter to Ephraim Cunningham & Co., or acting as agents for the Congress in management of the vessel. *Deane Papers*, 2: 263–64.

5. *Dolphin*.

6. Arthur Lee to John Ross, 26 Nov., and Ross to Lee, 3 Dec., above.

7. Deane left the matter of insurance entirely to Ross's judgment. *Deane Papers*, 2: 268–69.

8. Deane suggested that the *Ranger* convoy *Brune*. *Ibid.*, 269.

#### JOHN ROSS TO ARTHUR LEE

Dear Sir

Nantes 16 Decem<sup>r</sup> 1777

I received both your esteemed favours of the 1<sup>st</sup>. & 12<sup>th</sup>. Inst: (the Latter ~~only~~ this moment.) I am pleased to Learn you expect to accomplish a concurrence of the Arrangment proposed for the *Ranger*.—I shall make every possible preparation, nor do I doubt but Ill be able to manage as soon as she can be in readiness for Sea—

At present there is a fleet of English Cruizers off here & in Sight of Bele isle to watch American Vessels. almost in Soundings to the disgrace of the Libertys & Power of France—Since my last, and in my Absence, M<sup>r</sup> Hodge arrived here, possessed of order's from M<sup>r</sup> Deane in consequence of what is concluded on Respecting the Cutters—Today I wrote M<sup>r</sup> Deane, advising, I had communicated my Sentiments to you on the subject, And being disposed only to finish with the Mutual Approbation of the Hon<sup>ble</sup> Commissioners. I beg you may Join in the assignation proposed, if approved of, or give me Your Opinion that I may Act to gaurd against every dispute & reflection—Permit me to request my Complim<sup>ts</sup> be presented to your Brother. Am indebted to Sundry of his, to which shall reply by next Post. I have the honour to be [&c.]

Jn<sup>o</sup>: Ross

L, MH-H, Arthur Lee Papers, bMS AM 811.2 (96a). By permission of the Houghton Library, Harvard University.

#### JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon<sup>ble</sup> Gent<sup>n</sup>.—

(N<sup>o</sup>. 102)

Nantes Decem<sup>r</sup> 16. 1777.—

My last to M<sup>r</sup> Dean in answer to his of the 8<sup>th</sup> informed you that I intended to go to Painbeuf to give you a fuller acco<sup>t</sup> of the *Lion*, but various affairs have prevented.—I have now ordered every article that relates to that Ship to be collected



and sent on board with the utmost dispatch and by the end of this Week I intend she shall be compleat in everything except Poultry Vegetables & such Provision as spoil by keeping, the same Lighter will also carry down the last Bale or Cask that is to go on board her.—You know her Situation, her sailing therefore will depend on what passes with you, for all I can say on this Subject I refer you to my last.<sup>1</sup>—Let appearances be as rigorous as they please, if they give but a private indemnification We will rub through all the Forms; or what will be better, please to obtain a private permission to dispense with the late orders.—

As to M<sup>r</sup> Montieus Vessells I have sent a lighter load on board of each, the *Chalotais* is almost full when she & the *Lion* are compleat the *Mercury* shall take all the remainder,—but here we are again in Difficulties and if you don't succeed in some way or other we shall be obliged to unload both these Ships to take the Arms out.—I have already mentioned the *Ranger* and the manner in which M<sup>r</sup> Morris has arranged matters with me. This Ship will want many Supplies particularly Ballast, for which I propose Lead instead of Iron tho' more costly. my Reason is because Iron is to be had in many parts of our Country, & lead is not, therefore at any future Period the *Ranger* may afford a timely supply &, taking Iron in return, not injure herself. I beg you will please to say in answer to this whether or not I am to give these Supplies and apply to you for what surplus Funds may be wanting. I doubt not your answer will be in the affirmative, tho' I think the course of Business requires me to ask the Question. This Ship is now striped and will in a few days be carreened.

I send you inclosed the weight of several Bales of M<sup>r</sup> Monteus Cloathing, I could not weigh an equal quantity of M<sup>r</sup> Sabatiers to make the Comparison they being almost all on board & of the few Casks that remains none have the different Sizes distinguished: The weight of the Bales was taken in presence of M<sup>r</sup> Peltier.—I have the honour to be [&c.]

Jon<sup>a</sup> Williams J

L, ViU, Lee Family Papers. Addressed: "The Hon<sup>ble</sup>/The Commissioners of the/United States." Docketed: "Decem<sup>r</sup> 16<sup>th</sup> 1777/J Williams Letter/(N<sup>o</sup>. 102)"; "Montieu, *Lion* &c/The Commissioners to supply him money for the commercial agency."

1. Jonathan Williams, Jr., to the American Commissioners in France, 6 Dec., above.

#### CAPTAIN JOHN YOUNG TO THE AMERICAN COMMISSIONERS IN FRANCE

Honb<sup>l</sup> Gentlemen

Nantes 16<sup>th</sup> Dece<sup>r</sup> 1777

I recived Yours of the 2<sup>d</sup> ins<sup>t</sup> <sup>1</sup> from M<sup>r</sup> Maylon along with the Dispatches for Congress—which I will Secure ready for Sinking in Case of danger according to Your Orders—when the dispatches came to hand I was all clear for Sea and now onley wates for a favorable oppertunity—Ther is certen information of Seven Saile of English Cruizers off Bil:isle—for evrey vessel Latley come into port being spoake with by one or more of them—the Judge of the Admiralty here was Pleased to Communicate this intelligence to Me—and Belive they are Ordered on purpouse to Cruise off so near to watch the Frigates at L.Orient and other American vessels ther at Lorient, and now in this harbour—You May depend I shall lose no time consisting with the safty of the vessel under my commmand—and purpousing to remain in pot [*port*] till I receive further information of those cruizers which My force cannot Engage if

you should think proper to send down aney more Dispatches & they should come to hand before I should have an oppertunity to saile I will take care to put them in the same leadend box with the rest, I have The honnour to be [&c]

Jno Young

L, PPAmP, Benjamin Franklin Papers, vol. 7, 149. Addressed: "The Honb<sup>l</sup>/B: Franklin S. Deane &/A: Lee Esq<sup>r</sup>. Continentail/ Commisseonrs/at Passy." Docketed: "Capt. Young".

1. Above.

## December 17

### AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN JOHN PAUL JONES

Sir

Passy, near Paris Dec. 17 1777.

We received your several letters from Nantes & Portsmouth. We shall be glad to see you here, as soon as is consistent with your Affairs, in order to consult with you on the Matters mention'd in your Instructions from the Congress, &c. We are [&c.]

B Franklin

Silas Deane

Arthur Lee

L, DLC, John Paul Jones Manuscripts, 667–72. Addressed: "To/John Paul Jones Esq<sup>r</sup>/Nantes." Docketed: "Paris Dec<sup>r</sup> 17<sup>th</sup>. 1777/From the hon<sup>ble</sup>. the/Commissioners./No.1."

### COMTE DE BROGLIE TO LOUIS XVI

[Extract]

#### Plan de Guerre

Contre L'Angleterre, Rédigé par les ordres du feu Roy dans les Années 1763, 64, 65, et 1766. Par M. Le Comte de Broglie, et Refondu et adapté aux Circonstances actuelles Pour être mis sous les yeux de Sa Majesté à qui il a été envoyé le 17. décembre 1777. . . .

#### Second Mémoire

#### Mémoire militaire Relativement à notre

#### Situation actuelle avec L'Angleterre <sup>1</sup>

Il en est de la Guerre comme de toutes les Entreprises, point de Succés Sans plan, c'est ce qui nous a manqué essentiellement dans la derniere Guerre, et ce qu'il est bien à désirer qui ne nous manque pas dans celle dont nous Sommes menacés, on Seroit d'autant moins excusable, que jamais Guerre ne s'est approchée d'une maniere moins Soudaine. Depuis 2. ans, les deux Nations Sont dans un état de Guerre Caitte et dans un appareil d'armement ouvert. Aujourdhui la crise paroît plus prochaine que jamais: le plus léger événement, un pas, un mot, un mal entendu peuvent nous mettre aux prises; jamais donc il n'a été plus nécessaire de former un plan, il est vraisemblable que le Gouvernement eu a un, et si l'on de mettre celui ci sous les yeux de S. M. ce n'est qu'un hommage de Zele qui peut cependant la mettre en état de comparer la conclusion du mémoire précédant, Sur la situation politique de la france envers L'Angleterre, à été que, vû l'aveuglement qui a jusqu'ici égaré les Anglais, et la possibilité quoique peu vraisemblable qu'ils y persistent, il falloit ne point commencer la Guerre, mais seulement s'y pré-

parer, de maniere à pouvoir entrer en action au premier moment où elle Seroit nécessaire, d'après ce résultat, il s'agit de tracer un plan Général qui déffensif pour le moment actuel, soit susceptible de devenir offensif aussitôt que la Guerre éclatera.

Cette discussion est trop importante pour n'être pas traitée avec toute la méthode et la profondeur qu'elle exige, ainsi on commencera par résoudre plusieurs questions préliminaires qui y ont rapport leur Solution deviendra ensuite la base du plan qu'on doit former.

#### Situation de Notre Marine Comparée à celle des Anglaise, et de la Maniere de l'employer

On n'entrera dans aucun détail sur le matériel de notre Marine comparé à celui de la Marine Anglaises. Le Gouvernement doit savoir à quoi s'en tenir Sur ce parallèle, il a le Secret de notre Situation Réelle, celui de nos Chantiers, de nos arsenaux, de nos magasins, et il doit de même s'être procuré celui des Anglais, un Sebornera donc ici à quelques résultats appuyés sur les faits passés et sur des vérités reconnues, pour tâcher ensuite d'en insérer le plan d'opération qu'il paroît le plus avantageux d'adoptu pour notre Marine.

Cette branche de nos forces a fait depuis deux ans d'immences progrès, et chaque jour ils s'acroissent, l'Esprit d'emulation et d'activité y a Succédé à celui de Langueur et un de le dire de découragement; mais c'est à la mer, cest aux grands résultats de pratique que les Anglais nous attendent: ce qui nous manque, si les points sur les quels ils nous sont encore peut être Supérieurs, c'est l'habitude de la Navigation, c'est l'endurassement aux Campagnes de longs course et aux Stations difficiles, c'est L'art de passer et de tenir partout, enfin au milieu de beaucoup d'officiers, de grande espérance, c'est d'en avoir qui ayant commandé des Escadres et des flottes.

Dans cette Situation toute espèce de Situation ne convient sans doute pas à notre marine, il paroît qu'on doit éviter toutes celles qui morceleront nos forces, qui les diviseront, qui les compromettont, ou dans des Combats particuliers, ou dans des Stations périlleuses, où dans des Expéditions de longue haleine, l'expérience de deux derniers Guerres n'a que trop confirmé ce principe, on a voulu faire force partout, couvrir tout, et partout faible, partout inférieur en force ainsi qu'en manoeuvres et peut être en Capacité; on a été partout battus, ou forcé de regagner ses Ports, ce qui revient au même, puisque par l'a Les opérations ont été nulles. Apres trois Compagnes on a voulu a retenir au Système, réunir Ses forces, et il n'était plus tems. L'Escadre de Toulon, ainsi qu'il arrivera toujours, toutes les fois qu'on ne prévándra pas les Anglais, n'a pas pu joindre la flotte de l'océan, celle ci à peine égale à la flotte Anglais tandis qu'elle auroit pu être Supérieure, Si la jonction s'etoit faite, à [*illeg.*] sortir, on Sait le Sort de ce combat,<sup>2</sup> et depuis notre Pavillon n'a pas osé Se montrer. Ainsi n'en usa point Louis XIV. pendant Les deux années de triomphe, ou il eut l'Empire de la mer; il eut de Grosses flottes, et il les tint ensemble; S'il essayat un grand échec à la Hogue,<sup>3</sup> c'est mal a propos qu'on dit que cette bataille fut le Tombeau de la marine, car l'année d'après il mit en mer une flotte de 80. Vaisseaux. Ce qui fit tomber sa marine, c'est qu'elle n'etoit point alimentée par une navigation considérable, c'est qu'elle n'etoit par conséquent que factice et un effort ephémere de la puissance; cest qu'enfin les circonstances l'ayant forcé de porter toutes Ses depenses et son attention aux Guerres de terre, elle fut peu à peu, et ensuite tout a fait négligée.

Point de petites Escadres; point d'Expeditions Soustaines, de Grosses flottes, tous nos forces dans une Seule mer,—une Bataille Navale dans ce début; mais don-

née à propos et dans un grand objet, une Guerre vive et courte, voila le Systeme qu'on proposera pour notre Marine. Dans l'état actuel il seroit dangereux pour nous de croire pouvoir déffendre nos Colonies, et protéger notre Commerce pendant la Guerre avec des Escadres. 6. Vaisseaux francais envoyés dans les mers d'Asia, en même tems que 6. Vaisseaux Anglais, au bout d'un an Se trouveroient dans un état Sensiblement inferieur à ces derniers, par le désavantage qu'à notre marine sur la leur dans les Croisiers longues, difficiles et éloignées.

En rassemblant la plus grande partie de nos forces à Brest, nous protégeons bien plus efficacement notre Commerce et nos Colonies, car nous obligeons les Anglais à garder dans l'océan et dans la Manche des forces non Seulement égales; mais même Supérieures, ils ne doivent pas en effet commettre au hazard d'une Bataille donnée avec égalité le Sort de l'Angleterre, dont l'invasion deviendrait facile, Sils venoient à la perdre; enfin s'il est un opération que nous puissions et devons tenter, c'est cette Bataille, car d'une part elle peut terminer la Guerre d'un seul Coup, de l'autre en la perdant nous n'avons pas les mêmes risques à courir, et ce Jeu est par conséquent tres inégal pour les Anglais.

Une grande raison milite encore pour nous faire préférer des opérations décisives à toutes celles qui pourroient faire traîne la Guerre en longueur, c'est que notre Marine n'étant point encore assez consolidée, n'ayant point à son appui, comme celle des Anglais, des magasins, des arsenaux pleins de moyens de rechange, ne pouvant pas avoir Sans cesse comme eux des vaisseaux frais à Substituer à ceux que nous perdons, où que la mer aura fatiguée, étant moins à portée qu'eux de tirer du Nord tous les matériaux de remplacement, nous nous asserblissons nécessairement par la durée de la Guerre, ils ont de plus pour eux la chance que, des événements étrangers viendront détourner notre attention et nos moyens, et comme à force de Subsider, de négociations et d'intrigues, ils sont habites à les faire naître, cette ressource ne leur à malheureusement jamais manqué

Il reste enfin pour appuyer le parti de faire débiter notre Marine par de grands coups et de ne point se laisser consumer par les détails et par le tems; Les Raisons tirées du caractere de la Nation, tout ce qui est affaire de constance la rebute, la fatigue, la décourage même à longue, pour tout ce qui porte le caractere de la hardiesse et de la Vigueur, L'élève et lui en communique. . . .

[Translation]

#### War Plan Against England

drawn up at the order of the late king in the years 1763, 64, 65, and 1766 by the Comte de Broglie, and reworked and adapted to the present circumstances for perusal by His Majesty, to whom it was transmitted on 17 December 1777. . . .

#### Second Memoir

#### Military Memoir on our Present Situation with Respect to England<sup>1</sup>

It is the same with war as with all other enterprises: There is no success without planning. This is essentially what we lacked in the last war, and it is most desirable that we should not suffer the same lack in the one which now threatens us. To do so would be even less excusable this time, for never has a war come about less suddenly. For two years the two nations have been in a state of near war and have openly been arming. Today the breaking point seems nearer than ever. The slightest incident—

an act, a word, a misunderstanding—may bring us into open conflict. Never has it been more essential, therefore, to devise a plan. It is probable that the Government already has one; and we presume to offer this one for His Majesty's consideration only as a mark of our eagerness to serve, and to provide His Majesty with a basis for comparison. In our preceding memoir on the political situation of France with respect to England, we concluded that in view of the blindness which has thus far led the English astray, and of the possibility, however slight, that they may persist in their folly, we should not start the war but only prepare for it, so that we shall be ready to go into action the moment it becomes necessary. Accordingly, a strategy should be devised which is defensive for the time being, but is capable of turning to the offensive as soon as war breaks out.

This discussion is so important that it deserves to be treated with the utmost thoroughness and care; so we shall begin by answering some preliminary questions relating to it. These answers will then form the basis of the strategic plan to be devised.

Situation of our Navy as Compared to that of the English,  
and How it Should be Improved

There will be no detailed discussion here of the materiel available to our navy as compared to that of the English navy. The Government must know how these matters stand. It has all the inside information on the present status of our shipyards, dockyards, magazines; and it must also have secured similar information about the English. Therefore we shall confine ourselves here to some conclusions based on past events and established facts, then try to deduce from them the operational plan which it seems most advantageous for our navy to adopt.

This branch of our armed forces has made tremendous progress in the past two years, and this is still continuing. A new spirit of competition and activity has replaced that of listlessness and even defeatism formerly widespread in our navy. But it is at sea that we must meet the English in decisive conflict. Our shortcomings, the points where they are perhaps still superior to us, are experience in navigation; experience with and inurement to long cruises and difficult patrols; the art of getting through and holding fast everywhere; and finally, a large and very promising corps of officers, among them some who have commanded squadrons and fleets.

Under these conditions, of course, not every kind of situation is advantageous for our navy. It is clear that we should avoid all those situations which will break up and divide our forces and will commit them to individual combat, cruising on dangerous stations, or long distant expeditions. The experience of the last two wars has confirmed this principle all too well. We tried to exert our strength everywhere, to cover everything; and being weak everywhere, inferior everywhere in strength as well as in maneuverability and perhaps in skill, we were beaten everywhere or forced to return to port, which amounted to the same thing since it nullified our operations. After three campaigns we tried to go back to our original system and to reunite our forces, but it was too late. As will always happen so long as we fail to beat the English to the punch, the Toulon squadron was prevented from joining the ocean fleet. The latter, barely equal in strength to the English fleet instead of superior as it could have been if the junction had been made, came out to give battle. The outcome of this encounter is well known,<sup>2</sup> and since then we have not dared to show our flag. This is not at all the way Louis XIV operated during his two years of triumph, when he had control of the seas. He had large fleets and kept them together. Although he did

suffer a serious setback at La Hogue,<sup>3</sup> it is not correct to say that this battle sounded the death knell of his navy; for the very next year he sent to sea a fleet of 80 ships. What did cause his Navy to decline was the fact that it was not nourished and supported by substantial maritime activity, and that consequently it was only factitious and an ephemeral manifestation of his power. When circumstances forced him to concentrate all his resources and attention on land warfare, his navy fell into neglect, gradually at first and then completely.

No small squadrons, no long-distance expeditions, large fleets, all our forces in the same waters; a naval battle at an early but well-chosen moment and for an important objective; a short, hard war: This is the doctrine we propose for our navy. In the present circumstances it would be dangerous for us to think that we can defend our colonies and protect our commerce in wartime with squadrons. Six French ships sent into Asian waters at the same time as six English ships would find themselves, in a year's time, definitely inferior to the latter because of their navy's advantage over ours in experience with arduous cruises extending over long periods of time and great distances.

By keeping most of our forces assembled at Brest, we are protecting our trade and our colonies much more effectively; for we are obliging the English to keep forces just as large or even larger in the Atlantic and in the Channel. They dare not risk the safety of England on the outcome of a battle in which the odds are even, for invasion would become easy if they were to lose such a battle. Therefore, this kind of battle is the one operation which we can and must attempt to bring about; for on the one hand it may end the war at one blow, and on the other we are not running any comparable risk if we lose. This makes the prospect very uninviting for the English.

There is still another factor which makes decisive action preferable to any which might tend to prolong the war. Our navy is by no means sufficiently consolidated as yet and is not backed up, as is that of the English, by magazines and dockyards well stocked with replacement materiel. Unlike them, we cannot always have new ships to replace those which are lost or battered by the sea. Not being so well situated geographically as they are for procuring strategic materials from the north, we are inevitably at a disadvantage in a long war. Also in their favor is the chance that events abroad may divert our attention and our resources; and since they are very clever at creating such events by subsidies, diplomacy, and intrigue, this advantage is one which they seldom fail to exploit.

In support of the recommendation that our navy begin hostilities with large-scale action and not let itself be nibbled away by time and minor skirmishes, there are other arguments based on the character of our people. An enterprise which demands tenacity and perseverance becomes tiresome and boring to them, even discourages them in the long run; while one which bears the stamp of boldness and vigor lifts their spirits and calls forth those same qualities in them in response. . . .

D, FrPNA, Marine B<sup>1</sup> 132, fols. 13, 28–30; the entire text runs to fol. 59. For a war plan submitted by the Marquis de Bouillé, concentrating on the West Indies, see *ibid.*, fols. 163–68.

1. For de Broglie's "Premier Mémoire Politique sur la Situation de la France et de L'Angleterre," see Henri Doniol, *Histoire de la Participation de la France à l'Établissement des États-Unis d'Amérique*, 5 vols. (Paris: Imprimerie nationale, 1886–92), 2: 673–82.

2. The naval battle of Quiberon Bay, 20 Nov. 1759, in which the British defeated the French. See E. H. Jenkins, *A History of the French Navy: From its Beginnings to the Present Day* (London: Macdonald and Jane's, 1973), pp. 132–36. On the failure of the Toulon fleet to reach the Atlantic, see *ibid.*, pp. 130–32.

3. Naval battles off Point Barfleur and la Hogue roadstead, in Normandy in northwest France, 19–23 May 1692, in which the French were defeated by combined Dutch and English fleets.

LORD STORMONT TO  
LORD WEYMOUTH

[Extract]

Private

Paris Decr. 17. 1777.

My Lord.

... I am informed that Carmichael Franklins former secretary and Capt<sup>n</sup> Nicholson will leave Paris this Week. They go to Nantz and will embark there for North America on board one of those frigates the french have built for the use of the Rebels<sup>1</sup> I do not yet know what Port in america they will attempt to make but imagine it will be some Port in New England I dare say the other two frigates<sup>2</sup> will follow—Notwithstanding all my Representations and all the fair answers I have received. It is I think of infinite Importance that we should take Every Measure to intercept them and that we should in general be as active as possible in preventing the Rebels from receiving any sort of succours during this Winter. I know that this is what their best friends here chiefly dread. I know that some of them have said that if this is done, if our cruizers are properly stationed and are as vigilant as they ought to be, the Rebels notwithstanding all their boasted and most unexpected good Fortune will find themselves in great Distress. It is not to be doubted My Lord, that the French will continue to send them every possible clandestine succour, no Remonstancance that can be made will prevent or check to any Degree this fraudulent Practice I am sure My Lord, I have been as explicit as possible and said as much to the french Minister on the subject as could be said without carrying things to Extremities, and driving them to the wall, which my Instructions do not authorize me to do, and which in the present crisis might perhaps not be expedient I am [&c.]

Stormont.

L., *Stevens's Facsimiles*, vol. 20, no. 1782. Docketed: "Paris 17<sup>th</sup> Dec<sup>r</sup> 1777/Lord Stormont/(Private)/R. 22."

1. *Lyon*, subsequently Continental Navy frigate *Deane*.

2. The *Alfred* and the *Raleigh*.

"EXTRACT FROM A LETTER FROM  
LORIENT, DATED DECEMBER 17"

"A frigate is stationed at the entrance of every commercial port in the bay of Biscay, to prevent all intercourse with American privateers: The *Rawley* and *Alfred* remain still in that harbour under frivolous pretexts, but the true cause is the influence of fear, though they have been frequently summoned in a faint friendly manner (by order from Court) to depart.—The French Agents B—d and G—de<sup>1</sup> have most egregiously abused the confidence of their new constituents; they have gained 60,000 livres on one prize only; made advance charges on all goods furnished for the use and for the cargoes of these privateers, who are heavily laden; besides the impudent advantages they have taken in becoming purchasers of prize-goods at an under-value."

*London Chronicle*, 25–27 Dec. 1777.

1. Bérard frères & Co., and Jacques-Alexandre Gourlade.

## December 18

PHILIP STEPHENS TO CAPTAIN THOMAS GRAVES, R.N., AND ADMIRAL SIR THOMAS PYE

Navy Board  
Sir

18 Dec<sup>r</sup> 1777

I am commanded by my Lords Commiss<sup>rs</sup>. of the Admty to send you herewith the descriptions of the *Raleigh* and *Alfred* two Rebel Privatiers now at Port L'Orient,<sup>1</sup> and to signify their direction to you to furnish the Capt<sup>n</sup>. of the *Romney Albion* with a Copy thereof, as also any other of His Maj<sup>ty</sup>. Ships going to the Westward. I am &c<sup>a</sup>. PS

Capt<sup>n</sup>. Graves Sen<sup>r</sup>. Officer at Plymouth

The like Letter to Sir Tho<sup>s</sup>. Pye, at Portsmouth} *Romney* with this Postscript added.  
P.S. Their Lordships have ordered a Copy of the above Intelligence to be Sent to Capt<sup>n</sup>. Hood of the *Courageux* & to the three other Ships that are to be under his Command—He will find it in the sealed Packet when he opens it—

LB, UKLPR, Adm. 2/556, 255–56. Notation in the margin: "Send Intelligence of two Rebel Privatiers."

1. See F. Steward to the Earl of Sandwich, 16 Dec., above.

#### QUESTIONS PUT TO LORD MULGRAVE AND SIR HUGH PALLISER

December 18th 1777.

- Q. Would not the business be better carried on for distressing the enemy if there was a separate station to the southward, if a proper place can be possessed for such station?
- A. Certainly it would.
- Q. Can a fleet be stationed to the southward to any good effect without a safe harbour, and easy of access to refit in, and where provisions and refreshments can be found?
- A. Certainly not.
- Q. Can such harbour be of use unless possessed and protected by troops and fortifications or by the friendly disposition of the inhabitants?
- A. It cannot.
- Q. Would it not be advisable that a command of frigates and small vessels should be fixed near the Bahama Islands for the security of West Florida and the trade passing the Gulf?
- A. If a proper place can be found, such command would be very useful for the purposes mentioned.
- Q. Should not there be a central station with a naval establishment for the careening and refitting ships of any burthen?
- A. To be sure there should.
- Q. Should there not also be a northern station for Nova Scotia and the River St Lawrence?
- A. Yes.
- Q. Can Halifax, and the naval establishment there, be effectually secured without a large body of troops and additional works for its defence?



A. Halifax cannot be secured without a large body of troops; and it is even doubtful whether it can be secured with troops if attacked by an army.

Q. Will the 42 ships of the line now in commission at home admit of our making proper detachments for the security of our distant possessions?

A. According to the accounts we have of the force of France and Spain in Europe, it would be unsafe to make detachments from the 42 ships.

Q. How many ships of the line may be ready for service by April or May if they were immediately commissioned?

A. Seven, including the *Victory*.

Q. How many ships of the line may be got ready for service from the first of Jan. 1778 to the first Jan. 1779?

A. About 25.

These questions were put to Lord Mulgrave and Sir H. P. at a meeting of the Cabinet Council, December 18th 1777, and were answered as above. There were present at this meeting:

Lord Chancellor

Lord Gower

Lord Dartmouth

Lord Sandwich

Lord George Germain

Lord North.

Lord M. and Sir H. P. were also asked what port to the southward would in their opinion be the most useful to a fleet and fittest for a naval establishment. They desired not to be considered as giving a decisive answer to this question, as it would require much consideration and enquiry from persons well acquainted with the coast; but at present they thought that Norfolk in Virginia or Port Royal in South Carolina might answer the purpose.

*The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty 1771-1782*, edited by G. R. Barnes and J. H. Owen, 4 vols. ([London]: Navy Records Society, 1932-38), 1: 337-39. Written in the Earl of Sandwich's hand.

#### AMERICAN COMMISSIONERS IN FRANCE TO THE FOREIGN AFFAIRS COMMITTEE

[Extract]

Gentlemen,

Paris, Dec. 18. 1777

... Our Vessels laden with Supplies have by various Means been delay'd, particularly by Fear of falling into the Hands of the English Cruizing Ships, who swarm in the Bay and Channel. At length it is Resolv'd they shall sail together, as they are all provided for Defence, and we have obtain'd a King's Ship to convoy them out of the Channel, and we hope quite to America. They will carry we think to the Amount of 70,000 £ Sterling and sail in a few Days. ...

B Franklin

Silas Deane

Arthur Lee

L, DNA, PCC (M332, roll 3, fols. 164-70). For the entire dispatch, which gave news of the agreement in principle between the commissioners and the French government to enter into a treaty, see *Papers of Benjamin Franklin* 25: 305-9.

## AMERICAN COMMISSIONERS IN FRANCE TO JOHN ROSS

M<sup>r</sup> RossParis Decem<sup>r</sup>: 18<sup>th</sup>: 1777.

Sir

We Rec<sup>d</sup>: yours giving an Acc<sup>t</sup> of the Arrival of the Goods on which we had not made any Insurance. from the Situation of your Affairs when you wrote Us last, we presume that Your Ship, Cap<sup>t</sup> Green <sup>1</sup> is ready for sailing. Cap<sup>t</sup> Nicholson <sup>2</sup> will also be ready in a few Days, We have therefore to propose to you that They go in Company as Cap<sup>t</sup> Nicholson will be joined by one or Two more Ships of Force which will prove a Convoy sufficient against any common encounter. You will arrange this matter, as to The place of their Rendezvous, with Cap<sup>t</sup> Nicholson, who will wait Our final Orders which shall be sent him by the Time he will be ready for sailing—We depend that You will remember the Sum advanced You, by Us, out of the first remittances which may come to hand, as We are really in want, and that You will in Your Letters to the Com. of Congress, mention it as a Reason for their hastening their remittances if not already on the Way. We have to Assure You that We are [&c.]

B Franklin

Silas Deane

Arthur Lee

L, PPAmP, Benjamin Franklin Papers, film 54, reel 66. Addressed: "John Ross Esq<sup>r</sup>/Nantes." Docketed: "Paris 18 Decem<sup>r</sup>:/1777 The Hon<sup>ble</sup>/Commissioners—Recv<sup>d</sup>./Decem<sup>r</sup> 20<sup>th</sup>/Answered—24<sup>th</sup>."

1. The *Brune*, John Green.

2. *Lyon*, subsequently Continental Navy frigate *Deane*.

## LIEUTENANT DE VAISSEAU DE KERGARIOU TO GABRIEL DE SARTINE

[Extract]

Monseigneur

j'ay eu l'honneur de vous rendre Compte que L'eloignement ou jetais de painbeuf m'avait déterminé avant L'arrivée de M<sup>r</sup> de Rozily, de prier M<sup>r</sup> dunerat commandant Le *Courtier* de Reclamer un matelot déserteres du navire marchand Le *pacifique* et Engager pour Servis abord de Bricq insurgent L'*indépendance*; <sup>1</sup> dans La visite qu'a fait M<sup>r</sup> dunerat abord de ce Briq il n'a pas trouvé ce matelot, mais un autre matelot françois et un italien ont Reclamés sa protection, il Les En a Retiré, et me Les a Envois. Le matelot françois que j'ay interrogé, ma donne pour Raison, que il Etant Engagé pour travailles au Rearmement de ce briq il n'avait jamais Eu L'intention d'y faire campagne mais que Le travail fini on L'y Retenoit de force: L'italien provenait d'une prise que ce Briq avait fait dans Sa traversé, et qu'on y Retenait de force comme Etranger pour faire partie de L'équipage. j'ay Renviré Le matelot françois a M<sup>r</sup> de Rozily pour verifier Sa déposition tres douteuse Le connoissant pour un Sujet tres Leger. et En outre pour quil Le fit paier des La Solde qu'il a du gagner pendant le tems quil a travaillé abord de cet insurgent Cel que Le prescrit Lordonnance. quand a Litalien, j'ay jugé que Sa plainte devoit Regarder Lamirauté et En consequence je Lay Renviré a mettre Sa plainte devant ce tribunal, me Renfermant dans mes instructions qui ne sont mention que des matelots français; mais, Monseigneur, il me Seroit Essentiel d'avoir vos ordres pour ce qui

concerne de tels prisonniers même Les nationnaus de La vieille angleterre que Les Batiments de guerre américains retiennent a Leur bord et que La visite que vous m'avez prescrit dy faire me met a portée de découvrir: Le commissionnaire anglois pour ces deux batiments du commerce Rendus a Sa nation<sup>2</sup> a desja voulu men parler a litre de Reclamation; il En fera Le Rapport a la fregatte angloise que vous m'annoncer devoit Entrer En Riviere, Le capitaine fera vis a vis de moi toutes Les démarches qu'il Sera Engagé a faire; j'ay Eludé La plainte du Commissionnaire En lui Repondant que je ne croirois pas aux prisonniers de guerre que dans nos ports il ne Sagissait que de Commerce et que je devois penser que ces hommes detenus aux fers faisaient partie des Equipages, [*illeg.*] qu'on punissoit [s'etans?] mal conduits, que c'était une police interieure des Batiments et que je Lessais aux Etrangers La liberté de L'exerce chez Eux-même.

j'ay a ce mouillage dans ce moment un batiment insurgent purement de commerce, qui se propose de partir, mais L'annonce des fregattes angloises Linquiete, il Est venu pour Reclamer deux hommes de son Equipage, qui sont malgaches d'origine, qui lui ont deserté, il Les croit abord des batiments anglois. je Les ay fait chercher et on ne Les a pas trouvé, ces hommes En partant ont voler plusieurs Effets a leur Capitaine Samuel Smith capitaine de ce navire de boston nomme L'*adams*<sup>3</sup> de 300 tonnés.

j'ay scu quil y avait une auberge a painbeuf ou Les insurgents Entrenaient et nourrissaient plusieurs matelots françois, quil se proposaient de prendre a la mer devant Les faire Sortir de la Riviere sur des barges du pais, j en ay donné avis a M<sup>r</sup> Louvel<sup>4</sup> et de plus Loin du depart de ces insurgents armée En guerre, Si je ne puis appareiller nesi même pour Les veilles a Leur sortie je Les seray suivre par le Lougre et je Lui Recommenderay de ne Lesser accestes ces batiments par aucune Barge.

permettes moi, Monseigneur de vous représenter que cette recherche de nos matelots tres avantageuse dun coté, peut Rebuter Et Eloigner de nos ports tires Les navires américains, qui pour Le moment nous prouere un commerce tres utile; lexpulsion des prises est desja une perte Considerable et je pense que votre intention devoit de tollerer quelques abus autant quil seroit possible de ne pas S'en apercevais. je voudroit bien meriter votre confiance et Recevoir vos ordres particulier a ce Sujet. . . . a Bord de la *danaé* à St nazaire

ce 18 X<sup>bre</sup> 1777

Kergariou

[Translation]

My Lord

I had the honor of reporting to you that the distance I was from Paimboeuf made me decide, before the arrival of M. de Rozily, to ask M. Dunerat commanding Le *Courtier* to claim a seaman who deserted from the merchant ship Le *Pacifique* and was hired to serve on board the insurgent brig *Independence*.<sup>1</sup> M. Dunerat did not find this seaman on board the brig when he inspected it, but another French seaman and an Italian requested his protection; he did remove them from it and sent them to me. The frenchman that I questioned explained that he had engaged to work on the outfitting of the brig without any intention to sign on for a cruise, but that when the work was completed, he was forcibly retained. The Italian came from a prize made by the brig during its crossing and was forcibly detained as a foreigner to be part of the crew. I have sent the French seaman back to M. de Rozily

in order to verify his very dubious deposition, knowing him to be a very thoughtless subject, and in addition to have him paid the balance due him, earned during the time he worked on board the insurgent ship, as prescribed by ordinance. As to the Italian, I decided that the Admiralty should hear his complaint, and in consequence I sent him to place his complaint before that tribunal, referring to my instructions that only mention French seamen. But, My Lord, it appears to me to be essential that I have your orders affecting such prisoners, even the nationals of old England which American war vessels hold on board, and whose discovery is made possible by the boarding and inspection you prescribed for me. The English commissioner for the two merchant vessels returned to his nation<sup>2</sup> has already wanted to speak with me about a reclamation. He will report about it to the English frigate that you informed me should be entering the river. The captain will make towards me all the approaches that he will be engaged to make. I have dodged the complaints of the commissioner by responding to him that I do not believe that there are any prisoners of war in our ports. He only knew of those of commerce, and I should think that those men detained in chains were part of crews being punished as malcontents; that that was a policing within the ships, and that I left to foreigners the liberty to exercise it among themselves.

At this time I have at this mooring a purely merchant insurgent vessel which is readying to depart, but news of English frigates makes them anxious. [*The master*] came to reclaim two Madagascar-born crewmen who deserted, and whom he believes are on board English vessels. I had a search for them made and they were not found. In departing, these men stole several personal belongings from their master, Captain Samuel Smith of this vessel from Boston, the *Adams*<sup>3</sup> of 300 tons.

I learned that there is an inn at Paimboeuf where the insurgents are lodging and boarding several French seamen, whom they intend to pick up at sea by having them go down the river on local barges. I have informed M. Louvel<sup>4</sup> of it and further of the departure of the armed insurgents. If I am unable to sail, or even to watch them at their sailing, I will follow them with a lugger, and I will recommend to him not to allow any barge to have access to them.

Permit me, My Lord, to remind you that this search for our seamen which is on one hand very advantageous could repulse and keep away from our ports the American vessels, which are at this time procuring us a very profitable trade; the expulsion of prize vessels is already a considerable loss and I think that your intention would be to tolerate a few abuses so long as it is possible to keep them unseen. I desire to merit your confidence and to receive your private orders on this subject. . . .

On board la *Danaé*, St. Nazaire,

18 Dec. 1777

Kergariou

L, FrPNA, Marine, B<sup>1</sup> 129, fols. 263–64. Notations: “La *Danae* freg.”; “Renvoi du 29. X<sup>e</sup> 1777”; “accuser simplement la réception. ne rein changée. adresser à Brest”; “La reponse n’a pas été signée.” “The *Danae* frigate”; “Returned 29 Dec. 1777”; “simply acknowledge receipt. Nothing changed. dated at Brest”; “the answer has not been signed.” The final portion of the letter, not printed here, concerns provisioning and health on board *Danae*.

1. Continental Navy sloop *Independence*, Capt. John Young.
2. The Jamaicamen *Clarendon* and *Hanover Planter*.
3. Massachusetts merchant ship *Hancock* and *Adams*.
4. Jean-Pierre Louvel, commissaire des classes in Paimboeuf.

## JACOB BENNET, TESTIMONY BEFORE THE ADMIRALTY OF NANTES

Extrait des Registres du greffe du Siege Royal de lamirauté de Nantes

L'an mil sept cent soixante dix sept le dix huit de decembre Devant nous mesire philippe vincent Roger conseiller du Roy lieutenant général civil et criminel commissaire enquesteur examinateur et garde de Sçel du Siege Royal de lamiraute de nantes Present Monsieur Landays dupé procureur du Roy a Comparu le Sieur Jacob Bennet commandant cy devant le Brigantin nommé *L'amitié* de Senepuxent du port de cent trente a cent quarante tonneaux monté de quatre canons de quatre livres de balles, quatre pierriers et de douze hommes d'equipage lui comparant compris assisté de maitre pierre Boudet interpreté Juré des langues etrangeres par lorgâne duquel il nous a déclaré qu'il partit dudit lieu de Senepuxent dans le maryland le vingt six du mois d'aouit dernier pour venir a Nantes chargé de cent dix toneaux de tabac soixante dix barils de farine et six mille pieces de merrein a l'adresse et a la consignation des Sieurs pliarne penet et comp<sup>e</sup>. negociants de cette ville que pendant sa traversée il a été chassé par differents Batiments, mais que s'en etant heureusement echappé il arriva sous Bellisle le quatre octobre suivant vers les huit heures du matin; que lui etant venu un pilote du dit lieu a son Bord vers midy pour le conduire en la Riviere de loire; ils firent en conséquence route pour y entrér; que vers les deux heures et demi etant a environ deux lieues du croisic les vents regnants de la part du N.O. le Pilote dit a lui declarant qu'il n'étoit pas possible d'entrer en cette Riviere; et qu'il falloit relâcher dans la Baye ou ance du Croisic afin d'y passer la nuit pour en appareiller le lendemain et suivre leur Route pour ce port; que se rendant en la ditte Baye ils appercurent un Brigantin a distance deviron une lieue et demie d'eux qui sortoit de cette meme Baye, qui lui donna chasse sur les quatre heures de L'apres midy; que voyant alors lui Sieur ——— declarant que c'étoit un Batiment ennemi que ne s'attendoit pas de trouver si pres des côtes de france, il fit son possible pour faire coste sur la pointe du dit lieu du Croisic etant la plus proche de luy; mais que le dit Batiment ennemi le Joignit et se mit entre la terre et lui, et le força de se rendre etant a distance d'un mille ou tiers de lieue de la ditte pointe du croisic, ou il étoit pres de faire coste voyant Du monde sur le Rivage; qu'il apprît alors que ce Batiment se nommoit la *revenge* de Jerzey corsaire monté de quatorze canons et deviron soixante dix a quatre vingt hommes dequipage commandé par le capitaine Noël gautier qu'il croit françois, qui le conduisit dans le port de Jersey ou ils arriverent le huit dudit mois d'octobre, auquel endroit le dit sieur comparant fit son protest contre le dit Sieur Gautier devant James hemery notaire public audit endroit le dit Jour huit octobre; qu'il a appris qu'il y avoit Longtems que ce corsaire croisoit entre lisle du may et cette de hedic et le four; qu'il prèsume que son Pilote devoit en etre instruit vu quil a Sçu que d'autres pilotes avoient dit le Sçavoir; qu'ayant trouvé occasion de passer a Saint Malo, il est venu dela en cette ville, et fait la presente declaration qu'il affirme veritable parservient apres lecture et Linterpretation que luy en a faite son dit interprete pour valoir et servir ce que de raison, et a signe et le dit maitre Boudet ainsi signes Jacob Bennet Boudet Landays Dupé et Roger

collationné

Bernard  
commis Jure

[Translation]

Extract from the Registers of the Records Office in the Royal Headquarters of the Admiralty in Nantes

The year one thousand seven hundred and seventy-seven, the eighteenth of December before us, my Lord, Philippe Vincent Roger, the King's Counsellor, Civil and Criminal Lieutenant General, Investigator and Examiner, Commissioner, and Keeper of the Seal of the Royal Headquarters of the Admiralty in Nantes, also present M. Landays Dupé, the King's attorney, appeared Sieur Jacob Bennet, commander of the former brigantine *Friendship* from the port of Sinepuxent of between one hundred thirty and one hundred forty tons burden, carrying 4 four-pounders, 4 swivel guns and a crew of twelve men who appeared with the captain. He was accompanied by Master Pierre Boudet, a sworn expert in foreign languages through whose voice Jacob Bennet stated he sailed from the aforesaid port of Sinepuxent in Maryland on the 26th of last August to come to Nantes laden with 110 casks of tobacco, 70 barrels of flour, and 6,000 barrel staves directed and consigned to the Sieurs Pliarne Penet and Company, merchants of this city; that during the crossing he was chased by various ships but fortunately having escaped from them he arrived off Belle Ile on the 4th of the following October at about 8 o'clock in the morning; a pilot from the aforesaid place came on board around noon to take the ship into the Loire River; consequently they set a course to enter the river. In the course of two and a half hours, having reached a point two leagues from the Croisic point, with prevailing winds from the northwest, the pilot told the captain that it was impossible to enter the river and it was necessary to drop anchor in the bay off the Croisic point to spend the night in order to prepare to get under way the next day and continue their course to that port; while going into the aforesaid bay they saw a brigantine at a distance of about a league and a half from them who was leaving the bay, and who gave chase to them at 4 o'clock in the afternoon; that then seeing Sieur ——— declaring to him that it was an enemy ship which he did not expect to be so close to the French coast; the pilot did his best to run ashore on the point of the aforesaid place of the Croisic, it being the land closest to him. The aforesaid enemy ship, however, joined him and stationed itself between him and the land, and forced him to surrender. He was then at a distance of a mile or a third of a league from the aforesaid Croisic point where he was preparing to run ashore, and saw a crowd of people on the shore. The captain then learned that the ship was called the *Revenge* out of Jersey and a privateer carrying 14 guns and a crew of somewhere between 70 and 80 men, under the command of Captain Noël Gautier, whom he believed to be French, who took him into the Jersey port where they arrived on the 8th of the month of October. It was in that place that the gentleman appearing before us made his protest against the aforesaid Sieur Gautier before James Emery, a notary public in the aforesaid place on the aforesaid day, the 8th of October. He learned that this privateer had for a long time been cruising between May and Hoëdic islands and le Four. He assumed that his pilot must have been aware of it, since he knew that other pilots had said that they were. Having found an occasion to go to Saint Malo, he came from there to this city and made the present statement, which he affirms on oath to be true, persevering after reading it and the translation his aforesaid interpreter had made for him, to be used as thought proper, the captain signed it. The aforesaid Master Boudet did likewise. Signed: Jacob Bennet, Boudet, Landays Dupé, and Roger.

Verified

Bernard

Clerk of the Court

Copy, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 526, fols. 274–75. Notation in top left corner: “avec la lettre de M. de Sartine du 28. X<sup>bre</sup>. 1777.” “With de Sartine’s letter of 28 Dec. 1777.” Not printed here, a certification of the validity of Bernard’s signature, signed by Roger and dated Nantes, 20 Dec., concludes the extract.

## December 19

“EXTRACT OF A LETTER FROM ON BOARD THE *SMYRNA GALLEY*,  
ARRIVED IN STANDGATE-CREEK, DEC. 19, FROM SMYRNA.”

“On the 1st inst. about 80 leagues N.N.W. of Cape St. Vincent’s, we were taken by an American privateer called the *Sturdy Beggar*, which took two bales of silk out of us and some other trifles, and ordered us for Bourdeaux, but on our way thither, off Cape Ortegal, on the 9th, we fell in with the *Resolution* of 74 guns, which retook us. Our cargo was computed to be worth near 80,000l.”

*London Chronicle*, 30 Dec. 1777–1 Jan. 1778.

LIEUTENANT THOMAS SIMPSON TO CAPTAIN JOHN PAUL JONES

Sir—

Painbeuf Dec<sup>r</sup> 19th. 1777—

M<sup>r</sup> Williams deliv<sup>d</sup> me your favor, inclosing the Letters from L’Orient—the Sails, Cordage &C are spoke for by M<sup>r</sup> Odea, to be made here—M<sup>r</sup> Williams does not appear pleased that the sails shou’d be made at Painbeuf, however M<sup>r</sup> Odea and he it seems will settle that matter—

The Ship’s masts are shortned the mainmast twenty inches farther aft, shrouds set up and every matter about them secure—have employed eight french caulkers this day on the main deck—Shall make all dispatch possible Four of the prisoners have entered for the *Independence* two for our Ship one of which is Bulfinch<sup>1</sup>—The dutchman, have delivered to Capt<sup>n</sup> Smith,<sup>2</sup> and taken his receipt—The frenchmen wou’d not quit their Lighter on any Account, therefore have the two Masters and one Mate as prisoners on board the Ship, M<sup>r</sup> Robertson<sup>3</sup> being unwilling to keep them any longer in the Brig—Our people from the prize<sup>4</sup> have been return’d to the Ship, these two days past except M<sup>r</sup> Green,<sup>5</sup> who tarrys to see her unloaded—Every thing is quiet, and good order on board the Ship, which I shall endeavour to keep up—And Am [&c.]

Thom Simpson

As to Slops there are only 28 Jackets 8 frocks on board not one Shirt—Several of the people have only one shirt, many of them, not a pair of drawers, or breeches—I shou’d suppose that woollen trowsers and Great coats will be necessary—there are 6 pairs of shooes on board

250 Stout, Seamen’s upper Jackets

250 under Jackets—

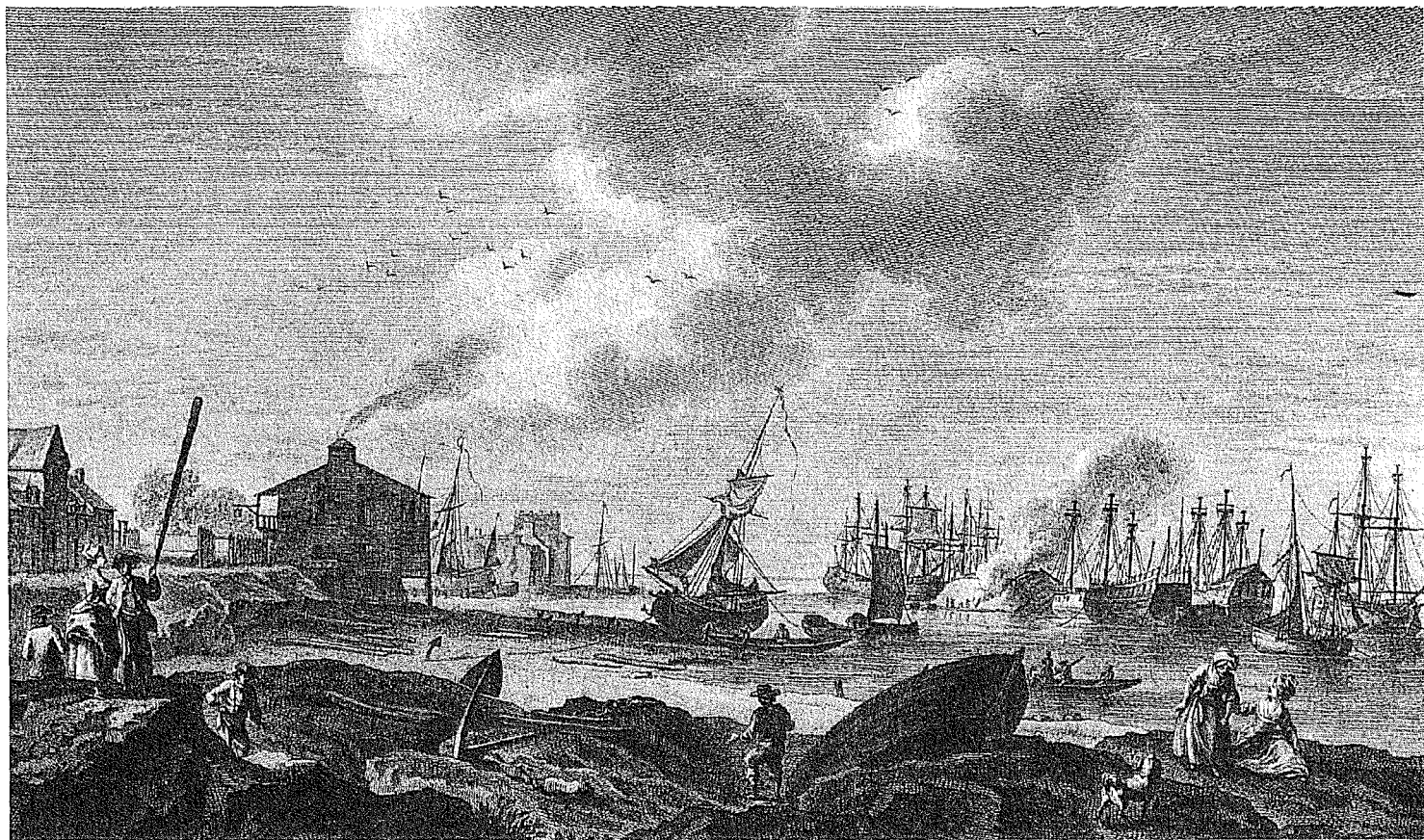
300 Shirts or more, as you may think proper—

200 flannel or other Woollen drawers & breeches,

200 pair of Trowsers some woollen, the other strong stuff.

30 doz. mill’d Caps—

40 Great Coats—



*The Port of Paimboeuf*



150 pair of Shooes—

150 pair of Mill'd Gloves, or Mittens—

Some Cotton hankerchiefs

A parcell of Seamens kinves [*knives?*].

Some Dutch Caps—

2 doz. Strong Chest locks,

Some Strong Shooes buckles—

20 hammocks are very much wanted—

Beg Leave to refer you to the memorandum of provisions &C Expended and on hand—

L, DLC, John Paul Jones Manuscripts, 6673–74.

1. Master of the *George*, *Ranger's* prize.
2. Probably Samuel Smith, Massachusetts merchant ship *Hancock and Adams*.
3. John Robertson, *Ranger's* boatswain.
4. Brigantine *Mary*.
5. Continental Navy midshipman Joseph Green, *Mary's* prize master.

## December 20

### PHILIP STEPHENS TO THE BRITISH NAVY BOARD

Gent<sup>l</sup>.

20 Dec<sup>r</sup> 1777

Lord Vis<sup>te</sup>. How Command<sup>r</sup> in Chief of His Maj<sup>ty</sup>'s Ships in N<sup>o</sup>. America having in his Letter of the 5<sup>th</sup>. June last<sup>1</sup> taken notice of the long absence of the *Flora*, which he had sent to Antigua to be refitted, not by way of censuring the retardment, but in a light that may effect the service of the ship carreening in the West Indies; and his Lordship having Proposed as an expedient if necessary in future (for facilitating the timely Repair of his Cruizing Ships) to apply to Comm<sup>r</sup> Arbuthnot for a Part of the Artificers to be sent from Halifax to be employ'd at New York during the season of the year which will not admit of sending Ships to be refitted at that Port; I am commanded by my Lords Commiss<sup>rs</sup>. of the Admty to send you herewith an Extract of so much of the said Letter as relates to the subject & to acquaint you that they have signified to his Lordship their Approbation of his proposition; and I am to signify their direction to you to give the necessary orders to Comm<sup>r</sup> Arbuthnot to send to New York from time to time such number of Artificers belonging to the Yard at Halifax as Lord Howe may inform him will be requisite for carrying on the service above-mentioned as well as to encrease the present establishment of Artificers at Halifax if it shall be found necessary to enable him to do so. I am &c<sup>a</sup>.

PS

LB, UKLPR, Adm. 2/556, 262. Addressed at foot: "Navy Board." Marginal notation: "Directed to order Commiss Arbuthnot to send such a number of the Artificiers in Halifax Yard to New-York as may be wanted for the repair of the Cruizers on the North American Station."

1. NDAR 9: 27–28.

## PHILIP STEPHENS TO THE BRITISH NAVY BOARD

Gent<sup>n</sup>.20 Dec<sup>r</sup> 1777

Vice Adm<sup>l</sup> Young Commander in Chief of His Maj<sup>i</sup>'s Ships at the Leeward Islands having in his Letter of the 12<sup>th</sup> June last <sup>1</sup> inform'd My Lords Comm<sup>rs</sup> of the Admty that the *Otter* Sloop, which was Just refitted, was the tenth of the American Fleet that had been refitted at Antigua, a greater number than can be refitted at that Yard on its present Establishment, without retarding the refitting the Leeward Island Squadron; I am commanded by their Lordships to send you herewith an Extract of so much of the said Letter as relates to the Subject, and to signify their direction to you to cause such an addition to be forthwith made to the Present establishment of Artificers at Antigua as you conceive to be necessary for carrying on the service with expedition & despatch: And I am at the same time to signify their Lordships direction to you to encrease the present Establishment of Artificers at Port Royal in Jamaica in like manner, and for the like purpose if you Judge it to be necessary; letting their Lordships know the Augmentation you make to each of the said Establishments. I am &c<sup>a</sup>.

PS

LB, UKLPR, Adm. 2/556, 262. Addressed at foot: "Navy Board." Marginal notation: "Directed to Augment the Number of Artificers in His Maj<sup>ty</sup> Yards at Jamaica & Antigua."

1. NDAR9: 100.

LOUIS XVI AND GABRIEL DE SARTINE TO  
LIEUTENANT DE VAISSEAU CHEVALIER DE BERNARD DE MARIGNY

20<sup>e</sup> X<sup>bre</sup>. 1777

Mémoire du Roi

pour servir d'instruction particuliere au  
S<sup>re</sup>. Ch<sup>er</sup>. Bernard de Marigny L<sup>t</sup>. de V<sup>au</sup>.

Command<sup>t</sup>. la frég<sup>te</sup>. du Roi La *Belle Poule*.

Sa M<sup>te</sup>. ayant fait choix de S<sup>re</sup>. Ch<sup>er</sup>. Bernard de Marigny L<sup>t</sup>. de son V<sup>aux</sup>, Commandant sa fregate la *Belle Poule*, pour une Mission particuliere,<sup>1</sup> Elle va lui faire connaître ses intentions par la présente instruction, tout sur l'objet général de la d<sup>te</sup>. mission que sur la conduite qu'il aura à tenir suivant les circonstances.

Quoiqu'il ait été ordonné au S<sup>r</sup>. Ch<sup>er</sup>. Marigny par la 1<sup>re</sup>. Instruction qui lui a été adressée pour la meme date que la présente,<sup>2</sup> de se rendre aux îles de S<sup>t</sup> Pierre & Miquelon, il ne Cherchera pour ces îles; mais il dirigera sa route et sa manoeuvre de maniere à arriver en droiture à Boston ou à tel autre Port de la nouvelle Angleterre, occupé par les insurgens, où il lui sera plus prompt et plus facile d'aborder.

Si à l'atterage, il rencontroit quelque frégate ou Corsaire anglois qui lui demandât de motif de son apparition sur la Côte de la nouvelle angleterre; il prétexteroit la contrariété des vents qui lui ayant refusé l'accès des îles de S<sup>t</sup>. P<sup>re</sup>. et Miquelon pour lesquelles il étoit destiné, l'ont jetté sur cette côte; et que se trouvant dans le besoin d'eau & d'autres raffraichissemens, il cherche un mouillage pour s'en procurer.

Sa M<sup>te</sup>. connoissant la prudence et la sagesse du S<sup>re</sup>. Ch<sup>er</sup>. de Marigny, croit inutile de lui recommander de mettre la plus grande honnêteté dans ses propos & dans ses procédés envers les anglois, s'il en rencontre; de n'être pas le premier à com-

mettre aucune hostilité, et de se contenter de repousser la force par la force, si l'on osoit l'employer contre lui.

Lorsque le S<sup>re</sup>. Ch<sup>er</sup>. de Marigny sera arrivé dans un port de la nouvelle Angleterre, il laissera aux Passagers<sup>3</sup> qu'il aura reçus à Bordeaux, la liberté de se débarquer: et afin de se procurer à lui même l'occasion d'y faire quelque séjour, pour y prendre des connoissances de la situation du Pays, de la disposition des esprits, de l'Etat des affaires et des augures qu'on y forme pour la suite de la guerre; il s'annoncera comme chargé de retirer ceux des matelots françoise qui se trouveront sur le Pays. Il recevra, en effet, à son bord tous ceux qu'il pourra rassembler et les ramenera en france. Il doit observer à ce sujet, qu'il n'est pas probable que le Gouvernement de la Province où il abordera, lui prête main forte pour contraindre à s'embarquer sur la frégate du Roi, les matelots français émigrés: il n'en fera pas l'instance; mais il emploira tous les moyens de persuasion pour les engager à revenir, en les assurant même de la part du Roi, qu'ils ne seront pas recherché et punis pour cause de cette évasion.

Le S<sup>re</sup>. Ch<sup>er</sup>. de Marigni évitera de f<sup>re</sup>. un long séjour dans le Port de la N<sup>lle</sup>. Angleterre où il aura abordé: il ne s'y arrêtera que le tenir absolument nécessaire pour faire reposer son Equipage, et se procurer les connoissances & renseignements qu'il lui fera possible de recueillir.

Il aura la plus grande attention pend<sup>t</sup> son séjour; de tenir son Equipage dans la regle la plus stricte et sous les loix de la discipline la plus exacte. à cet effet, il ne permettra point à ses gens de descendre à terre: et lorsqu'il sera dans le cas de commander une Chaloupe pour le service de sa frégate, il y fera toujours embarquer un officier à qui il prescrira de ne point quitter la Chaloupe et d'empêcher que les matelots ne s'en écartent. Il aura soin de composer l'Equipage de son Canot, des gens les plus surs qu'il aura à son bord, et sur la Sagesse et l'exactitude desquels il puisse compter; tant pour éviter toute contestation avec les habitans du Pays, que pour prévenir la désertion; et engager même par des assurances de pardon et des invitations, les matelots françois émigrés à revenir en france.

Si le S<sup>re</sup>. Ch<sup>er</sup>. de Marigny venoit à apprendre que la paix est faite ou prête à se conclure entre l'Angleterre et les Etats unis de l'Amérique, il reviendrait aussitôt en france pour en apporter la nouvelle.

Le S<sup>re</sup>. Ch<sup>er</sup>. de Marigny naviguera avec les plus grandes précautions en fais<sup>t</sup> son retour en france: il évitera le plus qu'il pourra de se mettre à portee des Bâtimens d'une force supérieure aux siennes; mais il fera en sorte de joindre ceux qui lui paroîtront inférieures, afin de se procurer des nouvelles. Si dans sa traversée, il n'apprend rien qui puisse lui faire soupçonner l'interruption de la tranquillité publique en Europe, il fera son retour directement à Brest: dans le cas contraire, il prendra le 1<sup>er</sup>. Port de France ou d'Espagne où il pourra aborder.

Il ne communiquera la présente Instruction à qui que ce soit, par même à aucun officier de son Etat major—elle doit être sureté et pour lui seul.

Sa M<sup>te</sup>. ne pouvoit donner au S<sup>re</sup>. Ch<sup>er</sup>. de Marigny une marque plus distinguée de la confiance qu'Elle a dans ses talens et son intelligence, qu'en lui confiant l'exécution des ordres contenus dans la présente Instruction: Elle est persuadée qu'il sentira toute l'importance de la mission dont il est chargé; et Elle ne compte pas moins sur sa prudence, sa sagesse et sa discretion, que sur le zèle et la fermeté dont il Lui a donné des preuves.

Fait à Versailles le 20 X<sup>bre</sup>. 1777. Signé Louis, et plus bas, de Sartine.

[Translation]

20th Dec. 1777

Memorandum from the King  
to serve as special instruction to the  
Chevalier Bernard de Marigny Lieutenant  
de Vaisseau commanding the royal frigate  
*La Belle Poule*

His Majesty, having chosen the Chevalier Bernard de Marigny, Lieutenant de Vaisseau commanding the frigate *Belle Poule*, for a special mission,<sup>1</sup> he will communicate his plans in these instructions on the general object of the said mission and on the conduct to be followed, depending on the circumstances.

No matter what the Chevalier de Marigny was ordered to do in the 1st instructions sent him for the same date as these instructions,<sup>2</sup> to proceed to the St. Pierre and Miquelon Islands, he shall not search for these islands, but rather direct his course and maneuvers in such a way as to reach Boston or some other part of New England occupied by the insurgents, where it will be faster and easier to arrive.

If upon his landfall, he meets some English frigate or privateer that asks him why he is there on the coast of New England, he must make the excuse that the winds had prevented him from reaching St. Pierre and Miquelon, his original destination, and threw him up on that coast, and that needing water and other provisions he was looking for a place to anchor so he could obtain these things.

His Majesty is well aware of the Chevalier de Marigny's circumspection and wisdom and knows he does not have to remind him to maintain civility in his conversation and in his dealings with the English, if he meets any, not to initiate hostility, but merely to deflect blow for blow any attack which they might dare make against him.

When the Chevalier de Marigny arrives at a port in New England, he shall allow the passengers<sup>3</sup> he picked up in Bordeaux the freedom to disembark, and so that he himself might take the opportunity to travel a bit and scout for information on the situation of the country, the general mood, the state of affairs, and indications that one might gather concerning the results of the war, and he shall announce that he is responsible for bringing back French sailors he finds in that country. He will then in fact take on board all those he can gather together, and bring them back to France. Realize in this matter that the provincial government where he arrives is unlikely actually to try to bar the émigré French seamen from boarding his Majesty's ship: he must not insist, but rather use all means of persuasion to get them to return, even assuring them on the part of the king that they will not be tracked down and punished for their evasion.

The Chevalier de Marigni shall avoid staying long at the port in New England where he puts ashore; he must stay only as long as is necessary to rest his crew and obtain whatever information and intelligence he can gather.

During his voyage he must take great care to keep his crew in strict order and under tight control. To achieve this, he must not allow his men to set foot on the ground, and when the need arises to take a ship's boat out for the service of the frigate, he must man it with an officer under orders never to leave the boat alone and to make sure the seamen do not stray. For this ship's boat, he must assemble a crew from among the most reliable men he has on board, whose discretion and punctuality he can trust, both to avoid any conflict with the inhabitants of the country and

to prevent desertion; use promises of a pardon as well as enticements to get émigré French seamen to return to France.

If the Chevalier de Marigny learns that England and the United States of America have made their peace or are about to make it, he must return as soon as possible to France to report the news.

The Chevalier de Marigny must navigate carefully returning to France, avoiding to the greatest extent possible putting himself within range of ships stronger than his own, but arranging to join those ships that are weaker, in order to get news. If during his crossing he learns nothing that would lead him to suspect an interruption of public peace in Europe, he must proceed directly to Brest; if the opposite is the case, then he must land at the first place he can find, in France or Spain.

He must not communicate these instructions to anyone at all, not even his officers; the instructions must be locked up, accessible only to him.

His Majesty could not give the Chevalier de Marigny a more distinguished token of his great confidence in his skills and intelligence than to bestow on him the responsibility of carrying out the orders contained herein: His Majesty knows that the Chevalier de Marigny is aware of the critical nature of this mission he has been given, and is counting no less so on his circumspection, wisdom and discretion, as well as his vigor and reliability, of which qualities he has given the king demonstrations.

Written at Versailles on 20 December 1777, Signed Louis, and underneath, de Sartine.

LB, FrPNA, Marine B<sup>4</sup> 134, fols. 425–26. Notation at top left corner of first page: “2<sup>e</sup> instruction à n’ouvrir qu’à 80 ou 100 lieues au mer”; “2nd instruction, to be opened only when 80 to 100 leagues out to sea.”

1. By Dec. 17, the French ministry and the American Commissioners had agreed in principle to enter an alliance, proceedings only awaiting the Spanish court’s reply to France’s invitation to join the alliance. Marigny was to transport to America the Commissioners’ messenger, who bore a dispatch informing Congress of the expectation of a treaty. For the text of the Commissioners’ dispatch, dated 18 Dec., see *Papers of Benjamin Franklin* 25: 305–9. The *Belle Poule* sailed on 6 Jan. 1778, but weather forced her into L’Orient ten days later. Jonathan R. Dull, *The French Navy and American Independence: A Study of Arms and Diplomacy, 1774–1787* (Princeton, N.J.: Princeton University Press, 1975), pp. 93–94.

2. The first instructions ordered Marigny to St. Pierre and Miquelon in order to bring all the seamen there back to France. They also instructed him to open the enclosed packet—that is, the second, true instructions—when 80 or 100 leagues at sea, and to sink that packet if attacked by a superior British force. FrPNA, Marine B<sup>4</sup> 134, fol. 423.

3. The passengers were Simeon Deane, bearing the American Commissioners’ dispatches, and Anthony Knapp, a privateersman from Newburyport, who was to act as a pilot on the American coast. The American Commissioners in France to Conrad-Alexandre Gérard, 20 Dec. 1777, in *Papers of Benjamin Franklin* 25: 320.

#### CAPTAIN THOMAS THOMPSON TO THE AMERICAN COMMISSIONERS IN FRANCE

Gent<sup>l</sup>.

Lorient Dec<sup>r</sup> 20<sup>th</sup> 1777

This Letter is design’d for the particular purpose of giving my Opinion respecting the Ship *Duras*<sup>1</sup> which M<sup>r</sup> Berard wrote to you about when I was in Paris—

She is a large old East India Ship in want of very considerable repairs, which I think would be very expensive & after all be an old Ship not very fit for our use in her present position; If she was cut down as was propos’d I hardly think she would make a good Frigate; her Guns would not be a of sufficient heighth from the Water, at most but five feet; she has the Name of a fast sailor—in my opinion it would not be safe to meddle with her until she was overhall’d & fit for the Sea—she is really a

cheap Bargain as she now stands, could she be got to America at any reasonable expence & with dispatch, her Military Stores would be worth more in America, than the Sum they now ask for the Ship—If they would engage to fit her out with dispatch & at a known Sum, I believe she would Answer, provided you could put a Cargo of Light Goods in her & send her to Boston in the Month of March—put every Gun she would carry on both Decks—when out strike the lower Deck Guns into the Hould—let the rest of her Cargo be Hemp & Yarns ready tarr'd, fitting to lay into any kind of Cordage—After all I have said I cannot advise you to embark in any of those old Ships without much circumspection & good Information—as they are ticklish matters; more especially as they must be left to the management of French Houses

Your most Obed<sup>t</sup> Serv<sup>t</sup>

Tho<sup>s</sup> Thompson

NB. The Mem<sup>o</sup>. of Anchors given to M<sup>r</sup> Arthur Lee of 77<sup>w</sup> is a mistake as they are much too large for a 74 Gun Ship.

L, PPAmP, Benjamin Franklin Papers, vol. 7, 162. Addressed: "To/The Honorable/Doct<sup>r</sup> Benj<sup>m</sup> Franklin, Silas Deane/& Arthur Lee Esquires./Commissioners &<sup>ca</sup>/At/Paris." Docketed: "L'Orient Dec<sup>r</sup> 20<sup>th</sup>/1777 Letter from Cap Thompson."

1. *Duc de Duras*, which would become the Continental Navy ship *Bonhomme Richard*.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon<sup>ble</sup> Gentlemen

Nantes Decem<sup>r</sup> 20. 1777.—

In expectation of hearing from you I have only at present to inform you that I am just returned from Painbeuf & have had the pleasure of seeing as fine a Ship<sup>1</sup> as any of her size in any Navy.—I am in expectation of seeing Cap<sup>t</sup> Nicholson soon and if our obstacles are removed I shall soon Finish the Expedition; the Ship is all rigged, Guns mounted & everything fitted. I have the honour to be [&c.]

Jon<sup>a</sup> Williams J

L, PPAmP, Benjamin Franklin Papers, vol. 37, 126. Addressed: "The Honourable/The Commissioners of the/United States/Paris." Docketed: "M<sup>r</sup> Williams. Dec<sup>r</sup> 20./77."

1. *Lyon*, subsequently Continental Navy frigate *Deane*.

"SUPPLIES SENT TO CONGRESS THRO THE HOUSE OF CARDOQUI  
AT BILBOA, & ADDRESSED TO ELBRIGE GERRY, ESQ<sup>r</sup>."

By the Schooner *Tabby* Cap<sup>t</sup> Hodges<sup>1</sup>

Russia Duck 119 peices

Tent cloth 42 D<sup>o</sup>.

Sewing twine 252 lb

Sail Needles 400

By the *Alexander* Cap<sup>t</sup> John Williamson<sup>2</sup>

Shirting 185 peices

8 Anchors 109 hund. wg<sup>t</sup>

Cables 5 from 8½ to 18½ Inches

Cordage 17 Coil of all dimensions } 342 hundred weight

By the *Charlotte* Cap<sup>t</sup> Wil<sup>m</sup>. Sinclair<sup>3</sup>

Shirting 100 peices

Tent cloth 30 D<sup>o</sup>.

Russia duck 24 D<sup>o</sup>.

8 Anchors 199 hund. wgt<sup>t</sup>.

Cables 4 from 9 to 18½ Inches

Cordage 119 Coil all dimensions

By the *Lydia* Cap<sup>t</sup> Will<sup>m</sup>. Andrews

Blue Cloth 27 peices

Shirting 331 D<sup>o</sup>.

Blankets 12

8 Anchors 102 hhd wgt<sup>t</sup>

Cables 7 from 9 to 18½ Inches

Cordage 234 Coil, all dimensions.

By the *Success* Cap<sup>t</sup> Gerris<sup>4</sup>

Salt 757 farricks

Anchors 16. wght 238 hhd

Cables 3 from 16 to 18½ inches

Hawsers 3

Cordage 234 Coyl all dimensions

Shoes strong 2247. pair

Shirts made 2532

Stockings 243½ doz.

Hatts 1500

Kettles large 18

Blanketts large 2186

Shirting 28 peices

2 Small Cases & a Barrel with Jesuits Bark, Rhubarb, Ipecacuanha, Tartar Emetic,  
Mercury Sublimate, Purging Salts, Opium.

By the Schooner *Marblehead* Cap<sup>t</sup>. Sam<sup>l</sup>. Duggard<sup>5</sup>

Salt, Duck & tent Cloth. quantity unknown.

Arthur Lee

True Copy<sup>6</sup> from Mess<sup>rs</sup>. Gardoqui's Invoice Paris Dec<sup>r</sup>. 20<sup>th</sup>. 1777.

Copy, DNA, PCC, item 83, vol. 1, pp. 135–36 (M247, roll 110). Enclosure in Arthur Lee to the Continental Secret Committee, 10 Feb. 1778, *ibid.*, pp. 127–30.

1. John Hodges, "who saild the 24<sup>th</sup> of March 1777 from Bilbao." From a similar, undated list, also enclosed in Lee to the Secret Committee, 10 Feb. 1778, p. 133.

2. Who "saild from D<sup>o</sup>. April 25<sup>th</sup>. 1777." *Ibid.*

3. Who "saild from D<sup>o</sup>. 25<sup>th</sup>. of April 1777." *Ibid.*

4. Cabbot Garrish, who sailed "May 8<sup>th</sup>. 1777." *Ibid.*

5. Who "saild 14<sup>th</sup> D<sup>o</sup>." *Ibid.*

6. With his letter of 10 Nov. 1777 to Francis Lewis, William Lee enclosed a similar list with the following minor differences: In the *Alexander*, 3 cables, not 5; in the *Lydia*, 237 coil of cordage, not 234. In addition, William Lee listed supplies received "From our friends in [*France*]"—3,000,000 Livres in Money—but 1,000,000 £ to be repaid in Tob<sup>o</sup>—Ship'd in the *Amphitrite*, *Mercur*, *Seine & Flammand*, 200 four pound Brass Cannon with Carriages Compleat, 91315 Cannon Balls, 27, Nine Inch Mortars Compleat; 56 Brass four pound Cannon compleat, 3782 Bombs—33,000 Fuzees Compleat with Bayonets. 1230 Fuzees for light horse.—30,000 Gun Locks—3,000,000 Gun Flints.—100 Ton of Lead.—10,000 P. Worsted Hose for Officers; 3,000 Blankets for Officers; 10000 Silk Hkfs.—50,000 Linen Hkfs; 2000 Artillery tools 50000 lbs Sulphur, 26 Brass, 6 lb Cannon mounted on the *Flammand*." ViHi, William Lee Letter Book, pp. 81–82.

## CAPTAIN ELLIOTT SALTER, R.N., TO THE EARL OF SANDWICH

My Lord,

*Hussar in Bull Bay,*<sup>1</sup> December 20th 1777.

I take the liberty of writing to you to acquaint you of my arrival here in company with his Majesty's sloop *Alert*, whose mainmast is sprung in two places (and span-shackle broke) owing to the badness of the stick; and having had a survey on it find it can be sufficiently fished to carry her to England, I have therefore thought it prudent to come into port with her, as our rudder is damaged and am in want of water, as the *Alert* can have the assistance of our carpenters and armourer. I am sorry to inform your Lordship we have had an unsuccessful cruise, having been off Cape Finisterre on information of an American brig and Conyngham's cutter having been seen off there 2 days before (20 ultimo). This intelligence I gained from the master of a letter of marque just come out of Oporto. On the 4th inst I fell in with his Majesty's ship *Medway*, who had met with nothing; and on the 6th with the *Asia*, who had likewise been unsuccessful. We lay to all night in company with her, and next morning saw two sail, one of which the *Asia* and we chased, and the *Alert* the other; we came up with our chase about 2 P.M. and sent our boat on board, she proved a brig from Mounts Bay to Venice. About 11 that forenoon the *Alert* fired a gun, and some time after another, which was perceived from our tops, on which I sent the 2nd lieutenant up with his glass to see if he could distinguish any signal the sloop had out; but could observe none nor her chase in sight, which was the cause of my not hauling my wind to join her, as I supposed something was the matter with her mast or rigging and that she could easily join me after I had brought to our chase. About 4 P.M. she joined us, and informed me the vessel she chased proved to be a Philadelphia-built ship of about 24 guns (which Captain Bazely supposed to be an American cruiser) with a spar deck, whole mizen yard, clean white bottom, quarter badges, and a figurehead which stood far back. On the *Alert's* hoisting an American ensign she hoisted a plain blue flag at her ensign staff, which signal not being understood by the *Alert* she hauled it down and hoisted Spanish colours. About 5 P.M. made sail to the south-east in hopes of falling in with her; and about 9 the *Asia* tacked and stood to the northward. The next morning made Cape Finisterre and stood to the southward, calling off Oporto for intelligence, but could gain none from the consul. I run down that evening off the Burlings, and next day fell in with his Majesty's sloop *Martin*, who came out from Lisbon on a ten day's cruise, by order of Captain Moore of the *Exeter*, in quest of a Bermudian-built American brig privateer of sixteen guns without a head and black sides. The day after I fell in with the *Egmont*, who I find has been equally as unsuccessful as ourselves. In the afternoon gave chase to a brig from Bilbao to Setubal. The owner informed me that he had been six weeks at Bilbao, waiting for the departure of the American privateer then in there; and he very justly observes it is out of the power of our cruisers to catch them, as they never come out from the land and on the appearance of a vessel of force they run into port. These privateers have people employed to look out from the hills who make signals to them when anything appears in the offing, so that they slip out and take them; but on the contrary if any of our cruisers appear off, they have signals to acquaint them therewith, so that they continue quiet till our ships are off the coast. On the 14th I chased a snow and brought her to; and whilst we were hoisting our boat out, she wore and ran foul of our stern, carrying away the ensign staff, stern lantern, and damaged the rudder, which our car-



penter informed me he should be able to repair provided the ship was anchored in smooth water. I have therefore carried her up to Bull Bay, as likewise the *Alert*, which I hope will meet your Lordship's approbation. I have the pleasure to inform you that the *Alert* and *Hussar* go nearly alike and do equal credit to their bottoms, though the *Alert* being rigged as a cutter has the advantage of being more weatherly. The Bay by no means agrees with her at this season of the year, as she, dabchick like, is frequently under water; and after a gale, many of which we have met with, she is not able to set her mainsail till the sea is down for fear of springing her boom; and I am happy to think no accident has happened to her in all the bad weather we have had, as the defects in her mainmast did not appear till this day (the 16th). Her people, though constantly wet, are healthy, which is not the case with ours, as we have had from 16 to 25 sick ever since we have been out with colds and fevers and now we have 30; and the only cause that I can attribute for the *Alert's* people continuing so healthy is that she has her galley between decks, which though disagreeable in some respects is of great benefit to the ship's company, as I have always observed in the West Indies, when ships have been unhealthy and have had their galleys below, that the cooks and people who lay near it seldom or ever caught the infection. I am sorry to say our rigging is so badly fitted that it wants overhauling entirely, being rigged by contract; and from my not being allowed the men who were volunteers for the ship I may venture to say I have not 30 good seamen on board—however, I hope I shall be able to complete my deficiency before I return to England. Our upper works are so leaky that her sides and deck will require fresh caulking all over: I have therefore to request your Lordship will be pleased to order the ship into Hamoaze on our return, that I may have an opportunity of getting my rigging lifted and put to rights, which I am sorry to say has not been in my power to do since she left the River. I propose putting to sea again as soon as I have repaired my rudder and completed our water, which I hope will be in a few days. I have the honour to be [&c.]

Ell<sup>r</sup> Salter

*The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty 1771–1782*, edited by G. R. Barnes and J. H. Owen, 4 vols. ([London]: Navy Records Society, 1932–38), 1: 256–59.

1. The *Hussar* and *Alert* anchored in the Tagus River on December 19. UKLPR, Adm. 51/51.

## December 21 (Sunday)

LIEUTENANT DE VAISSEAU LE BRETON DE RANSANNE TO GABRIEL DE SARTINE

[Extract]

Monseigneur

Les Capitaines des deux bâtiments<sup>1</sup> américains qui sont ici, viennent de m'instruire que vous aviez ordonné que le rhum qu'ils avoient acheté & qu'on Leur avoit saisi, Leur fût rendu. Il n'y a plus que La Crainte de trouver Leur Ennemi En force à La Côte, qui puisse retarder Leur départ. Le nommé Jacques Mandret, maitre de La barque *La margueritte de Bonne alliance*, De L'Isle-Dieu, vient de me rendre Compte qu'Étant parti de Bordeaux Le quatorze de ce mois pour venir à L'orient; Il avoit rencontré Le 19 à huit heures du matin, à La vuë de La pointe Sud-Est de Belle-Isle

Deux frégattes de vingt-six à vingt-huit Canons. Comme Je ne crois pas que nous En ayons deux Ensemble dans ces parages, Il y a Lieu de Croire que Ce sont des bâtimens anglois qui sont venus Croiser pour attendre Le Départ Des americains qui sont à L'Orient. Si vous voulez, Je sortirai avec Eux & les Conduirai au Large. J'attendrai vos ordres pour Cela. . . J'ai L'honneur d'Etre [&c.]

le breton De Ransanne

A bord De La *Sylphide* En rade Du port-Louïs

Le 21 Decembre 1777.

[Translation]

My Lord

The captains of the two American ships <sup>1</sup> which are here have just informed me that, as you ordered, the rum they had bought and which had been taken from them, has been given back to them. There remains only the fear of finding their enemy in force on the coast which may delay their departure. The man called Jacques Mandret, master of the boat *La margueritte de Bonne alliance*, from L'Isle-Dieu, just reported that after leaving Bordeaux the fourteenth of this month for Lorient, at eight o'clock on the morning of the 19th he encountered in sight of the southeast point of Belle-Isle two frigates with twenty-six to twenty-eight guns. As I do not believe we have two of these together in these waters, I have reason to believe they are English ships come to cruise in expectation of the departure of the Americans who are at Lorient. If you like, I will leave with them and lead them out into the open sea. I await your orders on this. . . I am [&c.]

le breton De Ransanne

On board La *Sylphide* in the harbor of port-Louis

21 Decembre 1777.

L, FrPNA, Marine B<sup>4</sup> 129, fol. 283. Notations at head of first page: "La *Silphide* Corvette"; "Renvoi 29 x<sup>e</sup> 1777"; "[accuser simplement la reception. ne Rien changée]"; "adresser à Brest." "Answered 29 Dec. 1777"; "simply acknowledge receipt. nothing changed"; "dated at Brest."

1. Continental Navy ship *Alfred*, Elisha Hinman, and Continental Navy frigate *Raleigh*, Thomas Thompson.

#### LIEUTENANT THOMAS SIMPSON TO CAPTAIN JOHN PAUL JONES

Capt<sup>n</sup>. Jones

*Ranger* 21<sup>st</sup> Decem<sup>r</sup> 1777.

Sir

Jack <sup>1</sup> arrived this morning, am extremely happy that matters on board are to your satisfaction Shall duly observe, and comply with the contents of your Letter—Am Sorry to inform you, that the Ice came down last night very swift with the Ebb, and pretty thick, the frenchmen are much alarm'd at it, M<sup>r</sup> Odea informs me the consequence may be bad unless the Ship is hawled in shore, which I do not think my self Authorised to do, without your order—especially when so nigh as to advise and hear from you in so short a time—Some of the people have this morning applied to me for liberty to go on Shore, which shall not grant them without your approbation—

The Ship is still in good order, on Friday employed eight french caulkers from the shore who altogether did not do as much as we of our own did yesterday, therefore did not send for them again—The Officers Join in their respects I am [&c.]

Thom Simpson

Shou'd be glad to hear whether there has been any word of the *George* Shall esteem it a favour if you'll please to forward the Letter to M<sup>r</sup> Shores

L, DLC, John Paul Jones Manuscripts, 6675.

1. Johnny Downes, apprentice in *Ranger*, formerly servant to John G. Frazer. Frazer to John Paul Jones, 15 Dec., *ibid*.

## December 22

### CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE

Gentlemen,

Nantes 22<sup>d</sup>. Dec<sup>r</sup>. 1777.

The *Independence* being still in this port—it is my Duty to acquaint You that I yesterday received a letter from the Commissioners requiring my Appearance at Paris.—I hope the present situation of Affairs will enable them to furnish me with some Additional Force—but should that event be protracted for any considerable Space of time I will make my stay at Paris very short and on my return will proceed to Sea with the *Ranger* in the intrem.—You may rest Assured that I will endeavour to transmit to you the most regular accounts of my proceedings, being in the Grateful sincerity of my Heart Gentlemen [&c.]

L, DNA, PCC, item 58, pp. 141–42 (M247 roll 71). Addressed at foot: “The Hon<sup>ble</sup>./The Marine Committee.” Docketed: “N<sup>o</sup> 34./ Nantes 22<sup>d</sup> Dec<sup>r</sup>. 1777./The Hon<sup>ble</sup>./The Marine Committee.”

### PIERRE-ANTOINE MASSIE AND OTHERS TO GABRIEL DE SARTINE

22. x<sup>bre</sup>. 1777

Nous capitaine pierre Antoine Massie de Marseille commandant Le navire Le *Bon pasteur* party du Fort Royal Isle Martinique Le 4 octobre 1777 pour marseille notre destination, officiers major, passagers et Equipages d'iceluy, certifions et attestons que Le 21 Decembre meme année Sur les 4 heures du soir nous trouvans par le travers du cap de Gatte distants 4 Lieux avec un vent D'ouest fraix, un navire portant pavillon anglais et marchant Superieurement a nous, vint jusques par notre travers a demy lieu loin et nous tira un coup de Canon a boulet qui nous passa fort pres, nous mimes tout de Suite notre pavillon, menames tout de suite nos bonnettes hautes et basses et cargammes nos deux basses voiles, ayant mis a travers tout de Suite Sous nos deux hunniers, il nous fut sous peu a la portée de La voix. il nous cria d'oû nous Venions et oû nous allions, luy ayant repondu de la Martinique a Marseille, il commanda que Le capitaine y fut tout de suite a bord avec Son Canot; luy ayant représenté par L'entremise d'un de nos matelots qui parlait Anglois que nous n'avions qu'une Lourde chaloupe très enbarrassée qui demandait au moins trois quarts D'heures pour etre mise a la mer et que La nuit S'avavançait il repondit qu'il allait mettre le sien, en Effet il L'envoya a notre bord avec Six hommes armés de deux paires de pistolet et un Sabre chaques, ils disaient etre officiers de La fregatte, il fallut ceder ses Six hommes armés montèrent a bord, firent embarquer de force le capitaine en luy ordonnant de La part du leur de porter avec luy tous ses papiers ayant mis le pistolet Sur la gorge du timonier ils S'enparerent du gouvernail et du commandement du Navire Le dit

cap<sup>ne</sup>. S'étant embarqué dans Le canot et ayant abordé a bord de La dite fregatte, ils le firent dessandre dans La grand chambre ou le dit capitaine Etait avec un passager qui parlait francais et Son Chirurgien il luy fit demander tous Ses papiers, il luy remis une balle de fer blanc renfermant L'expedition de L'amirauté, Le congé dé Monseigneur L'amiral, Le role d'Equipage et L'expedition du domaine qui constatait Le chargement, il ne Daigna pas meme ouvrir la boëtte ou ils Etaient renfermés il fut La mettre tout de suite dans Son bureau; il me fit dire pour lire par cet homme qui parlait Francais et qui nous servait D'interprete qu'il etait tres persuadé qué je ne venais pas de La martinique et bien de La nouvelle Angleterre, que mon chargement devait etre composé du Tabac, du Ris, du bled et autres denrees provenant de ce paÿs, et qu'il etait dessidé de me menner a Mahon pour faire La visite Exacte et decharger mon Vaisseau. il fit passer tout de suite Douze de Ses matelots armés dans mon bord, nomma un capitaine de prise et mon navire fut totalement a Sa discretion ayant donné tous Ses ordres, il redessendit dans La chambre où j'avais resté tout Etonné de cette scène. je luy Representai Qu'il n'avait qu'a faire verifier tous mes papiers et qu'il verrait que je viens reelement de La martinique et que mon chargement n'était absolument composé que de denrées venant du cru de cette colonie. il me fit dire pour toute reponse qu'il allait me mener a Mahon et que La on verrait, sans vouloir jeter un coup d'œil sur mes papiers. Le voyant determine de La Sorte, je luy dis que cedant a La force, je protestait des ce moment de tous dommages retard quelconques tant pour La Sureté de mon navire que pour La cargaison, et qu'ayant eu beaucoup des mauvais temps je faisais 28 pouces d'eau par heures avec Le beau temps et belle mer, et que quand Le navire fatigoit j'avais de La peine a faire laisser les pompes, que S'Etant Enparé dé mon navire c'était a luy ay faire prévoir. Cet homme pour lors devint furieux, et je me vis Sur le point d'être mis aux fers, il voulait a toute force me faire bonne prise et que je ne dis mot.

Monsieur Le Baron D'arbaud de Jouque major general de La Martinique L'un de mes passagers fut aussy mandé a bord, on luy fit Subir L'interrogatoire, luy proposant de Luy donner La moitie du chargement S'il voulait avouer que nous Eussions des marchandises de La nouvelle angleterre, Le tout avec violence et mauvais procedé. il fit son possible pour faire entendre audit capitaine que nous venions reellement de La martinique chargés des denrées coloniales & que nous n'avions Relaché en aucun port depuis notre depart. tout cella ne satisfesait pas ce capitaine qui voulait absolument nous conduire a Mahon il poussa La violence jusqu'a vouloir le retenir dans son bord en ottage à la fin a forces des sollicitations et des prieres il Le fit Reconduire a Bord du *bon pasteur*

Deux soldats deserteurs qui etaient embarques par ordre du gouvernement furent pareillement mandés a son bord et furent interrogés hors de ma presence; Enfin apres m'avoir fait bien des reproches de ce que les francais favorisaient ouvertement les nouveaux angleterriens et autres mauvais propos, sur Les 11 heures du Soir il me fit dire qu'il allait me rendre mes papiers et me faire conduire a mon bord, m'offrant si j'avais besoin de quelques vivres de me les ceder en payant ayant deja 78 jours de navigation et les vivres commençant a me manquer, je le priai de me vendre 2 quinteaux biscuit, une barrique d'eau, 12 poulles, et un petit Cochon, luy ayant payé pour Le tout 4 guinées, m'ayant donné en sus la moitie d'un barril lardier [*illeg.*] la moitie d'un fromage et 4 à 5 livres de bœurre sans vouloir de L'argent, je luy fit envoyer en reciproque 25 livres caffè, 12 bouteilles Sirop, 6 bouteilles Vin de

Bourdeaux et 2 bouteilles Rumb. toutes ses provisions etant embarquées Dans le canot il my fit Embarquer moy meme et conduire a mon Bord en me souhaitant bon voyage. j'arrivai a mon bord, où je trouvai tout dans une Confusion extreme, le capitaine de prise et ses matelots ayant mis mon navire dessus dessous et visité autant qu'il fut possible de toute part. Le sieur Gautier mon capitaine en second luy ayant representé pareillement que nous faisons beaucoup d'eau, et qu'ils eussent Soin de faire pomper, ils ne voulurent jamais le faire ni permettre qu'on Le fit et repondirent ironiquement s'il avait peur de couler bas, enfin tous ces gens La se débarquerent et je me trouvai sur les 11 heures du soir maitre dans mon navire.

cette fregatte s'apelle The *Westmoreland* armée de 22 pieces de canons de 8 et beaucoup du monde, commandée par cap<sup>ne</sup>. Michel party de Londres depuis 15 jours sans avoir Relaché en aucun port, allant a Mahon et de La a Livourne.

fait a bord Du navire Le *Bon pasteur* le 22 Decembre 1777

Pr<sup>e</sup> Massié Cap<sup>ne</sup>.

Gautier

Massie cadet

D. albiail

Le Bn. d'arbaud passager sur

le dit navire

Chomet Des Beaumes

Rayet

Martin Passager

Le maitre nocher Contre maitre et

Calfat et Canonier ne Sachant Signer

onts fait Chacun Leurs Croix Cy

Dessous

Pr<sup>e</sup> Massie Cap<sup>ne</sup>

X croix Du maitre

X croix Du contre maitre

X croix Du Calfat

X croix Du cannonier

je Soussigné pierre antoine Massié cap<sup>ne</sup> Du navire Le *bon pasteur* et au nom de messieurs Ventre & Pascal mes armateurs, Proteste De tous Depens, et Domages provenant tout Du Deffaut de la pompe qui peut m'avoir avarié plusieurs Barriques de sucre a mon premier Rang que du Retard occasioné injustement, Reservant a mes armateurs tous leurs droits pour former telles plaintes qu'ils avi Seront Bon etre leurs interets Lors que Le Domage Sera Reconnu  
a Bord Du *bon pasteur* Le 22 Decembre 1777

Pr<sup>e</sup> Massie—

[Translation]

We, Captain Pierre-Antoine Massie of Marseilles, commanding the ship *Bon Pasteur*, having sailed from Fort Royal in the Island of Martinique on 4 October 1777 for Marseilles our destination, senior officers, passengers and crew, as here below, certify and attest that on 21 December of the same year, at 4 o'clock in the evening, we came abreast of the Cape de Gata at a distance of 4 leagues; with a strong breeze from the west, we came upon a ship flying an English flag, and sailing at a speed faster than ours. She closed on our beam to within a distance of half a league and then fired a gun, the shot passing very close to us; we immediately hoisted our flag, immediately took in our high and low studding sails and furled our courses; having immediately come abeam under our two topsails; she shortly came within hailing distance and shouted to us from where were we coming and where we were going; we answered we were coming from Martinique and going to Marseilles; she then ordered the captain to come immediately by boat to the ship; having explained to him

through one of our sailors who spoke English that we had only a heavy rowboat in very bad condition, which would require three quarters of an hour to put in the water and that it was getting dark, the captain answered he would put his own boat in the water; as a matter of fact he sent it to our ship with six men each armed with two pairs of pistols and a sword; they said they were officers from the frigate; we had to allow the six armed men to board us; they forced the captain to get into the boat while ordering him, on behalf of their captain, to bring all his papers; while holding a pistol against the helmsman's throat, they took control of the tiller and the command of the ship. The aforesaid captain, having embarked in the boat and having gone aboard the aforesaid frigate, was forced to go down to the great cabin where the captain was with a passenger, who spoke French, and his surgeon; the captain was asked for all his papers, which he handed over in a tin box containing the Admiralty's sailing orders, my Lord Admiral's authorization, the muster roll, and the customs clearance confirming the nature of the ship's cargo. The frigate's captain did not bother to open the box in which the documents were enclosed. He had it immediately put in his desk; he had me told, through the man speaking French and who served as an interpreter, that he was certain I was not coming from Martinique but rather from New England, that my cargo had to contain tobacco, rice, grain, and other produce coming from that country, and that he had decided to take me to Mahon for a thorough inspection and to unload my ship. He then sent immediately twelve armed men from his crew to board my ship, appointed a prize master, and now my ship was completely at his disposal; having issued all his orders, he went down again to the cabin where I had remained completely stunned by this scene; I put it to him that he had but to have all my papers checked, he would then see I really did come from Martinique and my cargo was made up entirely of produce grown in that colony. As his only answer, he had me told he would take me to Mahon and it would be decided there, still without trying to look over my papers. Seeing his determination, I told him that, having had to give in to a show of force, I was as of that moment protesting against all damages and any delay as well as the safety of my ship and its cargo. I also stated that, having met up with bad weather, I was leaking at a rate of 28 inches an hour during good weather and calm sea, and when the ship was laboring I had trouble keeping the pumps working, and since he had seized my ship, it was up to him to order precautions. This man then became furious, and I could see myself being put in irons. He wanted at all costs to make a fine prize of me and for me not to say a word.

Baron d'Arbaud de Jouques, Major General of Martinique, one of my passengers, was also summoned on board and was subjected to an interrogation, suggesting to him that he would be given half the cargo if he would admit that we had goods from New England. All of this was accompanied with violence and nasty behavior. The baron did his best to make the aforesaid captain understand that we were truly sailing from Martinique laden with colonial produce and that we had not anchored in any port since our departure. None of that satisfied the captain who was intent on taking us to Mahon; he continued with his violent behavior to the point of trying to hold him as a hostage on board the ship. Finally, after many entreaties and pleas, the captain had the baron returned to the *Bon Pasteur*.

Two soldiers, who had deserted and had been put on board the *Bon Pasteur* by order of the government, were likewise ordered on board the captain's ship and were

interrogated outside my presence. At last, after having upbraided me about the French openly favoring the New Englanders, and other nasty remarks, at eleven o'clock at night he had me told that he would return my papers and have me taken back to my ship and offered, if I needed any provisions, to let me have them for a price. Since I had already been sailing for 78 days, provisions were getting low, I asked him to sell me 2 quintals of biscuit, a cask of water, 12 chickens, and a small pig. After I had paid him 4 guineas, he gave me, in addition, half a barrel of lard, half a cheese, and 4 or 5 pounds of butter, without wanting any payment. In return I had sent to him 25 pounds of coffee, 12 bottles of syrup, 6 bottles of Bordeaux wine, and 2 bottles of rum. After having all his provisions loaded into the rowboat, the captain had me get in and had me rowed back to my ship, wishing me a good voyage. On arriving on board my vessel, I found everything in extreme confusion. The prize master and his sailors had ransacked my ship, having gone into every nook and cranny. Sieur Gautier, my second in command, likewise had pointed out to him in protest that we were leaking badly, and that they would have to see that the pumps were worked; they never attempted to do it, nor did they allow anyone else to do it; they scornfully responded whether he was afraid of sinking. At last, those men left the ship and, at 11 o'clock at night, I was master of my own ship.

The frigate is called the *Westmoreland*, carrying 22 eight-pounders and a lot of men, under the command of Captain Michel. They had sailed two weeks ago from London and, without dropping anchor in any port, were making their way to Mahon and then from there to Livorno.

Done on board the ship *Bon Pasteur* on 22 December 1777.

Pr<sup>e</sup> Massie, Captain

Gautier

Massie, the younger

D. albiail  
Baron d'Arbaud, passenger on  
the said ship  
Chaumet des Baumes  
Rayet  
Martin, Passenger

The master pilot, the master's mate,  
the boatswain, and the gunner were  
unable to write and made their marks  
below

Pr<sup>e</sup> Massie Capt.

X Master pilot's cross  
X Master's mate's cross  
X Boatswain's cross  
X Gunner's cross

I, the undersigned, Pierre Antoine Massie, captain of the ship *Bon Pasteur*, and in the name of Messers Ventre and Pascal, the owners of my ship, do solemnly protest all damages and expenses resulting from the failure of the pump, which may have spoiled several large barrels of sugar in the bottom rank in the hold, as well as the delay which it unjustly caused, reserving to the owners of my ship their right to file such claims as they believe to be in their interest when the damages have been determined. On board the *Bon Pasteur*, 22 December 1777.

Pr<sup>e</sup> Massie—

DS, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 526, fols. 322–24. Notation at top left corner: “avec la lettre de M. de Sartine du 9. Jan<sup>re</sup>. 1778”; “with de Sartine's letter of 9 January 1778.” Sartine's cover letter to Vergennes is found at vol. 528, fol. 74.

## LORD GRANTHAM TO LORD WEYMOUTH

[Extract]

N<sup>o</sup>. 67.Madrid 22<sup>d</sup>. Decem<sup>br</sup>. 1777.

My Lord,

I have received the Honour of your Lordship's N<sup>o</sup>. 31 and shall pay very particular Attention to the Contents of it.<sup>1</sup>

I enclose to your Lordship Copy of an Answer, and its Translation, to my last Office to the Spanish Minister,<sup>2</sup> the Professions of which are very plausible. I have seen him since I received it, and have pointed out to him that nothing had been wanting on my part towards the prevention of the Complaints which I made, for that I had given Notice to His Majesty's Consuls to make Protests in all Cases of Prizes brought in to Spanish Ports & that besides, the Cases which I complained of had happened before the Time, on which he had promised that stricter Orders for Impartiality in attending to these Matters should be issued, and therefore that it was not fair to attribute any part of the Conduct of the Spanish Governors to their not having received Information.<sup>3</sup>

Besides the Promises which the Office holds forth, I received from him very direct Assurances, that he had given Orders to have Cunningham forbidden to enter into any of the Ports of Spain. The execution of which, tho' merely agreeable to the first Measures which were promised to be taken, cannot but have a good effect, in shewing the Governors, especially the Commandant of Galicia, that this Court is more in earnest, than it has hitherto appeared to be in this Business. . . . I have the Honour to be [&c.]

Grantham

L, UKLPR, S.P. Foreign 94/204, 417. Addressed at the foot of the first page: "The Lord Viscount Weymouth &c<sup>a</sup> &c<sup>a</sup> &c<sup>a</sup>." Docketed: "Madrid 22 Dec<sup>r</sup> 1777/Lord Grantham/(N<sup>o</sup>67)/R. 9 Jan<sup>r</sup> 1778."

1. Lord Weymouth to Lord Grantham, 28 Nov. 1777, above.

2. Floridablanca to Lord Grantham, 14 Dec. 1777, above.

3. Floridablanca told Grantham to instruct the British Consuls to gather the necessary evidence before filing a protest, as unsupported claims could not be effectively dealt with. See Floridablanca to Lord Grantham, 18 Nov. 1777, above.

## December 23

## GABRIEL DE SARTINE TO FRÉDÉRIC-JOSEPH GUILLOT

A M Guillot

Commis<sup>a</sup>. des Ports et Arsenaux de M<sup>ne</sup>. à St. Mâlo—Vl<sup>es</sup>. Le 23. X<sup>bre</sup>. 1777.

J'ai reçu, M, Votre Lettre du 5 du ce Mois par laquelle vous m'informez de l'intention annoncée publiquement par le Cap<sup>ne</sup> du Bâtim<sup>t</sup>. La *Revanche*,<sup>1</sup> d'attaquer à la 1<sup>re</sup> rencontre la Corvette La *Curieuse*. J'ai mandé en conséquence, à M Le C<sup>te</sup>. d'Orvilliers de faire passer cet avis à la frégate qui est à Nantes afin que le Bâtim<sup>t</sup> Anglois soit observé. Je vous suis gre aussitot De votre exactitude à me f<sup>re</sup>. part de tout ce qui peut interesser la service du Roi. Je suis [&c.]



[Translation]

To M. Guillot

Commissary of the Ports and Arsenals of the Navy at St. Malo.

Versailles, 23 Dec. 1777.

I have received, sir, your letter of the 5th of this month by which you inform me of the intention announced publicly by the captain of the ship *Revenge*<sup>1</sup> to attack on the first encounter the corvette *La Curieuse*. I have sent, in consequence, to Monsieur Le Comte d'Orvilliers to have this information passed on to the frigate that is at Nantes so that the English ship might be watched. I am pleased with your exactitude in informing me of all that can interest the king's service. I am [&c.].

LB, FrPNA, Marine B<sup>4</sup> 134, fol. 428.

1. Jersey privateer *Revenge*, Noel Gautier.

LIEUTENANT THOMAS SIMPSON TO CAPTAIN JOHN PAUL JONES

Capt<sup>n</sup>. Jones—

*Ranger*—Painbeuf 23<sup>d</sup> Dec<sup>r</sup>. 1777.

Sir

I wrote you yesterday of the Ice, sinc which time, we have not been troubled with any, of consequence—The Captain of the French Frigate has been on board, I believe from some application of our french people, in respect of cloaths, (which indeed they much want as well as the englishmen, and americans on board) the entry book hath been produced to him, he begs they may be well treated but at the same time, acknowledges he cannot take them, without some order peculiar for that purpose—I am desired by him to write you, to know the time, you fix for sailing, of which he says, he must have some fixed period, and that M<sup>r</sup> Odea, from me will inform him, (all this I believe, finesse)—The Ship's masts, rigging &c—are pretty forward, and our Ship's company orderly—as soon as the tides rise shall hawl on the ways to do the bottoms; unless any order from you to the contrary—the Lead is come down which shall put on board the last Gabard—Doctor Green has given me a memorandum of medicine, which I inclose—I must beg leave to press you for the slops in mem<sup>o</sup>. sent you, the people being absolutely in want—The Officers tell me frequently, they want money, and that their exigences require a speedy remedy—M<sup>r</sup> Odea has supplied us with three tierces and one barrel of beef—M<sup>r</sup> Robertson<sup>1</sup> has the Stores, the money you delivered me, shall retain in my hands—The Officers present their compliments—I am [&c.]

Thom Simpson

Jack<sup>2</sup> is very unwell—

L, DLC, John Paul Jones Manuscripts, 6677.

1. John Robertson, *Ranger's* boatswain.

2. Johnny Downes, apprentice on the *Ranger*.

CAPTAIN JOHN PAUL JONES TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Nantes December 23<sup>d</sup>. 1777.

Your esteemed favor of the 17<sup>th</sup>. I have recived.—I wish to leave the *Ranger* in such a situation as to expect to find her nearly ready for Sea on my return—

as I think it will be for the intrest of the Service that I should then proceed with her alone Unless an Additional force can be very soon Procured.—should circumstances Admit—an Additional force may be prepared, in my Absence, without any foundation for suspicion.—These sentiments I submit to you with becoming deferance to your Superiour Wisdom. I shall have the honor of paying you my personal respects soon after the appearance of this—therefore shall only add that I am [&c.]

Jn<sup>o</sup> P Jones

L., MB. By courtesy of the Trustees of the Boston Public Library.

CAPTAIN SAMUEL NICHOLSON TO SILAS DEANE

Honble Sir

Nantes Dec<sup>r</sup> 23<sup>d</sup>. 1777—

I Arrived Saturday Night last, was much Surprised to find every thing in Regard to my Ship,<sup>1</sup> Just as I left them, no Contrary Orders from the Minister,<sup>2</sup> so that I am afraid to take my people on board her Yet, She is all loaded Ready for Sea, only to take on b<sup>d</sup>. a few Stores &c, it is A great fortification [*mortification*] to me not being permitted to go on b<sup>d</sup>. my Ship, with my people; two English Frigates, one 74, Cruizing off here, I am [&c.]

Sam Nicholson

L., CtHi, Silas Deane Papers. Addressed: "To/The Honble Silas Deane Esq<sup>r</sup>/A/Paris." Docketed: "Capt Nicholson/Nantes Dec<sup>r</sup> 23/77."

1. *Lyon*, subsequently Continental Navy frigate *Deane*.
2. Gabriel de Sartine.

JOHN ROSS TO SILAS DEANE

[Extract]

Dear Sir

Nantes 23 Decem 1777

...Hodge Set out on Sunday, very unwell Poor fellow! So heavy could not write You from hence, he intends it however so soon as he gets to Bourdeaux—At same time, he drew on you in my favour for £3000 Tournois @ 15 d/d. which is in consequence of the Credit he had from M<sup>r</sup> Morris (or Committee of Congress) on You. The bill is forwarded today to Gerardot Haller & C<sup>o</sup>. & doubt not it will prove good.—

The Ship *La Brune* arrived here last friday from L'orient & look for Green soon when you may depend on the Utmost to get forward for his departure—You may expect to hear from me by Capt: Jones—time only Permit me to Add at present, that I am [&c.]

Jn<sup>o</sup>. Ross

L., CtHi, Silas Deane Papers. Addressed at foot: "The Hon<sup>ble</sup>. Siles Deane Esq<sup>r</sup>." The portion not printed here concerns an intended meeting with Simeon Deane to discuss a proposed business deal.

## JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

Hon<sup>ble</sup> Gentlemen.— (No. 105) Nantes Decem<sup>r</sup> 23. 1777—

Cap<sup>t</sup> Nicholson is gone to Painbeuf to see his Ship,<sup>1</sup> I inclose a Letter he has written to M<sup>r</sup> Dean,<sup>2</sup> since which I find the expected orders are arrived and we are now to meet no Difficulties. . . .

I shall make a calculation of what will remain after loading the three Ships, and shall then take up the first good Vessell that offers.

I have just met with 9 americans who are arrived from Dunkirk & 10 arrived yesterday from St Malo's, these I shall take on board the Frigate & supply them with necessaries. . . . I have the honour to be [&c]

Jon<sup>a</sup> Williams J

L, ViU, Lee Family Papers. Addressed: "To/The Hon<sup>ble</sup> The Commissioners/of The United States." Docketed: "Dec<sup>r</sup> 23<sup>d</sup>/1777 J Williams Letter Nantes." Notations: "Montieu's/Uniforms"; "Montieu's Cloaths bad"; "(N<sup>o</sup> 105)." Portions not printed here concern the poor quality of clothing provided by Jean-Joseph Carié de Montieu, and Williams's writing to William Lee.

1. *Lyon*, subsequently Continental Navy frigate *Deane*.
2. Captain Samuel Nicholson to Silas Deane, 23 Dec., above.

## December 24

## LIEUTENANT BOUX TO THE AMERICAN COMMISSIONERS IN FRANCE

Messieurs

Vous voudrés bien prendre en récommandation qu Jai quitté Le service du roy auquel Jetois attaché pour entrer à celui des Etats de l'amerique septentrionale. Je me suis rendu en Conséquence à vos ordres, et relativement au grade de lieutenant de Vaisseau dans la marine de Etats unis; En hollande pour y diriger La construction d'un Vaisseau qui vous y faisies faire, que maintenant je suis à paris par une suite de vos ordres pour me rendre ou votre service m'appelera.

Ma fortune et mon metier, ne me permet pas de faire isy un long séjour, permettez qu'en Conséquence je vous réitere mes prieres, pour déterminer ceque je dois faire, et si vous ne pouvez pas dessider dans ce moment La mission que vous voudriez me donner. Je vous prie de me permettre de partir pour lorient, ou Jai quelques affaires qui demende ma présence.

La Jattendrai vos ordres, et serai toujours disposé à suivre avec zelle le service des Etats. Je suis [&c.]

a Paris le 24 X<sup>bre</sup>. 1777.

Boux Neveu

[Translation]

Gentlemen

Please consider that I left the service of the king to which I was attached in order to enter that of the States of North America. I went, in consequence, at your orders, and relative to the rank of lieutenant de vaisseau in the navy of the United States, to

Holland, where I directed the construction of a ship which you were having built; <sup>1</sup> and that now I am in Paris, by your orders, to place myself where your service will call me.

My fortune and my vocation do not allow me to visit here long. Permit me, in consequence, to repeat to you my request that you determine what I ought to do, and if you are not able to decide this moment the mission that you would want to give me, I request that you allow me to depart for Lorient, where I have some business that demands my presence.

There I would await your orders and would be always disposed to follow with zeal the service of the States. I am [&c.]

Paris, 24 Dec. 1777.

Boux Neveu

L, MH-H, Arthur Lee Papers, bMS AM 811.2 (102a). By permission of the Houghton Library, Harvard University. Docketed: "24 Dec<sup>r</sup> '77."

1. *Indien*, building at Amsterdam.

#### ARTHUR LEE TO JOHN ROSS

Abstract: Letter the Hon<sup>ble</sup> Arthur Lee to John Ross.

D<sup>r</sup> Sir

Chaillot Dec<sup>r</sup> 24<sup>th</sup>. 1777.

"I received your favor of the 16<sup>th</sup>. It is a suite of that Conduct, which has confused every thing that M<sup>r</sup> Deane assumes to himself, the right of giving orders without the Knowledge or Concurrence of the other Commissioners. The orders you mention were never communicated to me, nor any part of the proceedings at Dunkerque, by which I can judge whether it is proper to concur or not. I have spoke to M<sup>r</sup> Deane on the Subject, who promises to shew me M<sup>r</sup> Hodges acc<sup>ts</sup>; when I have seen that & Know the specific Terms on which, & the Reasons why, the Cutters are now to be sold, I shall be able to give you a satisfactory Answer."

Copy, DNA, PCC, item 83, vol. 2, pp. 512–13 (M247, roll 110). Endorsed: "No Letters from M<sup>r</sup> Lee on that Subject since/J.R./True Copy. Attest./Arthur Lee."

#### December 25

#### JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1777*]

25<sup>th</sup>. [Dec<sup>r</sup>] Thursday fine w<sup>r</sup>. Over head; but Extreemly Muddy in the Yard— Served with Mutton & Turnips to keep Christmas with. White bread Likewise; a Rairity indeed—

D, MeHi, Jonathan Haskins Journal.

#### GABRIEL DE SARTINE TO CHARLES PIERRE GONET, COMMISSARY OF MARINE AT L'ORIENT

A Versailles, le 25. X<sup>bre</sup>. 1777

J'ai reçu, Monsieur, vos lettres des 12. et 19. de ce mois; par la premiere, entr'autres choses, vous m'annoncéz l'arrivée de la Corvette la *Silphide*, dans la rade du

Port Louis, et vous me faites part des observations que vous avéz faite à M. Le Breton de Ransanne, commandant cette Corvette, sur la maniere de faire fructueusement la visite à Bord des Bâtimens Étrangers pour en retirer les Matelots François qui pourroient s'y trouver; vos observations à ce sujet me paroissent fort justes.

Par votre lettre du 19., vous me faites part de ce que M. De Bouilhac, fermier Général, vous a écrit qu'il accordait la main levée des taffias réclamés par les Capitaines du *Raleigh* et de l'*Alfred*; ce fermier Général m'a informé des ordres qu'il a donnés à ce sujet, et de leur exécution; au moyen de quoi ces deux Capitaines n'ayant plus aucun prétexte de prolonger leur séjour, je compte qu'ils auront satisfait à l'ordre qui leur a été donné de partir. Je suis [&c.]

de sartine

[Translation]

Versailles, 25 December 1777

I have received, Sir, your letters of the 12th and 19th of this month; by the first, among other things, you announced to me the arrival of the corvette *La Silphide*, in the roadstead of Port Louis, and you sent word to me of the observations that you made to M. le Breton de Ransanne, captain of the corvette, about the manner of successfully visiting foreign ships in order to remove the French seamen who might be found on board; your observations on this topic appear to me to be very proper.

By your letter of the 19th, you report that M. de Bouilhac, farmer-general, wrote you that he was granting the withdrawal of the rum claimed by the captains of the *Raleigh* and *Alfred*; this farmer general had informed me of the orders that he had given in this regard, and their carrying out. As a result, these two captains having no longer any pretext to prolong their stay, I expect they will comply with the order given for their departure. I am [&c.]

de sartine

L, FrLAL, series 1, E<sup>4</sup> 80, fol. 258. Addressed at foot: "M. Gonet, à l'orient." Notation: "Classes". "Mariners' Registration."

#### ARTHUR LEE TO CONDE DE ARANDA

Mons<sup>r</sup>

a Challot le 25<sup>e</sup> Decemb<sup>r</sup> 1777

Je vous prie d'avoir la bonté d'expedier a votre Cour la requête que je l'honneur de vous envoyer. Une prise faite par un Corsair americain etoit saisée, dans le Port de S<sup>t</sup> Sebastian, l'Equipage mis en prison, tous les Papiers de le Commandant americain emportés, lui même condamné sur sa propre confession, qu'il etoit obligé de faire et de signer dans une langue dont il n'entendoit pas un mot.<sup>1</sup> Le personne qui etoit envoyé par le Capitain de le Corsair de montrer leur Commission du Congrès et prier leur relachement a reçu cette reponse—No viene el ex<sup>mo</sup>. Sen<sup>r</sup> Comand<sup>te</sup>. Gen<sup>l</sup> en condescender con lo que solicita en su instancia Marston Watson primer Ten<sup>te</sup> de la Goleta Corsaria nombra el Hawk.

J'espere que la grace et la justice de votre Cour me donnera le moyen par un relachement le plus prompt de prevenir les mauvaises effets que fera cet évènement inopiné sur les esprits de mes Compatriotes, parmi lesquelles je souhaite que le respect et l'amitié pour la Nation espagnole dureront toujours. J'ai l'honneur d'etre [&c.]

Arthur Lee

[Translation]

Sir,

Chaillot 25 December 1777

I beg you to have the goodness to dispatch to your court the request that I have the honor of sending you. A prize made by an American privateer was seized in the port of St. Sebastian, the crew put in prison, all the papers of the American commander taken away, he himself condemned on his own confession, which he was obliged to make and to sign in a language of which he understood not a word.<sup>1</sup> The person who was sent by the captain of the privateer to show their commission from the Congress and to beg their release has received this response: His most excellent Señor Commandante General will not comply with that which Marston Watson, first lieutenant of the privateer schooner called the *Hawk*, requested in your case.

I hope that the favor and the justice of your court will give me the means, by a most prompt release, to prevent the bad effects that this event will have on the minds of my countrymen, among whom I desire that respect and friendship for the Spanish nation will endure for ever. I have the honor to be [&c.]

Arthur Lee

L, SpMAH, Estado, legajo 3884, expediente 2, doc. 1.

1. Brig *Britannia*, Wood, master, John Allen, prize master, captured by Massachusetts privateer schooner *Hawke*, Jeremiah Hibbert.

## LORD STORMONT TO COMTE DE VERGENNES

Monsieur

25. X<sup>bre</sup>. 1777

Il est de mon Devoir d'informer Votre Excellence que les Corsaires Americains Le *Raleigh*, l'*Alfred* et Le *Randolph*,<sup>1</sup> qui devoient partir il y a Longtems sont encore à l'Orient, et quoi qu'ils soient bien en etat de mettre a la Voile, ayant trouvé abondamment toutes sortes de Secours; on leur permet de rester sous les pretextes les plus frivoles. Ils sont chargés de Canons d'armes et de Munition de Guerre; qui leur ont été fournis dans Vos Ports, en Violation directe, des Traités que Lient les deux Nations, et des Ordres reitérés émanés de cette Cour. Je tiens tous ces details M le C<sup>te</sup>. d'un Temoïn Occulaire. Je suis persuadé qu'il suffit de les mettre sous les yeux de Votre Excellence, et je ne puis pas douter un Moment que cette Cour, trop Jalouse de sa propre Gloire pour n'être point fidel aux engagements les plus solemnele n'envoye d'abord les Ordres positifs pour faire partir sur le Champ les trois Corsaires mentionés ci dessous, et pour les obliger à décharger les Canons, Armes, et Munitions de Guerre qui Leur ont été fourni d'une Maniere fraudulense, dans un pays ami de la Grande Bretagne, et engagé par des Traités a ne jamais fournir a ces Enemis de pareils Secours.<sup>2</sup>

Je viens d'apprendre de Bordeaux que Monsieur Barton<sup>3</sup> un Negotiant Anglois et un des plus Considerables, et des plus Considerés qu'il y ait dans cette ville, à été insulté publiquement à la Bourse par un Nomme Walke Capitaine, d'un Vaisseau Americain qui a traité de la Manière la plus insolente non seulement Mons<sup>r</sup> Barton, mais tous les Negotiants Anglois qui étoient presents. Ils auroient bien chatié son Audace s'ils n'avoient point respecté les Loix du pays. En Consequence des plaintes portées par Mons<sup>r</sup> Barton Le susdit Walke a été mis en Prison mais au bout de Vingt Quatre heures. Il a été relâché par les instances du S<sup>r</sup> Delap Soidisant Agent des Rebelles. Je supprime les Details de cette Affaire ayant lieu de Croire que Mons<sup>r</sup> le Comte

de Fumel<sup>4</sup> en a fait Raport. Je suis persuadé que V<sup>re</sup>. Excellence trouvera une punition aussi Legere bien peu proportionnée à une pareil Outrage.<sup>5</sup>

Le Sieur DeLap à trouvé Moyens de vendre un Vaisseau Anglois pris par les Rebelles et Conduit a Bordeaux. Il a vendu presque publiquement ce Vaisseau avec toute sa Cargaison et Il dit hautement qu'il vendra de même tous les Vaisseaux Anglois qui seront pris par nos Rebelles et que lui seront adressés pour cette effet<sup>6</sup>

Je m'interdis toutes Reflexions M. le Comte en ecrierant à un Ministre aussi éclairé que V<sup>re</sup>. Excellence elles seroient bien Superflue J'ai l'honneur d'être [ &c. ]  
Paris ce 25 X<sup>brc</sup>: 1777 Stormont

[Translation]

Sir

25 Dec. 1777

It is my duty to inform Your Excellency that the American privateers the *Raleigh*, the *Alfred*, and the *Randolph*,<sup>1</sup> which should have left long ago, are still at L'Orient and although they are quite fit to sail, having found abundant aid of all sorts, they are allowed to remain under the most frivolous pretexts. They are laden with cannon, arms, and munitions of war, which have been furnished to them in your ports, in direct violation of the treaties which united the two nations, and the reiterated orders issued by this court. I have all these details, Monsieur le Comte, from an eyewitness. I am persuaded that it will be sufficient to bring them to Your Excellency's notice, and I cannot doubt for a moment that this court, too jealous of its own glory not to be faithful to the most solemn engagements, will at once send positive orders to cause the above-mentioned three privateers to depart immediately and to oblige them to unload the cannon, arms, and munitions of war which have been supplied to them in a fraudulent manner in a country which is friendly toward Great Britain, and engaged by treaties never to furnish such aid to these enemies.<sup>2</sup>

I have just heard from Bordeaux that Mr. Barton,<sup>3</sup> an English merchant, and one of the most important and respected in that town, has been publicly insulted at the Bourse by a certain Walke, captain of an American vessel, who treated in a most insolent manner not only Mr. Barton, but all the English merchants who were present. They would have punished well his audacity, if they had not respected the laws of the country. In consequence of the complaints made by Mr. Barton, the above-mentioned Walke was put into prison; but at the end of twenty-four hours he was set at liberty at the instance of Sieur Delap, who calls himself an agent of the rebels. I suppress the details of this affair, having reason to believe that Comte de Fumel<sup>4</sup> has reported them. I am persuaded that Your Excellency will consider so light a punishment quite out of proportion to such an outrage.<sup>5</sup>

The Sieur Delap has found means to sell an English vessel captured by the rebels and taken to Bordeaux. He sold this vessel almost publicly with its entire cargo, and he openly says that he will sell similarly every English vessel which may be captured by our rebels and sent to him for that purpose.<sup>6</sup>

I deny myself all reflections, Monsieur le Comte, in writing to so enlightened a minister as Your Excellency they would be quite superfluous. I have the honour to be [ &c. ]  
Paris, 25 Dec. 1777. Stormont

L, *Stevens's Facsimiles*, vol. 20, no. 1799. Addressed at foot of first page: "S: Ex<sup>ce</sup>: M<sup>le</sup> C<sup>te</sup>: de Vergennes". "His Excellency the Comte de Vergennes." Notation: "Extraits envoyer de cette lettre, tant à M. Bertin qu'à M. de Sartine, le 28 X<sup>brc</sup>: 1777." "Extracts of this letter sent both to M. Bertin and M. de Sartine, 28. Dec. 1777."

1. The British Admiralty received intelligence dated 13 Dec. stating that *Alfred* and *Raleigh* were going to sail from L'Orient on 19 Dec. to join the frigate *Randolph* at Nantes. UKLPR, Adm. 2/1334. The Continental Navy frigate *Randolph*, however, was then at Charleston, S.C.

2. Marginal notation at the head of this paragraph: "Représentations Sur le Séjour à l'orient de 3 Corsaires Américains"; "Representations as to the stay of three American privateers at L'Orient." On 28 Dec. Sartine instructed the commissary of marine at L'Orient to investigate the basis of the complaint. FrLAL, Series 1, E<sup>4</sup> 80, fol. 278. That same day he wrote to Vergennes that he doubted *Alfred* and *Raleigh* were still at Lorient, since the commander of the king's frigate stationed there had ordered them not to delay their departure. He was having *Randolph*, if it were indeed in that port, ordered to sail, issuing orders about the embarkation of arms and munitions, and investigating a reported prize sale at Bordeaux. Sartine to Vergennes, 28 Dec. 1777, FrPMAE, Arch. dipl., Corr. pol., Angleterre, vol. 526, 375–76, printed in *Stevens's Facsimiles*, vol. 20, no. 1808.

3. John Barton, an Irish merchant at Bordeaux.

4. The Comte de Fumel was commandant of the Château Trompette, a fortress guarding the harbor of Bordeaux. *Papers of Benjamin Franklin* 26: 246.

5. Delap told the American Commissioners that Captain John Walke, of Virginia, "had been imprisoned at the suggestion of some of Lord Stormont's agents, who had seduced some of his sailors, and tampered with others." Richard Henry Lee, *Life of Arthur Lee, LL.D.*, 2 vols. (Boston, 1829), 1: 369. Marginal notation at the head of this paragraph: "plaintes contre un americain qui a insulté M. Barton à Bordeaux"; "complaints against an American who has insulted Mr. Barton at Bordeaux."

6. Marginal notation at the head of this paragraph: "vente a B\* d'un v<sup>au</sup> anglois pris par un americain"; "Sale at Bordeaux of an English vessel captured by an American."

#### LORD STORMONT TO LORD WEYMOUTH

Most Confidential

Paris Thursday Morning Decr 25. 1777

M. de Maurepas assured a friend of mine last Night upon his Word of Honor that France had made No Treaty with the Rebels and that no such Measure was in Contemplation. This solemn assurance joined to all that M de Maurepas & M. de Vergennes said to me seems to destroy the Credibility of the Report & inclines me to believe that France will, in the present Moment at least till the final Event of the campaign in America is known, (which Event some of the Ministers have I am told declared she ought to wait for) confine herself to that plan of insidious Policy which she has so long pursued, take no open Part in favour of the Rebels, but give them every secret support. There is too much Reason to believe that Many french ships laden with Every thing the Rebels stand in need of are preparing to sail for North America, & that the Project of sending these ships in Fleets under Convoy of the american Privateers that are in the French Ports and of those Ships of War built in france for the use of the Rebels that will have french and american captains, is by no means laid aside tho in consequence of the Intelligence we had got the place of Rendezvous is changed They no longer mean to rendezvous at Bilboa but in or near some port of France, What Port I do not yet know

There certainly never was a time when it imported us more that our Cruizers should be active and Vigilant and particularly attentive to all that passes on the Coast of France

Your Lordship may remember that M. de Vergennes in one of our Conversations on the subject said that this Project of sending ships in fleets was not only unjustifiable, but Tres mal adroit as by that Means they would more easily fall into our Hands. I hope My Lord that his Prediction will be accomplished. such captures must certainly appear justifiable to every Reasonable and impartial Man whatever Lettres de Mer the ships may carry whatever colours they may hoist occasionally the being under Convoy of american Privateers would alone make them legal Prize. If such suc-



cours should reach america it is but too plain that they would be a great & effectual support to the Rebels. I am [&c.]

Stormont

L, *Stevens's Facsimiles*, vol. 20, no. 1800. Addressed: "Lord Visct Weymouth." Docketed: "Paris 25 December 1777/Lord Stormont/(Confidential)/R. 29<sup>th</sup> by Messenger to Calais."

CAPTAIN THOMAS THOMPSON TO THE AMERICAN COMMISSIONERS IN FRANCE

Gent<sup>n</sup>

L'Orient Decem<sup>r</sup>: 25<sup>th</sup>. 1777—

Besides the general Letter which I wrote you respecting our Business with Gourlard, Berard & D. Montplesire, I cannot in Justice to M<sup>r</sup>: Berard (to whose particular management all the Business which concerned the *Raleigh* was left) omit giving this particular Letter—He has transacted every matter to my entire satisfaction like a Man of Honour, a Man of Business, & an able Merch<sup>t</sup> setting aside Dispatch which was not in his Power to Command owing to the Customs of the Port—from his proceeding with us I have no reason but to recommend future Business to his House should you have occasion to transact any at L'Orient, which Port I must recommend as a Safe Harbour & Easy of Access, & were it to be much frequented by Americans, Business would become more Easy and Expeditious—The Business of the *Alfred* was left entirely with Mess<sup>r</sup>: Goulard & D. Montplasier of whose management Cap<sup>t</sup> Hinman can give you the best Acco<sup>t</sup>: I am [&c.]

Tho<sup>s</sup>: Thompson

L, PPAmP, Benjamin Franklin Papers, vol. 7, 177. Addressed: "To/The Hon<sup>ble</sup>/Doct<sup>r</sup>: Benj<sup>a</sup>: Franklin, Silas Deane/& Arthur Lee Esquires/Commissioners &<sup>ca</sup>./At/Paris." Docketed: "L'Orient Dec<sup>r</sup> 25<sup>th</sup>/1777 Lett<sup>r</sup> from Cap<sup>t</sup> T Thompson."

December 26

LLOYD'S EVENING POST AND BRITISH CHRONICLE (LONDON),  
FRIDAY, DECEMBER 26, 1777

London.

His Majesty's ship *Royal Oak*, Captain Faulkner, is arrived at Portsmouth from a cruize, and has brought in with him the *James*, Capt. Hopkins, from South Carolina to Nantz, with 100 barrels of rice, 50 ditto of indigo, and 20 hogsheads of tobacco.

MARQUIS DE NOAILLES TO COMTE DE VERGENNES

[Extract]

A Londres le 26 decembre. 1777.

... M. le Chevalier Pinto m'a fait dernièrement une Confidence que je me crois obligé, Monsieur le Comte de vous transmettre. Il m'a dit que Sa Cour avoit dans ce moment-ci quelques intérêts à démêler avec les Américains; que les Députés qui étoient à Paris avoient envoyé le mois dernier un Mémoire à Lisbonne que ce Mémoire avoit été le résultat d'une Résolution prise par le Congrès dès le mois de Juil-

let; que l'objet étoit de demander au Ministère Portugais la révocation de l'Edit rendu par le feu Roi de Portugal pour fermer aux Américains les Ports de ce Royaume.<sup>1</sup> La réflexion par laquelle M. le Chevalier Pinto a fini, est qu'une pareille démarche mérite toute l'attention de sa Cour, parce qu'il est très important pour elle de ne point se brouiller avec les Américains, et que d'un autre côté la révocation d'un Edit aussi récent feroit ici un Eclat qu'il faudroit tâcher d'éviter. Je lui ai répondu que la prudence de Sa Cour surmonteroit encore de plus grandes difficultés; mais que s'il me permettoit de lui parler avec la même franchise qu'il m'avoit montrée, je lui dirois que s'il y avoit des inconvéniens à révoquer l'Edit, il pouvoit s'en trouver moins à ne point le faire exécuté rigoureusement. . . .

Le M<sup>is</sup> de Noailles

[Translation]

London, 26 December 1777.

. . . M. the Chevalier Pinto recently entrusted me in confidence with a secret, which I feel obliged, My Lord, to pass on to you. He told me that his court had at this moment some interests to work out with the Americans, that the deputies, who were in Paris, had sent a memorandum last month to Lisbon, and that this memorandum was the outcome of a resolution passed by the Congress as early as the month of July; that the purpose was to ask the Portuguese minister for the revocation of the edict issued by the late king of Portugal to deny the Americans access to the ports of his kingdom.<sup>1</sup> The comment by which the Chevalier Pinto ended was that such an action deserved the full attention of his court, because it is most important for the latter not to quarrel with the Americans, and that from another point of view, the revocation of the edict, so recently issued, would cause a scandal that was to be avoided. I said to him in response that his court's discretion would overcome even greater difficulties; however, if he were to allow me to speak as candidly as he had to me, I should tell him that if there were difficulties in revoking the edict, he might find fewer of them by not strictly enforcing it.

The Marquis de Noailles

L, FrPMAE, Arch. dipl., Corr. Pol., Angleterre, vol. 526. Marginal notation: "Confidence de M. Pinto Sur la revocation proposée en Portugal par les députés du Congrès à Paris de revoquer l'Edit qui ferme aux Américains les Ports du Portugal." "M. Pinto's communication made regarding the revocation in Portugal brought up by the deputies of the Congress in Paris to revoke the edict that closes Portuguese ports to the Americans."

1. For the American Commissioner's memorial, see "The American Commissioners to the Marqués de Ponte de Lima" [before July 16, 1777], in *Papers of Benjamin Franklin*, 24: 321–22. On 1 May 1777, the Continental Congress had appointed a committee to investigate whether the Portuguese edict violated the laws of neutrality. NDAR 8: 886.

# JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1777*]

26<sup>th</sup>. [Dec<sup>r</sup>] Friday Clody weather St Stephens's Day M<sup>r</sup> Tolcher (Grand father to the Mayor of P[lymouth]) made a Present of 100 <sup>d</sup> Loves to the Boys

D, McHi, Jonathan Haskins Journal.

## AMERICAN COMMISSIONERS IN FRANCE TO COMTE DE VERGENNES

Passy 26 December 1777

We beg your Excellency's Permission to make an appeal from the Judgment of the Admiralty, at Nantes which ordains a confiscation of two Prizes (British West-india Ships) taken legally on the High Seas by two American Privateers,<sup>1</sup> and that Your Excellency will be pleased to request his Majesty to suspend the Departure of those Prizes, and their Cargoes, until the justice of our appeal shall have been regularly decided by the proper Tribunal.

The great value of the prizes in question, the distressed situation of their Captors, and the discredit which has fallen upon the cause of our Country by the disposition which was made of the ships after their Confiscation, as well as by the indecent exultation of our Enemies on that subject, all unite in making it our Duty to trouble your Excellency with this request and to Pray that you will favourably represent it to the King.<sup>2</sup> We have the honor to be [&c.]

B Franklin  
Silas Deane  
Arthur Lee

L. *Stevens's Facsimiles*, vol. 20, no. 1801. Addressed at foot: "M<sup>r</sup> Le Comte de Vergennes." Notations at the head of the page: "annoncé le 27. à M. Deane quil pouvoit employer la voyes juridiques" ["announced on the 27th to Mr. Deane that he could avail himself of the legal course"]; and "Franklin Dean Lée."

1. *Clarendon and Hanover Planter*, captured by Massachusetts privateers *Fanny* and *General Mercer*, John Kendrick and James Babson, commanders.

2. The same day Silas Deane wrote similarly to Conrad-Alexandre Gérard, arguing further that the original owners could not object to an appeal from a judgment of Admiralty, "a Court from which Appeals may be regularly made." *Stevens's Facsimiles*, vol. 20, no. 1802. The next day Deane wrote to Jonathan Williams, Jr., urging him to do what he could to help see that the two prizes were detained for the appeal and stating that "to save if possible these two ships, after all that has passed, will be a master stroke and give me pleasure as long as I live." *Deane Papers* 2: 286.

## CAPTAIN THOMAS THOMPSON TO CAPTAIN JOHN PAUL JONES

Dear Sir

L.orient Dec<sup>r</sup> 26<sup>th</sup> 1777

I Congratulate you on your safe arival in this Kingdom, and more particularly as you bring good and agreeable news—I took it a littl unkind I must Confess at not hearing from you on your arival as you came directly from a Place where every thing near and Dear to me resides—however a letter from a Friend is at any season welcom; I read it with pleasure until I came to the two last lines which Contains an unesesary and unseasonable Complement and gave it the appearence of a Letter design'd to discharge a supposd Deibt rather then a Letter of Friendship and information—You do me a sensible pleasure in your attention to M<sup>rs</sup>. Thompsons shoes you will please to make that Commison agreeable to your distination—Capt Nichalson's acc<sup>t</sup>. of our Court Junt, I dare say was Entertaining, told no doubt, with a few of his Embelishments—I hope you will Enjoy much Satisfaction in the Pleasures which paris afourds—particularly in appearing at every Public place where you Can mortify the English and agrandize the States—Cap<sup>t</sup> Hinman presents his best Comp<sup>ts</sup>. we should have been happy, to have meet you in Paris Your most Hble Ser<sup>t</sup>

Tho<sup>s</sup>. Thompson

L, DLC, John Paul Jones Manuscripts, 6683–84. Addressed: "To/John Paul Jones Esq<sup>r</sup>/Capt, in the american Navy/Paris." Docketed: "Thomas Thompson Esq<sup>r</sup>/L'Orient Dec<sup>r</sup> 26<sup>th</sup>. 1777./rec<sup>d</sup>. Nantes Feb<sup>r</sup> 10<sup>th</sup> 1778."

LIEUTENANT THOMAS SIMPSON TO CAPTAIN JOHN PAUL JONES

Capt<sup>n</sup>. Jones  
Sir

*Ranger* 26th. December 1777.

Your favors by Capt<sup>n</sup>. Young and M<sup>r</sup>. Chandler<sup>1</sup> received the evening they came down; no person hath asked leave to go on shore, since I wrote you—Every decent and proper line of conduct, shall be duly attended to, in my power, however shou'd any thing to the contrary happen (tho' I don't expect it) cannot think myself responsible, unless it be thro' my neglect of duty—If you'll please to order down cloathing it will be of infinite service, several of the people have had colds, and others infested with Vermin—the men are at present, in perfect peace, and I dare say if properly cloathed it will continue, at which I am sensible you will be very happy—I have taken the liberty since you left the ship, to serve the people one gill of brandy each, in the morning at turning out, and the other gill mix'd in Grog at dinner, which gives universal content, and they seem very thanful for the indulgence. Intend Graveing the ship immediately after the holiday, if the weather permit—the Carpenters on shore will not work till monday next—The magazine is lowered fourteen inches, and will be finished this evening—two hands are on shore, plaining the plank for the quarters—expect to raise the Orlop tomorrow if possible—Capt<sup>n</sup>. Young says he is afraid to take prisoners, on account of his crew, and even wants me to take his man that is under confinement—I cou'd wish you to prevail with Capt<sup>n</sup>. Nicholson to take the prisoners, when he takes charge of his ship<sup>2</sup>—Have nothing to add, but my wishes for your pleasant Journey to Paris, the Compliments of the season, in which the Officers Join me, and am [&c.]

Thom Simpson

L, DLC, John Paul Jones Manuscripts, 6681–82. Addressed: "John Paul Jones Esq<sup>r</sup>/At/Nantes." Docketed: "Letter from Thomas Simpson/26<sup>th</sup>. Dec<sup>r</sup> 1777.—" Notations: "forwar'd by C<sup>n</sup>. Nicholson"; "If C<sup>n</sup>. Jones should be gone for Paris M<sup>r</sup>. Williams will be so Obliging as to forward the Slops for the *Ranger* as soon as possible, the Crew being in much want of them—."

1. Samuel Chandler, of Cape Ann, Mass., was discharged from Mill Prison "as being a Passenger & a man of Liberal Education" in June. By October he was in France, receiving aid from the American Commissioners and seeking passage home. *NDAR* 8: 831, 9: 417; *Deane Papers* 2: 201, 202, 228, 241.

2. *Lyon*, subsequently Continental Navy frigate *Deane*.

"EXTRACT OF A LETTER FROM A PASSENGER ON BOARD THE *FLY* SLOOP,  
WILLIAM BURDEN, COMMANDER, DATED TENERIFFE, DEC. 26."

"On the 25th of November,<sup>1</sup> about two, P.M. we were attacked within four leagues of Santa Cruz by a provincial brig, of sixteen guns and ninety-odd hands, Wm. Cole Commander, last from Bilboa, who had taken in the space of fifteen days four English vessels. After a short contest, a shot carried away part of our bowsprit, and we were obliged to strike our English ensign to the thirteen Continental stripes.<sup>2</sup> The Americans granted us our sloop's boat, with which we all, except three negro sailors, whom Capt. Cole detained, got on shore, and were most hospitably treated by Mess. Pasleys. Ten days afterwards Capt. Burden, myself, and four of our people, embarked for England on board the *Scipio* snow,

Samuel Kirkman Commander, and in lat. 35 N. long. 14 W. in the Atlantic Ocean, we fell in with an American frigate and brig,<sup>3</sup> which had left Nantz a short time before. As we were by no means able to contend with the rebels, they soon boarded and took us. They treated us very roughly, and detained us for several days during their cruise off the Madeiras; they dispatched the *Scipio* for Boston, and put us on shore at Teneriffe, where I am now waiting with impatience for some favourable opportunity of conveyance home."

*London Chronicle*, 17–19 Feb. 1778.

1. The date of capture was more likely 5 Nov. See note 3, below.

2. The sloop *Fly* was libelled in Massachusetts Maritime Court, Middle District, on behalf of Capt. William Coles, Massachusetts privateer brigantine *Oliver Cromwell*, in late December. *Independent Chronicle* (Boston), 1 Jan. 1778.

3. Massachusetts privateer frigate *Mars*, Capt. Thomas Truxtun, and privateer brigantine *Fanny*, Capt. John Kendrick captured snow *Scipio* on 15 Nov. H.M.S. *Greyhound*, Capt. Archibald Dickson, recaptured *Scipio* on Georges Bank 23 Dec. Captain's Journal, H.M.S. *Greyhound*, 23 Dec., above; *American Vessels Captured by the British during the Revolution and the War of 1812: The Records of the Vice-Admiralty Court at Halifax, Nova Scotia* (Salem, Mass.: Essex Institute, 1911), pp. 74–75.

## December 27

SILAS DEANE TO VIEUS AND MORRELL

Gentlemen,

Paris Decem<sup>r</sup> 27 1777

It is some time Since I did myself the Honor of writing to you as I concluded M<sup>r</sup> Grand informed you of what passed here I sent him the other day a Letter from Cap<sup>t</sup> Cunningham & one from his Hostage to be forwarded to you, which I hope came duly to hand & that no further Disputes will arise about the Ransom Money. The Hostage owns that he is well treated. (I wish we could say as much for our Prisoners in England.) That he will have his Liberty on the money being paid—the Rules & Customs of Nations at War in such Cases are well known, by them we shall regulate our Conduct in this affair & it is to no purpose for the Agent to expect any other Mode of proceeding the whole Affair is exceeding simple, the Hostage is held for a certain Sum that sum paid, he shall be at Liberty to dispose of himself as he pleases, but to give other Security is out of all Rule & the Demand to say no more of it is extravagant. I can but hope the Affair will be settled without further Difficulty. I am extremely sorry for the Trouble given you on this Occasion & wish it could have been avoided. I shall ever be happy in hearing of your Welfare, my Brother has left Paris & I am not certain of his Returning before he sees America, he as well as myself have a grateful Sense of your Civilities to him during his Stay at Dunkirk—I am [&c.]

Silas Deane.

LB, CtHi, Silas Deane Papers. Addressed: "Mess<sup>rs</sup>. Vieus, Morrell & fils/Dunkirk—."

JOHN ROSS TO ARTHUR LEE

The Hon<sup>ble</sup>. Arthur Lee Esq<sup>r</sup>

Nantes 27 December 1777

Dear Sir—

I Received both your esteemed favours of 17 and 24<sup>th</sup>. Same being now before me, do note the contents—Permit me to thank you for the early information: you have been so obliging to honour me within the first, am in hopes to be in Readiness

in proper time, but from a letter of mine, lately to the Commissioner's. You would see thereby, a necessity of adopting Secressie in Your measures.<sup>1</sup>—It gives me pleasure the bussiness of the Cutters comes under your consideration, and that am to expect your Answer on that Subject soon.—I want nothing in the line of my Purchases, but what will bear the Strictest Scrutiny, & the particulare approbation of the Hon<sup>ble</sup>. Commissioners in this of M<sup>r</sup>. Hodges & mine.—

This will be handed to you by Captain Jones of the *Ranger*; a Gentleman of Abilities & knowledge in his profession, capable of giving you a very Satisfactory account in such matters as have come under his notice, & in his department.—You will I know be pleased in his conversation, haveing nothing assuming in his deportment.—From the Instructions he is possessed of, he seems to have some dependance on geting a Vessel of some considerable force in Europe, to be provided for him by the Commissioners.—in the Service of the United States.—If any thing of this kind are concluded on, & to be Accomplished with expedition, Probably the present favourable disposition of the French Court, might lead them to make sale to the Commissioners privately, of one of those New constructed large Ships, intended to carry heavy mettall on the plan of Frigates<sup>2</sup>—Coud any such scheme be brought about, am not under apprehension, but Jones, (an interprizeing officer, disposed to Signalize himself in the Service of his Country) would give total Satisfaction which might be expected from such confidence and Mark of Favour.—Secressie in Such plan merit every attention, therefore would Recommend a vessel purchased in this way, out of the Kings Yards, to be compleated for Sea, and contracted for to be delivered at a certain distance at Sea with a certain Complement of Men, & liberty granted to Captain Jones to transfer his own Officers & Men from the *Ranger* to this New Vessel

The Commissioners Securing such Vessel, would have no occasion to make themselves Acquainted with her destination neither assume any direction—Captain Jones being already possessed of the full confidence of the American Navy Board, and at Liberty to Act & Cruize as he may see fit.—Ambition will lead a man of Spirit to do honour to his Country; distinguished in this manner, and I really conceive it practicable for the Commissioners, upon proper application, to Succeed in what might enable him to render essential Services with Reputation in a line different from money objects.—it is rather intrudeing on your patience to enlarge so much on this subject. Nevertheless, from my knowledge of your accustomed attention of promoting what tends usefull in public Services, I doubt not youl forgive my freedom—I have the honour to be [&c.]

Jn<sup>o</sup>. Ross

N:B. Whether or not a scheme take for Captain in the line mentioned.—It will be exceedingly Prudent to dispatch his business at Paris Soon, and Permit him to Proceed on a Cruize, that his time may not be lost during his Stay on this Side the Atlantic—& by directions from the Comm<sup>rs</sup>. when Ready for Sea, will join & proceed off the Coast, as part of the Convoy intended.—<sup>3</sup>

L, MH-H, Arthur Lee Papers, bMS Am 811.2 (108). By permission of the Houghton Library, Harvard University.

1. Ross wrote the Commissioners on 24 Dec., advising that plans for a ship convoy to America be kept secret. In the same letter, he spoke of the arrival from Hamburg of his ship the *Henrietta* and his hope that the *Brune*, having arrived at Paimboeuf, would complete her lading by the following week. *Papers of Benjamin Franklin* 24: 343–44.

2. *Indien*, and another frigate building at Amsterdam.

3. On the same date, Ross wrote Silas Deane a similar letter in support of Jones's ambitions. *Deane Papers* 2: 289–91.

## JOSEPH GARDOQUI &amp; SONS TO ARTHUR LEE

Arthur Lee Esq<sup>r</sup>  
Honoured Sir

Bilbao the 27<sup>th</sup>. Decem<sup>r</sup> 1777—

As we had the pleasing satisfaction to informe you on the 17<sup>th</sup>. Instant<sup>1</sup> (datte of our last salutations to you) our haveing placed to your Credit Reales 242092. & 24 mrs of V<sup>n</sup>.<sup>2</sup> we again beg leave to confirme the same with the Rest of it's Contents; & This very post haveing produced us your allways agreable & Esteemed favour of the 14<sup>th</sup>. Current have the pleasure to advice you in Contestation thereof, our haveing at present a favourable prospect of begining soon to full fill your orders. Two days agoe haveing come in aprice Schooner<sup>3</sup> of the *Generall Mercer's Privateer* Cap<sup>t</sup> Babson, & as he Intends to fitt her out for your quarters, have given proper dispositions for the purpose, & Rest assured good Sir that we shall send in her a very good assortment of the Articles you are pleased to prescribe in your Kind favour before us—most part of them being allready prepared in Loadge—There is also in Port the Privateer Schooner *Hawke* Jeremiah Hibbert Master with an Intent of Returning home his Cruzing time being over, therefore doubt not, shall also have Roome in her to send another assortment of your said Articles, & In short our present appearance for the purpose being now very fair, you may depend that not a moments time will be lost in executting your orders, giving you punctuall advice thereof—

We had a direct information of G. Burgoyne's defeatt, & hope that the Repports sprad about G. Howe will prove True in Expectations therefore of Receiving a Confirmation of it from your good self most Cordially Subscribe—[&c.]

J: G. & s

L, MH-H, Arthur Lee Papers, bMS AM 811.2 (109). By permission of the Houghton Library, Harvard University

1. In MH-H, Arthur Lee Papers. The Gardoquis described their attempts to fulfill Lee's request to purchase blankets and send them to America.

2. *Real de Vellón*: a coin worth half a silver real. Mrs: maravedís, a Spanish coin, 34 of which are worth one real vellón.

3. Schooner *Sally*.

## December 28 (Sunday)

### GABRIEL DE SARTINE TO COMTE DE VERGENNES

à Versailles Le 28. X<sup>bre</sup>. 1777.

J'ay eu l'honneur, Monsieur, de vous marquer par ma Lettre du 12. de ce mois, que je faisois prendre des éclaircissemens relativement à la note qui vous avoit été remise par M. L'ambassadeur d'angleterre concernant un Batiment anglois nommé *L'ann Susanna* amené à L'orient par un Corsaire americain,<sup>1</sup> et qu'on luy avoit assuré être au Pelerin où on travailloit a le défigurer, luy ayant déjà donné le nom de *La Mignone*. Suivant ce qui m'est marqué, il y a en effet aud. lieu du Pelerin près Nantes un navire nommé *La Mignone* en armement pour le Cap françois; mais ce Batiment appartient à un négociant de Nantes qui l'a acheté d'un autre négociant du meme lieu, à qui, Suivant l'acte de propriété enregistré en L'amirauté de cette ville, il avoit été vendu par un particulier de Vannes qui a pareillement justifié en être pro-

prietaire. Il n'a d'ailleurs été reconnu aucune circonstance qui puisse faire régarder ce Batiment comme étant celui qui a donné lieu a la réclamation de M. Le Vicomte de Stormont. J'ay l'honneur d'être [&c.]

de sartine

[Translation]

Versailles, 28 December 1777

I had the honor, Sir, of reporting to you in my letter of the 12th of this month that I had obtained clarifications relating to the note the English ambassador had given to you regarding an English ship called the *Ann Susanna* brought to Lorient by an American privateer.<sup>1</sup> The source maintained the ship was in Le Pellerin where it was being worked on to alter its appearance, having already renamed it *La Mignone*. According to what has been reported to me, there is, in fact, in the aforesaid place of Le Pellerin near Nantes, a ship named *La Mignone* being fitted out for Cap François. This ship, however, belongs to a merchant of Nantes who bought it from another merchant of the same place, to whom, according to the deed of ownership recorded at the Admiralty of this city, the ship had been sold by a private citizen of Vannes who likewise had furnished proof of ownership. In addition, there has been no known evidence that might lead one to believe this ship to be the one that gave rise to Viscount Stormont's complaint. I have the honor of being [&c.]

de sartine

L, FrPMAE, Arch. dipl., Corr. Pol. Angleterre, vol. 526, fol. 378. Addressed at foot: "M. Le C<sup>te</sup> de Vergennes." Notations a head of the letter: "M de Rayneval"; "faux exposé fait à M<sup>c</sup> Stormont au sujet du Batiment—Ann Susane amené à l'orient"; "false report made to Lord Stormont about the ship *Ann Susane* brought to L'Orient."

1. See Lord Stormont to Comte de Vergennes, [2 Dec.], above.

#### CAPTAIN THOMAS BELL TO SILAS DEANE

Dear Sir

Nantes y<sup>e</sup> 28 Dec<sup>r</sup> 1777

I rec<sup>d</sup> your Esteemed favour of the 2<sup>d</sup>. Instent<sup>1</sup> and Wold have Rought to you before this But Expecting to Sail Day After Day I put it of as Long as posibel on the 22<sup>d</sup>. Cap<sup>t</sup> Young and My Self Went on board<sup>2</sup> But the Wind to the Westward prevented us from Sailing and as the Wind Still Remans to the Westward and bad Weather Cap<sup>t</sup> Young thought it Best to Return, to Nantes in Case of Aney Orders from you Might Arive you Say in your Letter the Commissioners Expect that I will Embark With Cap<sup>t</sup> Young and in Case of Accident the Dispatches is Solely to my Care as to the dispatches I hant as yet Seen Aney of them as to What Cap<sup>t</sup> Young Entends Dowing on that head I no Not but dare Say Cap<sup>t</sup> Young has your Orders for that and Will Act Accordingly) you Say the Letters to M<sup>r</sup> Morris is to my particular Care Which I have not yet Seen but make no dout Cap<sup>t</sup> Young has Receivd them With the despatches if Cap<sup>t</sup> Young thinks proper to Give me the despatches you may be Asshurd my best Endevors Shall not be wanting to prevent them from falling into the Enemy hands and Shall deliver them Saif on my Arivell the Inclosed is the Account of All the Disbursments of the Ship *Tartar* that I have, I have Left A Copey of the Saim With M<sup>r</sup> Tho<sup>s</sup> Morris as to the Account he wont Settel it With me but Says he Will Settel With you as he has Advanced M<sup>r</sup> Pellve in Lyons the Sum of £1200 . . 0 . . 0 Livers and in Paris £72 . . 0—Which in All Makes £1272 . . — . . —Liv-



ers More then we New of Sir I am Glad to hear of things tacking A turn With you In favour of America but am Supprised to hear dayley of Brithish Ship of War being of heare and no Stop put to it I think it Wold be Dangeris for Cap<sup>t</sup>. Young to Sail While thay are of heare Cap<sup>t</sup>. Smith<sup>3</sup> Sailed from hear on the 20 Instant and report Was Giving by A Vesell that Arived on the 22<sup>d</sup>. that on the 21 A Ship Was takeing of bellille and I make no dout but it is Cap<sup>t</sup>. Smith if that is the Case

Sir I most Sincerly Wish you health and hapiness With much Esteem [&c.]

Tho<sup>s</sup>. Bell

L, CtHi, Silas Deane Papers. Addressed: "The Hon<sup>ble</sup>. Silas Deane Esq<sup>r</sup>/Paris." Docketed: "Nantes 28<sup>th</sup> Dec<sup>r</sup> 1777/Lett<sup>r</sup> Cap<sup>t</sup> Bell."

1. Silas Deane to Thomas Bell, 2 Dec. 1777, in *Deane Papers* 2: 263. See also The American Commissioners in France to Captain John Young, 2 Dec., above.

2. Continental Navy sloop *Independence*.

3. Samuel Smith, in *Hancock and Adams*.

## December 29

### JOHN FLETCHER TO LORD WEYMOUTH

To the Right Hon<sup>ble</sup>: Lord Visco<sup>t</sup>: Weymouth.

May it please your Lordship—

[*London*]

I humbly beg Leave to represent to you on the Behalf of my Friend M<sup>r</sup>: John Goss of Teingmouth in the County of Devon Owner of the good Ship or Vessel called the *Brittania*, John Wood late Commander, that the said Ship was laden at Newfoundland with Cod-Fish and Oil for a Market in Spain or Portugal; that in the prosecution of the Voyage the said Ship was taken by an American privateer,<sup>1</sup> the Captain of which took out the *Brittania*'s Crew and substituted some of his own people appointing one John Allen Commander, who carried the said Ship into S<sup>t</sup>: Sebastian's in the Kingdom of Spain under American Colours and reported the same as come from Newberry in North America, and the Cargo as American Property, but fortunately there happened to be in the same place a Capt: John Hooper Master of another Ship just arrived from Newfoundland, who sail'd with the *Brittania* under the same Convoy and had been in Company with her some few Days before, this Capt: Hooper knew the *Brittania* to be the property of M<sup>r</sup>: John Goss, and being acquainted with the Circumstances under which she was brought into that port went to the Commandant and acquainted him that the said Ship was falsely reported, where upon the Commandant committed the American Captain and Crew to prison on the Declaration and Affidavit of Capt: Hooper and detained the *Brittania* and Cargo till further Enquiry should be made into the Matter—I humbly therefore entreat your Lordship to cause this Case to be stated to his Majesty's Minister at the Court of Madrid, and to enforce the Restitution of the said Ship and Cargo to my Friend M<sup>r</sup>: John Goss or to whomsoever he shall appoint to take Charge of the same—I have the Honour to be [&c.]

29<sup>th</sup> Dec<sup>r</sup>: 1777

Jn Fletcher

Broad Street

L, UKLPR, S.P. Foreign 94/204, 404–5. Addressed: "To the Right hon<sup>ble</sup>: Lord Viscount Weymouth/Secretary of State for the Southern Department." Docketed: "Broad Street 29 Dec<sup>r</sup>: 1777/M<sup>r</sup> Fletcher/R. 30<sup>th</sup>."

1. Taken by Massachusetts privateer *Hawke*, Jeremiah Hibbert.

JACQUES-ALEXANDRE GOURLADE AND PIERRE-ANDRÉ MONTIGNY DE  
MONPLAISIR TO THE AMERICAN COMMISSIONERS IN FRANCE

Messieurs

L'Orient Le 29<sup>eme</sup>. X<sup>re</sup>. 1777

Nous nous empressons de vous informer que les deux frégates du congrès Le *Raleigh* & L'*Alfred*, ainsi que le Shloup le *Mars*<sup>1</sup> sont appareillés cet après midy, Sur les Trois heures avec un Bon vent de nord est qui promet de favoriser Beaucoup leurs projets.

Nous ne devons pas vous Laisser ignorer qu'elles Sont accompagniér de La frégatte Du Roi La *Silphyde* dont Le Capitaine a promis A Messieurs Thompson et Hinman de Les Précéder et de Leurs annoncer par Les Signaux convénus tout ce qu'il découvrirait en avant. personne ne désire plus de Succès que nous à Ces Deux frégates; nous N'Avons Rien négligé pour Leur être utiles pendant leur Sejour ici. nous aurons L'honneur de vous Rémètte par le premier Courier Le Compte de leurs dépenses.

M<sup>e</sup> Moyland<sup>2</sup> est arrivé ici en Bonne Santé. il nous tardait d'Avoir la Satisfaction de le Connaitre & de le voir, nous nous flattons que nous acquererons Son amitié comme Son estime. Les V<sup>aux</sup>. Le *Beaumont* & L'*Anonime* Sont en Rade avec L'intention d'Appareiller demain. Nous Sommes [&c.]

Gourlade  
de Monplaisir

[Translation]

Gentlemen:

L'Orient, 29 December 1777

We hasten to inform you that the two Congress frigates, the *Raleigh* and the *Alfred*, as well as the sloop the *Mars*<sup>1</sup> set sail this afternoon around three o'clock with a favorable wind from the northeast which gives promise of being of great assistance in their plans.

We should not leave you ignorant of the fact that they are accompanied by the king's frigate La *Silphyde*, whose captain promised Messrs. Thompson and Hinman that he would precede them and announce to them by signals agreed upon everything that he should discover ahead. No one desires success for the two frigates more earnestly than we do. We have neglected nothing for their convenience during their sojourn here. We shall have the honor to remit to you by the first courier their expense account. Mr. Moylan<sup>2</sup> arrived here in good health. We were anxious to have the satisfaction of knowing and seeing him. We flatter ourselves in believing we shall acquire both his friendship and esteem. The vessels Le *Beaumont* and L' *Anonime* are at anchor in the roads with the intention of setting sail tomorrow. We are [&c.]

Gourlade  
de Monplaisir

L, PPAmP, Benjamin Franklin Papers, vol. 7, 191. Addressed at the foot: "A Messieurs les députés/du congrès/A Paris." Docketed: "L'Orient 29<sup>e</sup> Decem<sup>r</sup> 1777/Letter from Goularde &c/&c."

1. James Moylan's letter to the commissioners of the same date gives the sloop *Mars*'s master's name as Captain Holmes. Ibid.

2. For the purpose of Moylan's visit to L'Orient, see John Ross to Silas Deane, 16 Dec., note 2, above.

CAPTAIN THOMAS THOMPSON TO THE AMERICAN COMMISSIONERS IN FRANCE

Gen<sup>ts</sup>

Lorient—[Dec. 29, 1777]

I thot' before this to have given you an acc<sup>t</sup>. of our departure—nothing Hinders but wind & weather—shall forward the acc<sup>ts</sup>. &c. at my Departure, and write you fully;

I recivd M<sup>r</sup> Franklines Inclosing M<sup>r</sup> Boudiens;<sup>1</sup> also a Letter from M<sup>r</sup> Lee Informing of a Spy:s being in L.orient; the time of sailing and the way I intend to go is a matter that remains Intirly with myself therefore you must not expect to hear of our sail<sup>s</sup> until some time after our departure; a Frigate and a 74 has been seen off Bell Isle; I have a proper Look out for them by a small vesel employd for the Purpos; when I think a fit opportunity they shant stop us (except they anchor in the Harbours mouth which I hope will be the Case) to see how Tamely the French would bear with it—Since your application to m<sup>d</sup> Sartine the Commisary here has given us Leave to Command our own ships—all kindness and Condisendcion to the Highest degree. But personal Civilities will not atone with me for an Insult offerd to the States in my person as their officer—But as “D<sup>r</sup> Franklin says in his Letter” all begins to go well and I belive for the future we shall have Civeler Usage—I am [&c.]

Tho<sup>s</sup> Thompson

L, PPAmP, Benjamin Franklin Papers. Addressed at foot of last page: “To the Hon<sup>l</sup> the Commissioners/Benj<sup>n</sup> Franklin, Silas Dean, & Arth<sup>r</sup> Lee Esq<sup>r</sup>.” Docketed: “Cap<sup>t</sup> Thompson L’Orient.” The date supplied is that of *Alfred’s* and *Raleigh’s* sailing.

1. Baudouin, an agent Sartine used occasionally as an intermediary with the Americans. *Papers of Benjamin Franklin* 25: 348.

#### LIEUTENANT DE VAISSEAU DE KERGARIOU TO GABRIEL DE SARTINE

[Extract]

Monseigneur

j’ay eu L’honneur de vous rendre compte de la baye de quiberon de ma Sortie pour rejoindre Les fregattes angloises et de toutes Les particularités de ma navigation avec elles, jusqu’au moment ou Les vents forcés et contraires Les ont obligés de Relacher et mouiller sous belle-isle.

Dans La nuitte du 25 au 26 Les vents venus de la partie du nord elles ont appareillées et des que Le jour me La permis j’ay mis aussi sous voile et Les ai Suivi en dehors de belle isle. Les vents favorables, ces batiments se Sont bientot éloignés de la vue de nos côtes et Les ayant moi meme perdu de vue, je Suis Revenus Sur mes pas et ay passé Le jours dehors, pendant ces 24 heures Les vents n’ayants Eprouver aucun changement on peut etre assuré que ces fregattes ont Continuées Leur Route.

En me Raprochant de belle-isle, j’ay Eu connaissance d’un batiment grecié En Lougre que je prenois pour un des notres. Sa manœuvre Lorsque j’ay voulu me rallier a lui ma prouvê qu’il etoit corsaire etranger. La nuitte se faisoit et je n’ay pu continuer à le chasser, j’ay même Lieu de penser qu’il marchoit aussi bien que ma fregatte. Dans La nuitte je Suis venu mouiller aux cardinaux et au jours reverant vien En dehors de belle-isle j’ay fait Route pour La riviere de nantes ou j’ay Entré Le Soir, je me flattois y trouver vos ordres concernans Les matelots francois que j’ay Retiré du Corsaire insurgent L’*indépendance*;<sup>1</sup> M<sup>r</sup> de Rozily qui a ma priere, tenoit de depuis mon depart La Station de St nazaire m’a dit n’avoir rien reçu de vous, Monseigneur, n’y a son adresse n’y a la mienne concernant notre mission.

je Reçois des ordres du M<sup>r</sup> Le Comte d’orvilliers pour que j’aye a me joindre a La Corvette La *curieuse* sous belle-isle, m’y Etablir En croisiere pour En Eloingner plusieurs corsaires anglois dont on y a eu connoissance. Le tems me permettant de sortir aujourd’huy je profiteray de la marée pour mettre sous voile

par Le Raport de l'officier commandant a belle-isle, qu'on menoire il me paroît quil Sert pretté genereusement aux besoins des corsaires et que c'est leur donner bien des facilités pour tenir Leur croisiere Sur nos côtes, Si on Leur y Refusoit ces secours et même La Relache En mauvais tems, ce Seul ordre Les contraindroient de Sen Ecarter, je vais tacher de Les joindre et Leur notifiray de S'eloigner conformement a vos ordres.

Les frégattes angloises venues prendres Les deux batiments du commerce S'appellent L'une La *Minerve* commandée par C<sup>e</sup>. Stot et l'autre La *thetis* cap<sup>e</sup> gell, ces deux frégattes portent 26 canons de 12 En batterie et 6 canons de gaillard.<sup>2</sup> La fregatte La *danaé* pouvoit porter une pareille artillerie Si nous avions des canons des mêmes proportions que Les anglois, plus courts que Les canons de 8 que j'ay abord, Leur batterie par ce moien Est plus aisée a Servir, ces fregattes n'étant cependant plus Larges que Les notres.

La frégatte La *minerve* avoit une marche Superieure et le Capitaine L'attribue a son doublage de Cuivre, La *thetis* qui netest pas ainsi doublée marchait mal et j'avois autant davantage sur elle que L'autre En avait sur moi. ces officiers anglois avec Lesquels j'ayvecu, comme je vous L'ai mandé, Recherchant dans Les procedés d'honneteté, des moiens de Les suivre sans affectation, tel que me Le prescrivait mes instructions, m'ont dits avec une Espece d'affectation quils avaient 15 vaisseaux ou frégattes En croisiere du cap finistere aux sorlaingues et point dans L'interieur du golphe. dailleurs ils m'ont parus S'attendre a la perte totale de L'amerique dapres Les nouvelles quils En avoient Recus.

je vais Encore prier M<sup>e</sup> de Rozily de tenir En Station dans La Riviere et je lui Remet Les 7 francais qui se sont Reclamés du Corsaire insurgent, ne Sachant ou ma croisier me conduira et la destination que vous En ordonnerer, ainsi M<sup>e</sup> de Rozily sera a même de faire Executer vos ordres a leur Egard. . . . je Suis [&c.]

abord de la *danaé* ce 29 X<sup>bre</sup> 1777

Kergariou

a St nazaire par guerande.

[Translation]

My Lord

I had the honor of reporting to you, from Quiberon Bay, about my departure to join up with the English frigates and about all the details regarding my sailing with them, until the time when contrary and high winds forced them to put into port and to lie at anchor in the lee of Belle Île.

During the night of the 25th to the 26th, the wind blowing from the north quarter, the English frigates weighed anchor, and as soon as daybreak allowed me to do it, I set sail and followed them away from Belle Île. Sailing under favorable winds, these ships were soon out of sight of our coast; having myself lost sight of them, I retraced my course and spent the day outside; during these 24 hours, the winds having undergone no change in direction, it is certain these frigates had continued on their course.

While again approaching Belle Île, I observed a ship, rigged like a lugger, which I took to be one of ours. Its able maneuvering when I tried to catch up with it proved to me that it was a foreign privateer. Since it was getting dark, I could not continue after the ship, and I even had reason to believe that the ship was sailing as well as my frigate. During the night I came to anchor at the Cardinaux; at daybreak, seeing nothing outside Belle Île, I set a course for the Nantes River where I arrived in the evening. I was pleased to find there your orders concerning the French sailors I had taken off the enemy privateer *Independence*.<sup>1</sup> M. de Rozily, who, at my request, was

since my departure manning the St. Nazaire station, told me he had received nothing from you, my Lord, either addressed to him or to me regarding our mission.

I received orders from Comte d'Orvilliers to join up with the corvette *La Curieuse* to the leeward of Belle Ile, and to establish myself cruising about in order to rid it of several English privateers that we knew were there. Since the weather makes it possible for me to leave today, I shall take advantage of the tide to set sail.

It appeared from the report of Belle Ile's commanding officer, which was brought to me, he had generously responded to the needs of the privateers and had made available to them many accommodations to keep them on our coasts. If help were to be refused them, or even refusing to allow them to enter a harbor during bad weather, this order alone would force them to move away. I shall try to catch up with them to tell them to move away in accordance with your orders. The two English frigates came to take the two merchant ships, one was called the *Minerva*, commanded by Captain Stott, and the other the *Thetis*, commanded by Captain Gell.<sup>2</sup> The two frigates carry 26 12-pounders and 6 guns on the quarter-deck. The frigate *Danae* could carry a similar amount of armament, if we were to have guns of the same size as the English, shorter than the 8-pounders I have on board. Their guns are much easier to handle in action. These frigates are no longer than ours. The frigate *Minerva* was faster, which the captain attributed to his copper sheathing. The *Thetis*, which was not so sheathed, sailed badly and I had as much an advantage over the frigate as the other had over me. The English officers among whom I came, as I reported to you, as I was trying in a straightforward manner to find ways to follow them without pretence, as my instructions stipulated, told me with great affectation that they had 15 ships of the line or frigates cruising from Cape Finistere to the Scilly Islands and stationed within the gulf. In addition, they appeared to me to expect the total loss of America, according to the news they had received about it.

I shall ask M. Rozily to remain on station in the river and I have turned over to him the seven Frenchmen who were reclaimed from the insurgent privateer, not knowing where my cruising will take me, nor the destination you will order for it, thus M. de Rozily will be in a position to have your orders carried out concerning them. . . . I am [&c.]

On board the *Danaé*, 29 December 1777  
at St. Nazaire-par-Guérande.

Kergariou

L, FrPNA, Marine B<sup>4</sup> 129, fol. 265–66.

1. See Lieutenant de Vaisseau de Kergariou to Gabriel de Sartine, 18 Dec., above.

2. H.M.S. *Minerva*, Capt. John Stott, and H.M.S. *Thetis*, Capt. John Gell, had orders to convoy back to England the Jamaicamen *Clarendon* and *Hanover Planter*, American prizes that had been restored to their owners by the French king. See Lords of the Admiralty to Captain John Stott, R.N., 24 Nov., above.

## December 30

### COMMISSIONERS FOR SICK AND HURT SEAMEN TO PHILIP STEPHENS

(A Copy)

Sir

Office for Sick & Hurt  
Seamen 30<sup>th</sup> Dec<sup>r</sup>: 1777.

We desire you will please to acquaint the R<sup>t</sup> H<sup>bt</sup>: the Lords Comm<sup>rs</sup>: of the Admiralty, that the Keeper & Agent of the Prison at Forton, has informed us by his

Letter of the 28<sup>th</sup> Instant "that M<sup>r</sup>. Huish an Attourney of that Town had called upon him & told him, that he had seen M<sup>r</sup>. Missing, a Barrister at Law of Titchfield who had informed him that he had received Orders in the way of his profession, & if any Person died in the confining Hold, the Keeper & Agent would be Indicted for Murder; and that he had sent to the Coroner not to suffer any Person to be buried out of the Prison without taking an Inquest" And we beg leave upon this occasion to observe.

That what is called the confining Hold, is a Room divided off from an Apartment, the whole of which wou'd be otherwise filled up, as a common Ward, and the Prisoners lie upon Guard Beds, instead of Hammocks, and Provisions are made for this Room being properly Ventilated, and not becoming unwholesome, and no Prisoner has hitherto died in the confining Hold nor is there any probability of its happening in future, except in the case of sudden Death, as this part of the Prison, as well as every other is visited every Day by the Surgeon in order that such Prisoners, as are found, upon his Examination, Objects of it, may be received into the Sick Apartment; And he has particular Orders, that when any Men are sent from the confining Hold to the Sick Apartment, to report to Us the Nature of their Disorders, that proper directions may be given if necessary, for removing any other Prisoners that be remaining in that place; and for purifying it.

That with respect to the Coroners Inquest being had upon such Prisoners as may hereafter die in the Prisons, tho' this was never practiced with regard to Prisoners of War under our Care, We are humbly of opinion, that as such a precaution may be the means of preventing unnecessary trouble & expence by Prosecutions which may be commenced ignorantly or from Malevolent Motives; and especially as, if We are not mistaken, it is a part of the Coroners Duty, & it is incumbent on the Keeper of every Goal, to give Notice to him of any Deaths happening in It, it may be very proper that the respective, and Agents may have Instructions to give such Notice in case of any Deaths.<sup>1</sup> We are [&c.]

J Bell

Walter Farquharson

Vincent Corbett

Copy, UKLPR, S.P. Domestic (Naval) 42/51, 281–84. Docketed: "In the Lords of the Admiralty's/Jan'yry 3<sup>d</sup> 1778." The copy was actually an enclosure to the Lords of the Admiralty's letter to the Earl of Suffolk of 2 Jan. 1778.

1. The Lords Commissioners ordered the Commissioners for Sick and Hurt Seamen to notify the Keeper and Agent of Forton Prison that he was to notify the local coroner in case of a prisoner's death, as was the practice in other jails. Lords Commissioners of the Admiralty to the Earl of Suffolk, 2 Jan. 1778, *ibid.*, fol. 281.

NEW-LLOYD'S LIST (LONDON),  
TUESDAY, DECEMBER 30, 1777

The *Minehead*, Blackstone, from N. foundland to Bilboa, is taken by the *General Mercer* Privateer, Capt. Babson, and carried into St. Andero.

The *Savannah*, Johnston, from Georgia for Nantz, with Rice and Indigio, is taken and sent into Plymouth by the *P. of Wales* M. W. Capt. Barrington.

## LORD NORTH TO THE EARL OF SANDWICH

Bushey Park, 30th December 1777.

My dear Lord—I have received your letter and will consider the contents of it fully before Thursday. The question seems to be whether our information is clear and positive enough to justify or require an explanation with the Court of France. Our intelligencer has, in the course of this last year and a half, sent us many pieces of information which have proved true and some which have not turned out according to his report. He probably always spoke to the best of his knowledge, but in one or two instances he has been mistaken because he was misinformed. Many very important advices from him have since been confirmed to us in a very satisfactory manner from other quarters; however, I own I cannot help thinking him mistaken in some degree as to some of the particulars in the paper of secret intelligence which I sent to you.

When the French go the length of sending convoys to protect American ships, they must be ready for war and indifferent how soon it begins; as I rather think they would choose to defer it a few months longer, this report may have arisen from a promise of the French Court which they do not mean to keep, as they have more than once in the course of the last year deceived the Americans by false hopes.<sup>1</sup>

I shall stay here tomorrow; and if your Lordship and Sir Hugh Palliser have any commands with me you will find me at this place, but as I have appointed Mr Jenkinson upon business I will not trouble your Lordship unless you have any commands for me. I am, my dear Lord [&c.],

North

*The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty, 1771–1782*, edited by G. R. Barries and J. H. Owen, 4 vols. ([London]: Navy Records Society, 1932–38), 1: 261–62.

1. For the French court's promise to provide a convoy for the American supply ships, see the American Commissioners in France to the Continental Foreign Affairs Committee, 18 Dec., above.

## JONATHAN WILLIAMS TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon<sup>ble</sup> Gentlemen.(N<sup>o</sup> 109)Nantes Decem<sup>r</sup> 30. 1777.

Your Favour of the 27<sup>th</sup> Inst<sup>l</sup> was handed to me last Evening by my good Friend M<sup>r</sup> Carmichael. I am extremely sorry to inform you that all the proposed measures will be useless, as the Ships in Question<sup>2</sup> sailed at least 8 days ago under Convoy of a french & an english Frigate. I went however to M<sup>r</sup> Montaudouin & from him immediately to the Lieut. General of the Admiralty; the Certainty of their Departure and the Impossibility of doing any Service in the affair were confirmed to me by the Latter. I therefore had only to express my thanks for their good Disposition & to lament that the Application was too late.—

I attempted yesterday to clear out the *Lion* but found that in the permission which I thought included all the Vessells this Ship was left out & she being under an arrest by name it could not be done. I must therefore hope that when the final orders come, this particular permission will come also. I must in the mean time inform you that finding it impossible to keep our men any Longer as they were, especially as we have made an addition of about 20 to the number I have permitted them all to

go on board the Ship, & order'd her immediately down to St Nazare where she will wait the last Word.—

A Man arriving from Bell Isle yesterday with News that our Enemies were cruising near the Coast in great numbers and that Cap<sup>t</sup> Smith<sup>3</sup> who went out about a Week ago was taken it is thought not adviseable for Cap<sup>t</sup> Young to sail. Inclosed is a Copy of the Declaration<sup>4</sup> which is made & which I have had registered in the Admiralty, a Copy of which I have the authority of the Chief Judge to assure you, is this Day transmitted by him to the ministry: An authenticated Extract I could not obtain as in such Cases is forbid.—I have the honor to be [&c.]

Jon<sup>a</sup> Williams J

PS my last desired a Credit with M<sup>r</sup> Grand for 200.000 Livres more which I hope you have been pleased to grant.—

L, ViU, Lee Family Papers. Addressed: "The Honorable/The Commissioners of/The United States." Docketed: "Dec<sup>r</sup> 30<sup>th</sup> 1777/J Williams Letter"; "*Lion*, Young, Credit desired for 200,000<sup>li</sup>"; "N<sup>o</sup> 109."

1. Silas Deane to Jonathan Williams, Jr., 27 Dec. See note 2 to The American Commissioners in France to Comte de Vergennes, 26 Dec., above.

2. *Clarendon* and *Hanover Planter*.

3. Samuel Smith, *Hancock and Adams*.

4. "Acc<sup>t</sup> of the Voyage of the Chasse Marree," a statement in French by Capt. Dionie of the coasting vessel *St. Jean Baptiste* that on 26 Dec. there were at Belle Ile two vessels of 36 guns, two of 26, and an armed sloop, all English, and that pilots reported cruising near the island three warships as well as a boat armed with 12 guns, and a 24-gun schooner, both English. ViU, Lee Family Papers, 30 Dec. 1777.

## December 31

*THE DAILY ADVERTISER* (LONDON), WEDNESDAY, DECEMBER 31, 1777

London.

Capt. Sutton, of the *Proserpine*, hath taken and brought into Portsmouth a French Schooner, called the *Jeune Nannett*, having a Cargo the Produce of America, viz. Tobacco and Staves.

LIEUTENANT DE VAISSEAU LE BRETON DE RANSANNE TO GABRIEL DE SARTINE

[Extract]

Monseigneur

J'ai reçu Le vingt-huit Les ordres que vous m'avez Envoyé en Port-Louis pour me rendre ici. j'En Suis parti Le vingt-neuf & j'ai mouillé En rade De Brest Le Trente. Les Deux batiments insurgents<sup>1</sup> qui etoient dans La rivière de L'Orient Sont Sortis avec moi & m'ont demandé La permission de me Suivre jusqu'à La pointe du Bec du raz. Je Le Leur ai accordé. à Deux heures après minuit, ne me faisant plus qu'à Trois Lieuës de ce passage, j'ai été obligé de mettre En Travers En attendant Le jour pour donner dedans. Pour Lors Les Deux Bostoniens m'ont abandonné & pris Le Large. . . . J'ai L'honneur D'Être [&c.]

le breton de Ransanne

À Bord De La *Sylphide* En rade de Brest Le 31 Decembre 1777.



[Translation]

My Lord

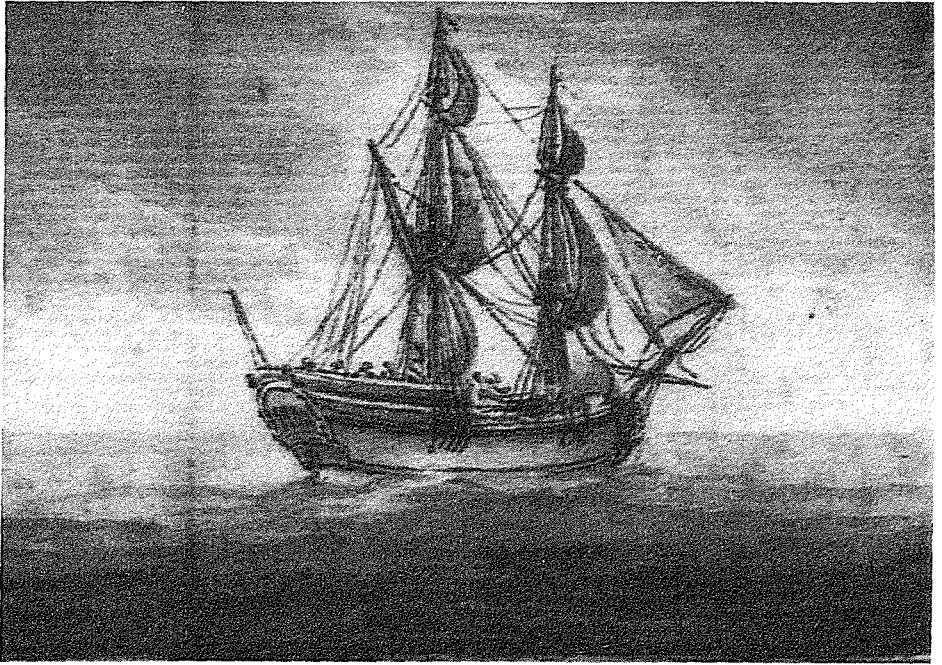
I received on the twenty-eighth the orders you sent to Port-Louis for me to come here. I left the twenty-ninth and anchored in the harbor at Brest the thirtieth. The two insurgent ships<sup>1</sup> that were in the river at L'Orient left with me and asked if they could follow me up to the Point du Raz, and I agreed to this. Two hours after midnight, after having made no more than three leagues of this passage, I was forced to bring the ship to, waiting for daylight to go in. At this point, the two Bostonians left me and took to the open sea. . . . I have the honor of being [&c.]

le breton de Ransanne

On board *La Sylphide* in the harbor of Brest, 31 Decembre 1777.

L, FrPNA, Marine B<sup>1</sup> 129, fol. 284. Notations at head of first page: "approver Sa Conduite."; "armament a Brest M le Breton de Ransanne le 31. X<sup>bre</sup>. 1777"; "Renvoy du 5 Vau soit"; "Rep le 9. Janvier 1778."; "approve his management"; "Brest Station, M. le Breton de Ransanne, 31 Dec. 1777"; "Return of the 5 ships"; "Answered 9 Jan. 1778."

1. Continental Navy ship *Alfred*, Elisha Hinman, and Continental Navy frigate *Raleigh*, Thomas Thompson.



## APPENDICES



## APPENDIX A

### LOG OF THE CONTINENTAL NAVY SHIP *RANGER*, CAPTAIN JOHN PAUL JONES

H	K	F	Courses	Winds	Vari	Leeway	Wednesday November 26th 1777
1	4	1	SWbE	SBW			Fresh gail and Cloudy Sawseverall Sails
2	5	4					at half past P.M. the Chase boar SE $\frac{1}{4}$ S
3	3	5					Dist. 3 Leagues at 8 P.M. Set Top Gal-
4	3	2					lant Sail. At 10 saw a Sail on our Weather
5	2	1					Quarter. At 11 spock her, a ship from
6	3						London bound to Sweedland. At half
7	4		SE				past 12 saw a sail upon our weather Bow
8	4						At 1 spoke her a Brig. from Malaga be-
9	4	2	SWE				longing to Yarmouth bound to London.
10	3	2	SE	SSW			Richard Butforck, Master, Laden with
11	2	5	SWE	SBW			fruit. <sup>1</sup> Put Solomon Lowd Prize Master,
12	4	2	ESE	So.			Saml. holdbrook Amos Abbet, John
1	3	3	SE	SW			Vealer, Charls Ward and Edward Shapby
2	1		SEbS				on board Took out all the people out but
3	1						one.
4	1		SE				At Daylight saw severall Sails to Wind-
5	2	2					ward which proved to be a fleet Under
6	4		SEbS	SWbS			Convoy of a large Ship. <sup>2</sup>
7	3						Had No Obs.
8	5		SEbE				
9	5	6	SEbE $\frac{1}{2}$ E				
10	5	4					
11	3	4	SEBE				
12	3	2	SEbS	SWbS			

H	K	F	Courses	Winds	Vari	Leeway	Thursday November 27th.
1	1		SSE	SW	2 Pts.		Cloudy Saw the Fleet ahead of us We
2			UpSSEofSE				hove our Ship up in the Wind At 2
3	5						hove the Main top Sail to the Mast. At 3
4	"						the Ship made sail and at the Fleet about
5	4		SSE ½ E	SW			11 sail. Mr Lowd shortned Sail in the
6	4						Brigtn at 10 hove too for the Brigtn.
7	4						Close Reft the Four topsail & took 3 Refs
8	4		SEbS	SWbS			In the Main topsail. At 12 made saile
9	3	1					At Daylight saw the Brigg under our
10	1	2	SSE	SW			Lee Quarter. At 11 Hauld up the Main
11	1		So	WSW			Sail for the Brigtn to come up with us.
12	1						Blowing hard under Close Reft top Sails
1	4		SbE	SWbW			the Brigtn close under our Lee
2	3	4					Had a Good Observation.
3	5						Lattd. 48°14" No.
4	4	2					
5	3	5					
6	4	1					
7	4						
8	5	1	SSE	SW			
9	4						
10	5	3					
11	2	5					
12	2	5					

H	K	F	Courses	Winds	Vari	Leeway	Friday November 28, 1777
1	2	1	SbE	SWbW	Pts. 2		Fresh Gail and Cloudy Weather Under
2	4	"					Close Reft Topsails. Handed Bouth Top-
3	2	"	South	NSW			sails at 11 Set Topsails Saw a Sail Bear-
4	4	"					ing about North Wore Ship at half
5	6	2					past 11
6	3	"					at 12 Wore Ship to the Southward at 2
7	6	"					Hauld. up the Mn.Sail and Shortend.
8	8	"					Sail for the Brigtn. At Daylight saw a sail
9	5	2		West			ahead Made Sail hauld. our Head to
10	7	"					the Estward Set the Mn top mast Stay-
11	5	"	NE				Sail And Jibb Let at the Refs out But
12	3	"					one out ye TS
1	5			SBW			
2	6	"					fresh Breze and Dirty Weather Under
3	5	2					Single Ref. Topsail.
4	5	"					The Sail Under our Lee Bow—Had No
5	6	"					OBs.
6	5	"	South	NE			
7	6	1					
8	7	"	SEbS	EWE			
9	4	"					
10	4	"					
11	4	"					
12	4	"	SSE	EN			

H	K	F	Courses	Winds	LeeW	Vari
1	-					
2	4	2	SSE	Est.	2	2
3	4	3	SBE	EbS		
4	4					
5	1		SSW	SE		
6	1					
7	1	4	SWbS	SEbS		
8	3					
9	3					
10	1	3				
11	2					
12	1	3				
1	2		ESE	South		
2	1	6				
3	3	5				
4	3	2				
5	3	3	SE	SSW		
6	3					
7	3		SE ½ E			
8	4	1	SEbE	SbW		
9	4	4				
10	5					
11	4					
12	4	5				

Saturday November 29th, 1777

Fresh Gaile and Cloudy At 4 Spock a Snow from Cape Francis Bound to Bordeaux at 7 took three Ref In the Topsail Handed the Mizen topsail at 12 Tkt. Ship the Wind Veared to the Southward. at 4 handed Four Topsail at 5 handed Mn topsail at 7 Set four topsail at 8 In 4 Refs In the Mn topsail. at 10 handed do.

Blowing hard and Dirty Weather under Courses.

Shipt. a grate Deal of Waters.

Had no Obs.

H	K	F	Courses	Winds	LeeW	Vari
1	5	3	SEbE	SSW		
2	3	3				
3	5					
4			UpSbEofSEbE			
5						
6						
7			UpSSEofSE			
8						
9			UpSo.ofSEbS			
10			UpSbWofSSE			
11						
12						
1						
2						
3						
4						
5			SSWofSbE			
6						
7						
8						
9	9	4	ESE	West		
10	9					
11	9					
12	1					

Sunday November 30 1777

This 24 Hours Begins With a hard Gaile and Dirty Weather at 1 spock the Snow At ½ past 2 Reft the Courses. Blowing very hard and a large Sea a-Going Ship abundance of water. At 3 lay by Under Ref Main Course Struck the top Gallant Mast.

at 8 P.M. Moderate Set the Four Sail and Close Ref top sails Let the Reef out the four Sail Got up the top Gallant Mast & lett 2 Refs out the Top Sails.

At 10 saw a Sail to the Estward of Us. Set mizen Topsail End a fresh Gaile and fine Weather Under Single Ref

Had a Good Obs.

Lattd. 46°32" No.

H	K	F	Courses	Winds	LeeW	Vari.
1	8	6	ESE	WNW		2 p.
2	9					
3	8	4				
4	7	5				
5	7					
6	7	4				
7	7	2				
8	6					
9	6					
10	6					
11	5					
12	3		SbN½N	NW		
1	2	2				
2	3					
3	1	4				
4	3					
5	2					
6	1	4				
7	1	4				
8	1	4				
9	1	6				
10	1	4				
11	1	4				
12	1	4				

Monday December first, 1777.  
 Fresh Gale and Cloudy at 4 Reft Bouth  
 Topsails Set the Mizn topsail hove too  
 and Sounded Had no Ground with 180  
 fathom Made Sail at 10 Sounded  
 Got Ground Had 88 fathoms water  
 Black Sand Out Refs at 12 Set Mn.  
 Sail. Set Yd. Staysails at 2 Up Top Gal-  
 lant Yards. Sounded. Had 80 fathom  
 Brown Sand.

The Wind Verable.

At 6 Set the Stearing Sails. Saw 2 Sails

Light Are and pleasant Weather.  
 Employ'd about Sundry Things Bent  
 the Cables. Sound'd Had 70 Fathoms.  
 Had a good Obs.  
 Lattd. 46°48" North.

H	K	F	Courses	Winds	Vari.	LeeW
1	1	3	EbE½E	NE	2 Pts	
2	2	"				
3	3	3				
4	2	3				
5	3	"	Est			
6	3	"	SNE	North		
7	3	"				
8	3	"				
9	3	3				
10	4	2				
11	4	2				
12	2	1				
1	3	"				
2	2	"				
3	2	"				
4	2	"				
5	2	3	Est			
6	2	"				
7	4	"				
8	5	3				
9	4	5	EbW			
10	4	5	ENE			
11	5	1	EbS			
12	5	"	EN			

Tuesday. December 2nd, 1777.  
 Light Are of Wind and hazy. at 10 Sound-  
 ed had 60 fathoms. Water Black Sand.  
 Sounded Every hour. At Daylight Saw  
 the Land Bearing NbW Dist. 5 Leagues  
 at 8 Saw the Land bearing from NWW  
 to NEbE. At 10 Was abreast of St. Nazere.  
 Set the Steering Sails. Several Sail In  
 Sight.  
 a fine Breze and pleasant Close In  
 With the River's Mouth.  
 Had a Good Observation.  
 Lattd. 47°06"

FH	Depth	What Ground
10	60	Black Sand
11	55	Same Ground
12	53	Same Ground
1	52	Peple Stons
2	49	Do. Ground
3		
4	45	Large Stons
5	43	Same Botom
6		
7		
8		



H	K	F	Courses	Winds	Vari.	LeeW	Wednesday December 3, 1777.
1	4	"					Light Breze and pleasant Weather all
2	4	"					Sail set at 2 P.M. A piolat Came on
3							board at half past 4 Came to Anchor
4							of Penbeuf In 4 or 5 fathom Water at
5							12 Mid night histed Out the Boat. The
6							Capt. & Major Fraiser Whent to Nantz
7							in the Cutter. Loosd. Sails to Drye
8							Dried all the Steering Sails and Drivers
9							And Stowed then In the Sail Room. In
10							the Eveing Histed In the Small Boat, the
11							Latter part thick Weather and full of
12							Rain Severall Vessals Arived hear.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12

Thursday December 4.	This Morning thick Dirty Weather at 8 Clear'd up Loosed Sails
Recd.	to Drye Severall Small Vessels Arived hear from Different ports.
Beef 256 pound	Unbent the top Gallant Sails at 11 Came in full of Rain the
	people Employ'd About Sundry things. Got from the Shore fresh
	Meat and Greens and a Cask of Brandy. In the Eveing Blowing
	hard to the Nothward and full of Rain at 7 Got Down the Top
	Gallant Yards.

Friday 5th	River Loire, December.
Bread 138	this Morning Fair and the Wind at NBW Several small Vesals
Beef 253	Whent Down. Loos'd our Sails to Drye at 11 Capt. Green <sup>3</sup>
	Arived hear. Brought home our Small Anchor at one O'clock
	handed the Sails Severall Vesals Arived Hear. At 4 O'clock the
	first Lieutenant <sup>4</sup> Whent to Nantz at half past 4 Vear'd away Our
	Small Bower and hove up the Stram Anchor. Vear'd out all the
	Small Bower and Let Go the Sheet Anchor hove In Upon the
	Small Bower. Got out of the hole three punchions of Water the
	Cutter Came from Nantze.

Saturday 6th	this Morning fair & Cold Loosed Sails to Drye at 11 Unbent
Fresh Meat 260	the Courses & Stays And Spritsail & Spritsail topsail Stowed
Bread 138	them in the Sail Room unhove the top Gallant Sheets and
	Clewlines and Steering S'tacks & hallards
	Got of the Shore Bread and Beef Cloudy all Night.

Sunday 7th	This Morning fair & pleasant Loosed Sails to Drye Got of from the Shore fresh Meat and Bread In the Afternoon handed Sails In the Evening Dirty with Rain The Lieutenant Came on Board from Nantze
Beef 260	
Bread 126	
Monday 8th	This Morning fair Employ'd Geting Up the Cables from Between Decks and Cleaning Below. In the Afternoon Quil'd the Cables Below Got Sum fire Wood at hand the Latter Part of this Day fine Weather Got of from the Shore fresh Meat & Bread.
Beef 491	
Bread 102	
Tuesday 9th	This Morning fair & pleasant The Capt. Came from Nantz Loosed the top sails to Drye The people Employ'd knoting Yarns for Cable Plats In the Afternoon Unbent the Topsails. Unrove the Runing Riggan Got off from the Shore fresh Meat & Bread. The latter Part of this Day Cloudy and Cold Histed In the Small Boats Got Down the top Gallant masts.
Beef 307	
Bread 258	
Wednesday 10th	This morning fair and pleasant Got the Spritsail Yard four and aft Got in the Jebb Boom Got the topsail Yards In the top. UnRove the tys Got off from the Shore a Cask of Brandy At Noon a Craft Came alongside put on Board 18 larages Guns & 5 Swiffals and 17 Coils of Riggan one piece of 5 inch harser about 40 fathom & 12 fathom of 5 Inch Rope and four Barrels of provisions and Summ Fire wood.
Beef 272	
Bread 120	
Thursday 11th	This Morning fair & Cold Employ'd about Gitting out Wood & Water and Provisions Put on Board the Craft 25 Cutters oars 13 Shuck Cask 4 Barrels of Tare and Turpentine & 91 Bags of haire & 64 Barrels of provisions to 9 Gin Cask full To 11 Buts of Water one Hoghd. of heading In the first Craft In the Afternoon a Craft Came alongside The other went away. In the Second Craft two empty Water Casks and 4 full ones.
2 Anchors	
2 Sails	
6 Inch Harser	
Beef 272	
Bread 108	
Friday 12th	This Morning Fair & Cold Employ'd Gitting out Water and provisions and Sundry things put In the Craft 20 full Buts 4 Gan Casks 12 barrels of Beef, 14 Empty Casks 29 Sails and two Arnings one Spare Main Yard and Six Large Oars on top sail Yard and Jibb Boom Cleared out the four hole of Ballace In the afternoon a Lighter Came along Side for the Ballace. Put sum Ballace on board her. Hist'd In the Small Boat.
Beef 282	
Bread 126	
Saturday 13th	This Morning Fair Employ'd giting out Ballace and Cleaning out ye hole. Got Down Yards and topmast Quil'd the Harsers In the hole the Latter part of the Day fair and pleasant. Got of from the Shore fresh Meat & Bread.
Beef 259	
Bread 126	
Sunday 14th	This Morning Fair & Pleasant Got Out all the Ballace Sent the Craft Away with the Ballace Employ'd Clearing our Decks at Slack Water Capt. Green Went away from hear But on Board her one Gan. Cask and Sum Beef.
Beef 279	
Bread 120	

Monday 15th Beef 259 Bread 102	This Morning fair and pleasant Employ'd about Sundry things Clear'd out the After hole and Washed it Got up Shiers for Weighing the four Mast. Cut off 14 Inches by the heal and Stept it 4 Inches Further aft Landed 34 barrels of Powder and 2 Kigs and 5 Chests the Latter part of the Day fair and pleasant. The Capt. Whent to Nantze 30 pot of Brandy for the people.
Tuesday 16th Beef 235 Bread 84	This Morning foggy Weather Employ'd about Sundry things Got from on board Capt. Young, the Brigtn. <i>Independence</i> <sup>5</sup> three firkins of Butter for the Ship's use Set up the four Riggan in the afternoon Set the Mn. Mast 18 Inches further aft and Short-end. it 14 Inchs, the Latter part of the day Cloudy Mr hutchins and Daniel Jackson and Benjn. Quint and John Monson came on board from the Prize Brig. Capt. Green <sup>6</sup> Got of from the Shore Six 12 Inch Blocks two Double ones & four Single ones.
Wednesday 17th Beef 290 Bread 120	This Morning fair Employ'd about Sundry things fleetled all the Mn. Shrougs Got down the Shiers Got up the Mn. yard Got of from the Shore a Cask of Brandy and Sum Oak Strips for the Carpenter Histed in the Small Boat Got off from the Shore Sum Spun yarn for the Ship's Use, a hogHd. of Brandy for the Ship Use and a 100 pound of Candles.
Thursday 18th Beef 279 Bread 132	This Morning Fair & Pleasant Employ'd about fixing our Riggan Got the fore Yard a Crost Got off from the Shore 4 Sitters Blocks sent the Mast Blocks Ashore Sett up all the after Riggan Sent ashore three Topsail Sheet Blocks. (8 Caulkers Employ'd)
Friday 19th Beef 287 Bread 132	This Morning fair Got of from the Shore 4 Bundls of Oakum and a barell of pitch Eigh Caulkers to Work in the Decks Got the four top mast Rigan Overhead. Employ'd overhauling the Blocks Got from the Smiths a Chan for the Cutter and a large Thimble for the Mn. Yard.
Saturday 20th	This morning dirty Weather Snowing very fast the Carpenters to work on the Decks Got up the Mn. Topmast & Rig'd it Lower'd it Down the latter Part of the Day fair & pleasant Got Out of the Craft two Spare Old Sails, took on board the Craft 4 barells of Beef In the Night a Grate Deal of Ice Came Down the River.
Sunday 21st Beef 537	This Morning fair & Cold. Got of from the Shore fresh Meat & Bread. Upon the Ebb Tide a Grate Deal of Ice Came Down the

Bread 252	River Got from the Guner & Boatswain a 100 of Beef & 66 pound of Bread Got from the Mates 90 pound of Beef, 40 pound Bred. Edward Miers 67 pound of Beef Got off from the Shore two Baskets of patoes for the Ship's Use. On the Ebb Tide abundance of Ice Came Down the River. Moard the Cutter a Starn Stowed 31 Barels of Beef Close aft and 29 Fourad Close to the Magazine.
Monday 22nd Beef Bread	<u>River Loire.</u> This Morning Cloudy with Rain Employ'd Cleaning the Decks. Got out of the Craft Sume fire Wood Got of from the Shore Sum Spurnyarn for the Ship's Use Rove our topsail tys & hallard In the Evening a Carpenter Came on Board to work Got of from the Shore Sum Junck & 3 topsail Sheet Blocks fixt'd two for the Mn. Yard.
Tuesday 23rd Beef Bread	This Morning Cloudy with Rain . Employ'd about Sundry things the Carpenters Employ'd Lowering the Magazine floor. Got of from the Shore a HogHd. of Brandy. Got of from the Shore 2 Spars. Took on board 1 Baile and one Box. The Latter Part of this Day Cloudy.
Wednesday 24th Beef Bread	This Morning Squarly With Showers of Rain Employ'd about Sundry things. Sent ashore the Crane Irone to be mended In the Afternoon Brought them On board two large Ships Came up the River Got from the Shore Sum Marline and Sum Spurnyarn And one topsail Sheet Block Got up the Crost jack yard the Latter part of the Day Blowing Strong to the Westward Blowing Very hard all night With Showers of Rain.
Thursday 25th	This Morning Blowing Very hard from the Nothward Employ'd Cleaning Ship the Latter part of the Day Moderate.
Frieday 26th	This Morning fair and pleasant Employ'd fixing our netings In the Wast Got of from the Smiths four Iron Stanshels. Employ'd Making Gasgets, the Latter part of the Day fair and pleasant The Sail maker Employ'd making Bags and Coats for the Masts Lett the Sail maker have 13 yards of No. 1 and 33 yards of hassans for Bread Bags.
Saturday 27th	The Morning fair and pleasant The people Employ'd Making points and Garsquits the Carpenter Employ'd Prising the hollop Deck Got of from the Shore two 3 Inch planck Containing 66 feet and three plank of two Inches Containing 63 feet.
Sunday 29th <sup>7</sup>	This Morning fair and pleasant att 7 the piolat Came on board Unhove up our Anchor and Droppd. Down to the Beach Got out the Starboard Anchor ahead And the [blank] Anchor Run it out astarn, had a Anchor Boat from the Shore Got of from the Shore two Barrels of Turpentine and Sum Tallow and Brinstone & 6 Emyt Barrels to Burning the Botom.

Monday 29th	This Morning fair and pleasant The Calkers came from the Shore to Grave the Botom, finished one side. In the Afternoon Creand Ship In Shore three of our hands Run away. In the Night Leis Turtain, Joseph Matheu, Gabral Gortrey, the Sentry fired att them. Got out of the Flat a barell of Tar and John Bullflinch a prisoner Ran away.
Tuesday 30th	This Morning fair and Blowing hard from the Estward at Low Water Burnt the other Side of the Botom and payd part of it the people Employ'd about Sundry things In the Afternoon the pilot Boat Cam of and took up the head Anchor and laid it further up the River.
Wednesday 31st	The Morning fair and pleasant The Carpenters Employ'd Graveing the Botom At 3 o'clock finishd the Botom the piolat Came With a Anchor Boat and Got up the Cager Anchor and hawld of In the Channell the Piolat Whent ashore.

Transcript (typed), DNA, RG 45, entry 392. The typescript in the National Archives was transcribed from the original, which was subsequently destroyed in a house fire on St. Mary's Isle, Scotland, in 1940.

1. Brigantine *George*, Richard Bulfinch, master.
2. H.M.S. *Invincible*, Capt. Hyde Parker, Sr.
3. Continental Navy Midn. Joseph Green, prize master of brigantine *Mary*.
4. Thomas Simpson.
5. Continental Navy sloop *Independence*, Capt. John Young.
6. Brigantine *Mary*.
7. Sunday 28 Dec.



## APPENDIX B

### DIARY OF DR. EZRA GREEN

[Extract]

Portsmouth Road, Nov. 1st, 1777. Saturday.—Between the hours of 8 & 9 this morning weigh'd anchor and proceeded to Sea with a moderate breeze, before night lost sight of the American shore.

Sunday, Nov. 2nd.—A very fine morning and a favorable wind, all well on board—except some few who are a little Seasick.

Friday, Nov. 7th.—A strong gale at Northwest which carries us 10 knots.

Thursday, Nov. 13th.—About seven this morning saw a sail on our lee Bow distant about 2 Leagues, gave chase and spoke her about 12 o'clock, a Brig from Carolina bound for Bordeaux with several Tory Passengers on Board, among whom were Hartley the Organist & his wife.<sup>1</sup>

Friday, Nov. 14th.—This Morning at 5 o'clock came up a severe Thunder Storm from the southwest.

Saturday, 15th.—Last evening came on a gale of wind which increas'd till about 3 this morning when it began to abate, in the hight of the gale a sail was seen under our lee Quarter, hove too till she came up, a Schooner from St. Peters bound to Bordeaux.

Sunday, 16th.—A fresh Breeze, and high Sea from the late Gale, about 10 o'clock our tiller Rope broke by which we were in great Danger of the Consequences of the Ship's broaching to.

Wednesday, 19th.—About six this morning saw a Sail under our lee Quarter, gave Chase or rather bore away till we came within about a mile of Her found Her to be a large Ship standing Our course clued up Our Courses and hawl'd Our wind—got ready for Action she standing on her course close to the wind, wore Ship when it was too late, continued the chase till night and lost Her.

Saturday, Nov. 22nd.—At nine o'clock this morning saw a Sail on our weather Beam—little wind; One of Our People fell from the Chains but was saved by a Rope's End Handed Him.

Sunday, Nov. 23rd.—Early in the morning saw a Sail supposed to be the same we saw yesterday, came up with and made a Prize of—about 8 o'clock, a Brig laden with fruit and wine from Malaga bound to Yarmouth, Riches Comm<sup>r</sup>.—She is called the *Mary*—there are no less than six sail in sight at this Time.

Monday, Nov. 24th.—Spoke a Schooner from Malaga bound to Liverpool vessel and Cargo owned by a Portugal Merch<sup>t</sup>.

Tuesday, 25th.—Last night spoke a Ship & Snow bound to France,—and are now chasing a vessel under Our lee Bow, at 11 at night came up with & made a Prize of the Brig *George* from Malaga bound to London laden with fruit and wine, she was commanded by Bulfinch.

Wednesday, 26th.—Early in the morning gave chase to a Brig under our lee Bow, but were obliged to give over Chase on seeing a very large Ship to windward with several other Sail in Company she appeared to be standing athwart us, about 2 she hove too with a Fleet of 13 Sail of Ships & Brigs at 2 Leagues Distance, clewed up Our Courses & stopp'd our Ship's way expecting every minute when she would come down upon us about 4 she stood on her Course, we made sail close to the wind with a design to cut off a Brig which could not keep up with the Convoy, lost her in the night.

Thursday, 27.—A fresh gale from the S. W. in the afternoon veer'd a Barrel of Beef astern for the Brig, Sea running High she carelessly ran upon our Larboard Quarter but did no other Damage than breaking our Driver Boom—at 10 at Night saw several Sail spoke one of them found them all to be Dutch Daugers.

Saturday, 29th.—A very heavy gale, hove too at night in the Bay of Biscay 60 Leagues distant from Land.

Sunday, 30th.—Fine weather and a strong wind in the night hove too and sounded in 80 Fathom water.

Monday, Dec. 1.—Saw Land from mast Head at 10 in the morning, with fine weather,

Tuesday, Dec. 2nd.—Ran in for the Land with a fine moderate Breeze, narrowly escap'd running on a Sand through want of a Pilot and arrived all in good spirits at Peanbeauf on the River Loire and came to anchor in the evening.

Wednesday, 3rd.—Wrote a Letter to Capt. Shackford at L'Orient and inclos'd one to my very good friend Cooper—favour'd by Cap<sup>t</sup>. Mutchemore.<sup>2</sup>

Friday, Dec. 5th.—The Prize Brig *Mary* arrived here safe—went to Nantez with Capt. Simpson arriv'd at 9 in the Evening this is a very considerable City distant 10 Leagues from Penbeauf am told there are 12 Parishes in Nantes in one of which are 30,000 Souls.

Saturday, Dec. 6.—Went to the Tragedy but it was to me in an unknown Tongue, was not much pleased or entertained, however the Musick was good.

Sunday, Dec. 7.—Returned to Peanbeauf, and on board the *Ranger*.

*Diary of Ezra Green, M.D., Surgeon on board the Continental Ship-of-war "Ranger," under John Paul Jones, from November 1, 1777, to September 27, 1778 . . . , with historical notes and a biography by Commo. George Henry Preble and Walter C. Green. Reprinted, with additions, from the Historical and Genealogical Register for January and April, 1875 (Boston, 1875).*

1. George Hartley, organist at St. Michael's Church, Charleston, S.C.

2. The letter to Nathaniel Cooper, of Dover, N.H., is in *ibid.*, pp. 6–7. Shackford may have been Josiah Shackford, a ship captain of Portsmouth, N.H.



## APPENDIX C

### “AN ALPHABETICAL LIST OF THE NAMES OF OFFICERS & MEN BELONGING TO THE SHIP *BOSTON*”

#### A

Starb <sup>d</sup> : watch	Austin—Cato	Gun N <sup>o</sup> : 1
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#### B

Starb <sup>d</sup> : watch	Bowin—Henry	Gun N 27
Larb <sup>d</sup> : watch	Balch—Israel	
Larb <sup>d</sup> : watch	Boldery—John	
Starb <sup>d</sup> : watch	Bussell—Abraham	
Larb <sup>d</sup> : watch	Brown—Jeremiah	F. Braces & Crossjack do
Starb <sup>d</sup> : watch	Blasdell—Jonathan	Gun N 7
	Blackett—Joshua	Forecastle
	Brown—Scipio	to hand Powder main hatchway
	Balch—Thomas	Sentinel in Ward Room
	Bangs—Chipman	Quart <sup>r</sup> : Deck
	Billiard—John	Quart <sup>r</sup> : Deck
Larb <sup>d</sup> : watch	Brown—John <sup>1</sup>	Gun deck forward
	Balch—Benj <sup>a</sup> : <sup>2</sup>	in the Cockpitt
Starb <sup>d</sup> : watch	Berry—Thomas	Gun N 3
Larb <sup>d</sup> : watch	Barker—Thomas	Gun N 27
Starb <sup>d</sup> : watch	Burns—Patrick	Gunn N 12
Starb <sup>d</sup> : watch	Beal—Ebenezer	Gun N 11
Larb <sup>d</sup> : watch	Broadstreet—Northern	
Starb <sup>d</sup> : watch	Bradstreet—Hannibal	F. Topsail Braces
Starb <sup>d</sup> : watch	Bathorick—Abel	

#### C

Larb <sup>d</sup> : watch	Carleton—Sam <sup>l</sup> :	Fore Topsail Braces
Starb <sup>d</sup> : watch	Connor—Patrick	F. Braces & Crossjack do
do	Clark—Peter	Gun N 3
do	Crowningshield—Ben <sup>j</sup> : <sup>3</sup>	Gun N 9
do	Cavey—Peter <sup>4</sup>	Gun N 27
Larb <sup>d</sup> : watch	Costelloe—John	Gun N <sup>o</sup> : 8
Larb <sup>d</sup> : watch	Connell—Phillip	Gun N <sup>o</sup> : 25

Larb <sup>d</sup> : watch	Cutter—Thomas	Gun N 11
Starb <sup>d</sup> : watch	Crowely—Barth <sup>w</sup> :	in Fore Top
Larb <sup>d</sup> : watch	Calef—Winter	F. Braces & Crossjack do
Larb <sup>d</sup> : watch	Clough—Duke	Gun N 2
Larb <sup>d</sup> : watch	Calderwood—John	
Larb <sup>d</sup> : watch	Crowel—William	Gun N 4
Larb <sup>d</sup> : watch	Carrel—John	Fore Top
Starb <sup>d</sup> : watch	Coker—William	M & Miz <sup>n</sup> : T.S. Braces
Starb <sup>d</sup> : watch	Carr—Phineas	Gun N 9
Starb <sup>d</sup> : watch	Crane—Benj <sup>a</sup> :	
	Choate—John	Gun N 11
Starb <sup>d</sup> : Watch	Cateran—Will <sup>m</sup> :	Gun N 4
Larb <sup>d</sup> : watch	Connell—Henry	Gun N <sup>o</sup> : 2
Starb <sup>d</sup> : watch	Chaddock—John	
Starb <sup>d</sup> : watch	Cowart—Cornelius	Fore Braces &c
Larb <sup>d</sup> : watch	Connell—Patrick	Gun N 29
Starb <sup>d</sup> : watch	Crowel—Christ <sup>r</sup> :	Gun N 9
Starb <sup>d</sup> : watch	Cossa—Ezekiel	Fore Top
Starb <sup>d</sup> : watch	Connell—Dennis	to attend lights between decks
Larb <sup>d</sup> : watch	Coupi—John	F. Braces & Crossjack do

## D

Larb <sup>d</sup> : watch	Davis—Thomas	Main Rigging
Starb <sup>d</sup> : watch	Dalaney—John	Forecastle
Starb <sup>d</sup> : watch	Dodge—Zachariah	
Larb <sup>d</sup> : watch	Dodge—Hampshire	Gun N 10
Starb <sup>d</sup> : watch	Dodge—James	
Starb <sup>d</sup> : watch	Downs—Joseph	
	Davis—William	in the Cockpitt
Starb <sup>d</sup> : watch	Dovrell—Thomas	Gun N 11

## E

Larb <sup>d</sup> : watch	Elmes—James	Main Top
Starb <sup>d</sup> : watch	Elmes—Elkanah	
Starb <sup>d</sup> : watch	Elliot—John	M & Miz <sup>n</sup> : T.S. Braces

## F

Larb <sup>d</sup> : watch	Faris—William	Gun N 12
Starb <sup>d</sup> : watch	Frame—Robert	Gun N 25
Starb <sup>d</sup> : watch	Fitzgerald—John	Main Rigging
Starb <sup>d</sup> : watch	Fitzgerald—James	Gun N 12
Starb <sup>d</sup> : watch	Freeman—Adam	Gun N <sup>o</sup> : 7
Starb <sup>d</sup> : watch	Foster—Benj <sup>a</sup> :	Gun N 9
Starb <sup>d</sup> : watch	French—James	Gun N 6

Starb <sup>d</sup> : watch	Fullerton—John	M & Miz <sup>n</sup> : T.S. Braces
Starb <sup>d</sup> : watch	Freeman—Nero	Gun N <sup>o</sup> : 11
Larb <sup>d</sup> : watch	Freeman—Cuff	
Starb <sup>d</sup> : watch	Fowles—Lemuel	Fore Top
	Faris—Jack	to hand Powder main hatch way
	Foster—Thomas	at the Magazine
	Furlong—Laurence	Quart <sup>r</sup> : deck
	Fairweather—Cæsar	to hand Powder fore hatch way

## G

Larb <sup>d</sup> : watch	Green—Henry <sup>5</sup>	in the Ward Room
Starb <sup>d</sup> : watch	Gillard—John	Forecastle
Starb <sup>d</sup> : watch	Garratt—John	Gun N 25
Larb <sup>d</sup> : watch	Gouge—James	
Larb <sup>d</sup> : watch	Gott—Joshua	Gun N 10
Starb <sup>d</sup> : watch	Griffen—James	Gun N 9
Larb <sup>d</sup> : watch	Gray—Samuel	Gun N 4
	Gilbert—Prince	to hand Powder fore hatch way
	Cragg—Samuel	to hand Powder fore hatch way
Starb <sup>d</sup> : watch	Gross—Simon <sup>6</sup>	Gun deck abaft

## H

Starb <sup>d</sup> : watch	Harris—John	
Starb <sup>d</sup> : watch	Hogg—Eben <sup>r</sup> : <sup>7</sup>	Gun N 10
Larb <sup>d</sup> : watch	Hall—John	
Larb <sup>d</sup> : watch	Henderson—Joseph	Gun N 4
Larb <sup>d</sup> : watch	Harraden—Dan <sup>l</sup> :	Gun N 10
Larb <sup>d</sup> : watch	Horne—Dan <sup>l</sup> :	
Larb <sup>d</sup> : watch	Hathaway—Charles	M & Miz <sup>n</sup> : T.S. Braces
Larb <sup>d</sup> : watch	Harraden—Joseph	Main Top
Starb <sup>d</sup> : watch	Hopkins—Nath <sup>l</sup> :	Miz <sup>n</sup> : Mast
Larb <sup>d</sup> : watch	Hudson—Thomas	Gun N <sup>o</sup> : 6
Larb <sup>d</sup> : watch	Hutchins—W <sup>m</sup> :	Main Mast
Larb <sup>d</sup> : watch	Heck—Francis	M & Miz <sup>n</sup> : T.S. Braces
Larb <sup>d</sup> : watch	Henderson—Benj <sup>a</sup> :	Gun N 1
Starb <sup>d</sup> : watch	Howes—John	at the Wheel
Starb <sup>d</sup> : watch	Holliday—John	Main Top

## I

Starb <sup>d</sup> : watch	Jennison—William <sup>8</sup>	
Starb <sup>d</sup> : watch	Johnson—Benj <sup>a</sup> :	
Starb <sup>d</sup> : watch	Jones—Alex <sup>r</sup> :	Gun N <sup>o</sup> . 8
Starb <sup>d</sup> : watch	Irish—John	Gun N 8
Starb <sup>d</sup> : watch	Ingersoll—Joseph	Gun N 11

## K

Larb <sup>d</sup> : watch	Kelly—Mathew	Fore Braces & Cross jack Braces Starboard Side } Gun N <sup>o</sup> : 6
Starb <sup>d</sup> : watch	Knowles—James	Gun N 29
Larb <sup>d</sup> : watch	Kimball—Edward	Gun N 5
Larb <sup>d</sup> : watch	Killmarnock—Alex <sup>r</sup> :	M. Topsail Braces
Starb <sup>d</sup> : watch	Keef—John	

## L

Larb <sup>d</sup> : watch	Low—John	at the Wheel
Larb <sup>d</sup> : watch	Lowell—Ezra	at the Spare Tiller
Larb <sup>d</sup> : watch	Leadon—John	Gun N 4
Larb <sup>d</sup> : watch	Lovering—Tho <sup>s</sup> :	
Larb <sup>d</sup> : watch	Lunt—Timothy	Gun N <sup>o</sup> : 6
Larb <sup>d</sup> : watch	Leblanch—Lewis	Main Top
Larb <sup>d</sup> : watch	Lloyd—Arthur	Gun N 10
Larb <sup>d</sup> : watch	Lee—Cæsar	F. Braces & Crossjack do
Starb <sup>d</sup> : watch	Leadbetter—Increase	
Larb <sup>d</sup> : watch	Liscomb—William	Gun N 27
	Lamb—William	Quart <sup>r</sup> : Deck
	Lewis—Joseph	Forecastle
Larb <sup>d</sup> : watch	Lubey—Richard	Fore Tops <sup>d</sup> : Braces
	L. Linn—John	in the Cockpitt

## M

	M <sup>c</sup> Neill—Hector Esq <sup>r</sup> :	Qu <sup>r</sup> : Deck
Larb <sup>d</sup> : watch	M <sup>c</sup> Neill—Rob <sup>t</sup> : <sup>9</sup>	
Starb <sup>d</sup> : watch	Mitchell—John	Fore Topsail Braces
Starb <sup>d</sup> : watch	Milne—John	Gun N 5
Larb <sup>d</sup> : watch	M <sup>c</sup> Neill—Hect <sup>r</sup> : Jun <sup>r</sup> :	Gun N <sup>o</sup> 11
Larb <sup>d</sup> : watch	Mitchell—George	Gun N 7
Starb <sup>d</sup> : watch	Murphy—Michael	in Ward Room
Larb <sup>d</sup> : watch	Morgan—John	Gun N 8
Larb <sup>d</sup> : watch	Munro—William	Gun N 5
Starb <sup>d</sup> : watch	M <sup>c</sup> Kinnon—Charles	Gun N <sup>o</sup> : 3
Larb <sup>d</sup> : watch	M <sup>c</sup> Dowell—Edward	Gun N 11
Starb <sup>d</sup> : watch	Meservey—Phillip	Gun N 25
Starb <sup>d</sup> : watch	Masterman—James	M. T.S Braces
Starb <sup>d</sup> : watch	Morgan—Thomas	Main Top
Starb <sup>d</sup> : watch	M <sup>c</sup> Intyer—W <sup>m</sup> :	Gun N 29
Larb <sup>d</sup> : watch	Mitchell—Joshua	in the Hold
Larb <sup>d</sup> : watch	Mitchell—Joseph	Gun N <sup>o</sup> : 1
Larb <sup>d</sup> : watch	Moulton—Barth <sup>w</sup> :	
Larb <sup>d</sup> : watch	Mehaney—Jeremiah	St <sup>d</sup> : M. Sh <sup>rds</sup> :
Larb <sup>d</sup> : watch	Mulleahey—Michael	Gun N 7

Larb <sup>d</sup> : watch	Murray—John	Gun N 9
Starb <sup>d</sup> : watch	M <sup>c</sup> Laughlin—Law <sup>ce</sup> :	Gun N <sup>o</sup> . 10
Starb <sup>d</sup> : watch	Mascoll—Joseph	Larb <sup>d</sup> : M <sup>n</sup> : Shrouds
Starb <sup>d</sup> : watch	M <sup>c</sup> Neill—Charles	to attend lights between decks
Larb <sup>d</sup> : watch	Moody—Samuel	Main Top
Larb <sup>d</sup> : watch	Mugford—W <sup>m</sup> :	Gun N 6
Starb <sup>d</sup> : watch	Mulling—W <sup>m</sup> :	Gun N 25
	Meschinet—Jn <sup>o</sup> :	in the Cockpitt
Starb <sup>d</sup> : watch	M <sup>c</sup> Elroy—David	M. & Miz <sup>n</sup> : T.S. Braces

## N

Larb <sup>d</sup> : watch	Nobel—Mark	Gun N <sup>o</sup> : 7
Starb <sup>d</sup> : watch	Nowell—Sam <sup>l</sup> :	Gun N 3
Starb <sup>d</sup> : watch	Nock—James	
Starb <sup>d</sup> : watch	Newman—W <sup>m</sup> :	
Larb <sup>d</sup> : watch	Nichols—Rob <sup>t</sup> :	Gun N <sup>o</sup> : 1
Larb <sup>d</sup> : watch	Nowlan—Rich <sup>d</sup> :	

## O

Starb <sup>d</sup> : watch	O Brien—Will <sup>m</sup> :	Gun N 4
Larb <sup>d</sup> : watch	O Brien—Joseph	Gun N 2
Larb <sup>d</sup> : watch	Osgood—Nehemiah	Gun N 29

## P

Starb <sup>d</sup> : watch	Parrott—John	M & Miz <sup>n</sup> : T.S. Braces
Starb <sup>d</sup> : watch	Pettit—Joseph	F. Braces & Crossjack do
Larb <sup>d</sup> : watch	Parsons—Zaccheus	Gun N 12
Larb <sup>d</sup> : watch	Parker—Caleb	Gun N 9
Larb <sup>d</sup> : watch	Perkins—Thomas	
Larb <sup>d</sup> : watch	Pettingale—Ephraim	Gun N 4
Starb <sup>d</sup> : watch	Parker—Thomas	Fore Top
Larb <sup>d</sup> : watch	Plunket—Abraham	
Larb <sup>d</sup> : watch	Phelps—Aholiab	
Larb <sup>d</sup> : watch	Pederson—Hants	Gun N 5
Starb <sup>d</sup> : watch	Peirce—Benj <sup>a</sup> :	Gun N 7
Starb <sup>d</sup> : watch	Potter—John	
Larb <sup>d</sup> : watch	Perry—Jacob	
Starb <sup>d</sup> : watch	Philbrook—Joel	
Larb <sup>d</sup> : watch	Pitts—Boston	Fore Braces &c
Starb <sup>d</sup> : watch	Petters—Pomp	Gun N 8
Starb <sup>d</sup> : watch	Paine—Richard	Gun N 3
Larb <sup>d</sup> : watch	Parsons—W <sup>m</sup> :	Gun N 12
Larb <sup>d</sup> : watch	Parker—Joseph	Fore Top
	Palmes—Richard <sup>10</sup>	

## R

Larb <sup>d</sup> : watch	Rogers—Chace	Gun N <sup>o</sup> : 6
Starb <sup>d</sup> : watch	Ropes—William	Gun N 2
Larb <sup>d</sup> : watch	Ryan—Michael	Gun N <sup>o</sup> : 5
Starb <sup>d</sup> : watch	Ricker—John	to attend the lights between decks

## S

Starb <sup>d</sup> : watch	Stockbridge—Sam <sup>l</sup> :	
do	Smith—John	at the Wheel
Larb <sup>d</sup> : watch	Smith—Andrew	Gun N 2
Larb <sup>d</sup> : watch	Shaw—Thomas	Forecastle
Starb <sup>d</sup> : watch	Stiles—Richard	Miz <sup>n</sup> : Mast
Starb <sup>d</sup> : watch	Snooks—William	Main Top
Starb <sup>d</sup> : watch	Sleeper—John	in the Hold
Larb <sup>d</sup> : watch	Smith—Joseph	
Larb <sup>d</sup> : watch	Sherburne—Tho <sup>s</sup> :	
Larb <sup>d</sup> : watch	Sampson—Nath <sup>l</sup> :	
Starb <sup>d</sup> : watch	Sims—James	Fore Top
Starb <sup>d</sup> : watch	Storow—Jethro	Gun N 12
Starb <sup>d</sup> : watch	Sprague—Labon	
Starb <sup>d</sup> : watch	Sweetland—Rich <sup>d</sup> :	Gun N 5
	Sawyer—Moses	in the Cockpitt
Starb <sup>d</sup> : watch	Shoot—Adam	in Fore Top
Larb <sup>d</sup> : watch	Sullaway—John	

## T

Starb <sup>d</sup> : watch	Tapping—Benj <sup>a</sup> :	Gun N 10
Larb <sup>d</sup> : watch	Taylor—James	Gun N 3
Starb <sup>d</sup> : watch	Tobine—Patrick	Gun N 8
Larb <sup>d</sup> : watch	Terry—London	Gun N 5
Starb <sup>d</sup> : watch	Thornton—James	Main Top
Starb <sup>d</sup> : watch	Tifft—Mathew	Gun N 1
Larb <sup>d</sup> : watch	Tree—Francis	Gun N 2

## W

Larb <sup>d</sup> : watch	Webber—Dan <sup>l</sup> :	Main & Miz <sup>n</sup> : Top S <sup>l</sup> : Braces
Larb <sup>d</sup> : watch	Willson—John	Gun N <sup>o</sup> : 2
Larb <sup>d</sup> : watch	Whalon—And <sup>w</sup> :	Gun N 12
Larb <sup>d</sup> : watch	Wisdom—John	Gun N 12
Larb <sup>d</sup> : watch	Welch—Walter	Fore Top
Larb <sup>d</sup> : watch	Wise—W <sup>m</sup> :	to hand Powder after hatch way
Larb <sup>d</sup> : watch	Woodbery—Cornelius	
Larb <sup>d</sup> : watch	Webb—John	Gun N <sup>o</sup> : 8

Starb <sup>d</sup> : watch	Wood—John	
Larb <sup>d</sup> : watch	Willson—James	Main Top
Starb <sup>d</sup> : watch	Woodman—Benj <sup>a</sup> :	Gun N 6
Larb <sup>d</sup> : watch	Wood—Cato	Fore Topsail Braces
Larb <sup>d</sup> : watch	Winslow—Nicholas	to hand Powder after hatchway
Starb <sup>d</sup> : watch	Waters—William	
Starb <sup>d</sup> : watch	Wetherell—Abel	to hand Powder main hatchway
Starb <sup>d</sup> : watch	Williams—Benj <sup>a</sup> :	
	Woodwell—Gideon	in the Hold
Starb <sup>d</sup> : watch	Washburn—Gideon <sup>11</sup>	
Starb <sup>d</sup> : watch	Williams—Charles	
Starb <sup>d</sup> : watch	Wood—Cuff	F. Braces & Crossjack
Starb <sup>d</sup> : watch	Woodberry—Lemuel	Gun N 1
Larb <sup>d</sup> : watch	Wright—W <sup>m</sup> :	Gun N 7
Starb <sup>d</sup> : watch	Webber—Richard	Gun N 10
	Woodman—Daniel	Gun N 3
Starb <sup>d</sup> : watch	Woodwell—Gideon Jun <sup>r</sup> :	Gun N 1
Larb <sup>d</sup> : watch	Welch—Hezekiah <sup>12</sup>	in the Waist

D, MHi, Charles W. Gray Papers.

1. In another hand, "1<sup>st</sup> Lieut."
2. In another hand, "Chaplain."
3. In another hand, "Mid."
4. In another hand, "Mid."
5. In another hand, "Quartermaster."
6. In another hand, "Third Lieutenant."
7. In another hand, "Midshipman."
8. In another hand, "Lt. Marines."
9. In another hand, "1<sup>st</sup>. Lt. Marines."
10. In another hand, "Captain Marines."
11. In another hand, "Killed in Action of July 8–1777."
12. In another hand, "Lieut."





## APPENDIX D

### AUTOBIOGRAPHY OF SIR ANDREW S. HAMOND

[Extract]

... Lord Howe & his Fleet soon after arrived in the Delaware, but not before I had taken the Fort of Billingsport,<sup>1</sup> with the assistance of the 42<sup>d</sup> Reg<sup>t</sup> which upon my application S<sup>c</sup> W<sup>m</sup> Howe sent to act under my orders.

The Reducing Mud Island & its dependencies, however, became a more serious business, & took the Admiral & General<sup>2</sup> upwards of a month before it was effected—on the first attempt to move the Ships towards it, the *Augusta* (L<sup>d</sup> Ducie) having grounded the heavy fire from the Batterys & Galleys were open upon her & the *Roe-Buck* (the latter being in the act of assisting in getting her afloat) when She took fire, and in ten Minutes the Flames reachd the Mast Head. All firing then ceased on my part Our whole attention being taken up to save the *Augusta*'s People by our Boats, which except such of the sick as could not help themselves I was fortunate enough to effect altho' under the heavy fire of 15 Galleys the whole time. The Cap<sup>t</sup> Reynolds, afterwards L<sup>d</sup> Ducie was in the act of sinking when my Barge saved him, as more than half the Ships Company were taken out of the water so rapid were the Flames.

In the week following a general Attack both by the Fleet & Army was made on Mud Island. which from the nature & manner of its being fortified, became an extremely difficult operation; on the Land side the low Marshes were such, as did not allow of Batterys to be erected within a proper distance, and obstructions, called Cheveux de Frize, were laid in the River, 5 or 600 Yards from the Island Batterys, to prevent Ships being placed within that distance. This was the Invention of the famous D<sup>r</sup> Franklin, and from the nature of their construction, being (built with very strong frames of Timber, shod with pointed Iron) and not visible even at Low water, became very formidable. The three Ships appointed to make the attack, were the *Somerset* Cap<sup>t</sup> Oury of 70 Guns, the *Isis* of 50 Cap<sup>t</sup> Cornwallis & the *RoeBuck* of 44—my own Ship. Cap<sup>t</sup> Cornwallis & myself employed ourselves in Sounding, and endeavoring to find out openings in the chevaux de Frise where we might place our Ships to advantage, (This was done frequently under Fire from the Forts<sup>3</sup> & Galleys) and not observing that Cap<sup>t</sup> Oury, nor any Person from his Ship did the same, we placed a Buoy where we thought the *Somerset* with her 32 Pounders could best annoy the Fort.—

The Admiral who lay with the rest of his Fleet off Chester, about 20 Miles further down the River fitted out a large North Country built Transport called the *Vigilant* with 18 Twenty four pounder Guns, keeping her to as light a draft of water as possible, This Ship he put into Commission & gave the Comm<sup>d</sup> to Cap<sup>t</sup> Henry—on the South side of Mud Island there was a channel which though nearly dry at low water, Galleys at high Tide had been sent down to annoy our Ships; In this channel it was intended to place the *Vigilant* to flank the Batteries, but it was only during the Hour at High water that she could be moved; when having got her with g<sup>t</sup> difficulty

more than half way up the Channel. The day for the general attack was accordingly fixed upon and notice sent up to the Senior Officer, Cap<sup>t</sup> Oury, that it would take place the next day at 10 in the Morning.

This being made known to us, I thought it right to go on Board the *Somerset*, to inform myself how the attack by Sea was to be conducted, not having recieved any directions as to the placing my own Ship, altho' both Cornwallis & myself had placed Buoys where we should drop our stern anchors, in case no general orders should be given.

My Surprize was certainly great when Cap<sup>t</sup> Ourry informed me, that he could give me no directions. That on the Receipt of the Admirals letter, he had returned an answer, saying that "his Ship was perfectly ready for Action, and should make the attack at the hour he had mentiond, but desired he might be furnished with a Pilot to move & heave his Ship."

Guessing what would be Lord Howe's situation when he should recieve this answer, I determined to go down to him; when, as I expected, I found him in a great Rage, and in the act of superceeding an Officer, who could have lain near a week within 2 Miles of the Fort he was going to attack, and not having informed himself & the Captains of the other Ships, of the anchorage each should take up. What is to be done, said the Admiral, in this delemma? The Army will be in the Boats at 6 in the morning ready to Storm, after the Ships & the *Vigilant* floating Battery, have in a degree silenced the Enemys fire, and it is now too late. to make any alteration. To which I replied I will go back to Cap<sup>t</sup> ourry and let him know that you have no Pilot to send him, not having expected he would require any; but that he might take the Cap<sup>t</sup> of the *Roebuck* or his Master to place his Ship, which of course releaved the Admirals mind, who directed me accordingly to do so.

I omit stating the particulars of the Action the next day; suffice it to say, that Captain Ourry chose the Master of the *Roebuck* to place his Ship against the Fort, rather than the Captain; and that in about 4 Hours incessant firing, from the Ships & the floating Battery (which enfiladed a part of the Enemys works) Mud Island, & its appendages surrendered to the Ships, before any of the Troops attempted to land.

This was a most fortunate Circumstance for the Army, as from a Strong Chain having been fixed, not visable above water, no Boat could have reached the Shore within it, and which was about 50 Yards distance from it & in 7 or 8 feet water. So that if the attempt to Storm the works had been made, every Man in the Boats would have been destroyed.

Sir George Osborn B<sup>t</sup> Commanded the Storming Party.—Captain Ourry was much censured by the Admiral for his Conduct; but Such was the Phlegmatic Manner in which the Naval Service was conducted at that Period That Rear Admiral Drake & several old Officers at that time gave their decided opinion, that a Captain had nothing to do in the movement of his Ship in Pilot water. Thank God that doctrine has been long Exploded.!!!!!!!—

The Capture of Mud Island, occasiond the abandonment of all the other defences of the River, and, (in consequence of order) I sailed up to The City of Philadelphia in the *Roebuck* with the Frigates & Transports

Soon after, the Admiral, with all the Ships of the Line Sailed to winter at Rhode Island, and left me to co-operate with the General, against the Enemy, until the return of the Fleet in the Spring of next Year.

I had now a new Scene open'd to me. Having not less than 25 *Pend<sup>ts</sup>* (*Frigates & Sloops*), & upwards of 250 *Sail of Transports* under my Command all of which were expected to be put in order for service in the Spring; and to be in the meantime in constant readiness to afford assistance to the Army, which was a degree of Responsibility seldom I believe entrusted to so young a Captain.

and here it may be necessary to observe that altho the General *S<sup>r</sup> W<sup>m</sup>. Howe K.B* might be considered in some degree to be in Winter Quarters, with his army of 25 thous<sup>d</sup> Men (*British & Germans*) yet as the Rebel General Washington, his Opponent, lay with his Army of Americans within 14 or 15 Miles of the City, and had detachments in various situations, one on the North side of the Delaware, all the *Departm<sup>ts</sup>* of the Army, were kept on the Alert; as was also the Navy, as far as moving or Victualing the Troops might occasion—But as in all great Garrisons a considerable degree of Dissipation frequently prevails, such was the case here to a great Extent, throughout the whole Winter Every Officer of Rank being provided with a furnishd House, and giving frequent Entertainments. My Situation therefore as *Comm<sup>dg</sup>* the Navy, became the more arduous, and altho I may take Credit to myself for keeping out of it as much as possible, yet in order to preserve a good Understanding between the Army & Navy, and keep up the Consequence of the latter, I was under the necessity of keeping a Table, and enter<sup>g</sup> into an agreem<sup>t</sup> with the General to give me one day in the week to meet the *Sen<sup>ior</sup>* Officers with such of his own as he chose to bring, to dine & pass the Evening at my House. This he readily consented to do; and altho it was of Course attended with a considerable expence yet I am persuaded nothing contributed more to preserve the good Harmony which Subsisted the whole of the time between the two services, until the return of the Commander in chief which was about 4 Months. . . .

D, ViU, Andrew S. Hamond Papers, Autobiography of Sir Andrew S. Hamond, 2: 11–18.

1. Billingsport was abandoned by the Americans and occupied by the British on 2 Oct.
2. Vice Adm. Viscount Howe and Gen. Sir William Howe.
3. Forts Mifflin and Mercer.



## APPENDIX E

### DOCUMENTS RELATING TO THE CONSTRUCTION OF A CONTINENTAL NAVY FRIGATE IN PORTSMOUTH, VIRGINIA

#### SOLOMON B. TALBOT TO MR. NEVERSON

I will be answerable, to Mr. Neverson, that he be allowed Ten per C<sup>t</sup> on all mon-  
eys which he may recover, to my Fathers Estate, from Mess<sup>rs</sup> Loyall and Maxwell for  
a Continantal Frigates Frame <sup>1</sup> deliver'd Them, for which They, honestly and Justly  
owe us the Sum of One Thousand pounds with Interest from the first day of De-  
cember 1777 being the time when the Frame was fully compleated and deliver'd ac-  
cording to Agreement.—

S. B. Talbot.

DS, Private Collection of Caroline Talbot, Williamsburg, Va., 1994. Docketed: "1777/Talbot, S. B./Letter."

1. This frigate was authorized by the Continental Congress on 20 Nov. 1776. *NDAR* 7: 223. It was de-  
stroyed on 10 May 1779, along with two French merchantmen, and five other vessels in various stages of  
construction, by an expedition under Commo. Sir George Collier. John E. Selby, *The Revolution in Virginia,  
1775–1783* (Williamsburg, Va.: The Colonial Williamsburg Foundation, 1988), pp. 204–5.

#### AN ACCOUNT OF SUNDRY TIMBERS

An Account of sundry timbers furnished by Thomas Talbot decd for the Frame  
of the Continental frigate, built at Portsmouth by Paul Loyal and David Stoddart  
esqrs Commissioners of the Continental Ship Yard

1777	For Keel and Keelson .....	324 feet
	Stem and linding .....	100
	Stern post quarter pieces } Logs & Knee } .....	120
	73 Floor timbers 18 f <sup>t</sup> long each	
	226 Lower Futtocks 15 ditto	
	113 Tair of Timbers of a side, middle & upper Futtocks &	
	Top timbers containing 53 feet in each Tare	
	67 Large Beams 34 f <sup>t</sup> each	
	208 Knees for D <sup>o</sup>	
	30 Beams for Quarter Deck 30 f <sup>t</sup> each	
	120 Knees for D <sup>o</sup>	
	13 Hooks 20 f <sup>t</sup> each	
	For Bends .....	1500
	Water Ways	
	Rudder and Counter Timbers	
	Head, Stock and Six knees	
	Pieces for Ribbons <sup>1</sup>	

Commissioners of Continental Ship yard D<sup>rs</sup>.  
To Estate of Thomas Talbot deceased—

To sundries found for the Frame of Continental Frigate at Portsmouth as P<sup>r</sup>  
above list of particulars) £1000<sup>2</sup>

NB. The above sum of One thousand Pounds was the price which the Commis-  
sioners agreed to allow—

These are to Certify that John Talbot Ship Carpenter in the County of Norfolk  
and State of Virginia, appeared this day before us Two of the Magistrates for said  
County and made oath on the Holy Evangelist of Almighty God, that in the begin-  
ing of the year One thousand seven hundred and seventy seven, he was employed by  
Solomon B Talbot Executor of the Estate of Thomas Tabot deceased to oversee a  
number of Hands cutting, hewing and giting a quantity of Ship Timber which Thomas  
Talbot decd, Father of the said Solomon B Talbot had contracted for with the Com-  
missioners of the Continental Ship Yard, and that all the Bill on Account of Ship Tim-  
ber and Framing on the other side were to his certain knowledge delivered at proper  
Landings according to agreement—The said Deponent further sayeth that during  
the time of his giting the Timber as aforesaid, he frequently received instructions  
from David Stoddart esqr. one of said Commissioners with regard to giting and cut-  
ting of said Timber—

sign<sup>d</sup>. John Talbott  
Sworn to before us this 19<sup>th</sup> August 1785  
George Kelly  
Dan Sanford

DS, Private Collection of Caroline Talbot, Williamsburg, Va., 1994. Docketed: "Talbots claim agst/the  
united States, the/original sent E Carrington esq<sup>c</sup> 23<sup>d</sup> Mar: 1787."  
1. A copy of this document in the same collection adds: "14 Negro Men and Self—3 Carrilogs; Six  
yoak/oxen, Nine Months Employed in Cutting Frame/200 Oaks 15/. each—/120 Pines 15/. Do.—"  
*Carry-log*. Virginian provincialism for a set of very tall wheels for carrying timber.  
2. A notation in the margin reads: "1777/February 8<sup>th</sup>."

"LIST OF CASH ADVANCED FOR CUTTING CONTINENTAL FRIGATE'S FRAME"

1777		
June.	Mr Butt for 16 White Oaks	4..10..
July	Atty Etheredge for 15. D <sup>o</sup> .	4..16..
Oct <sup>r</sup>	Paid Jn <sup>o</sup> . Talbot for Overlooking Workmen}	45.. ..
Nov <sup>r</sup>	Ja <sup>s</sup> . Thi[llable] for 15 Pine's	11..1[5]
	H <sup>y</sup> Butt for Timber	2..11
	Cap <sup>t</sup> . Nicols for Oats	3..12..10
	Mr <sup>s</sup> .—Butt for Fodder	2..10..
	Ja <sup>s</sup> . Breathwate for making & mending Axes &c.	8..17..
	Hen <sup>y</sup> Butt for Timber	6.. 5..
	Jon <sup>a</sup> . Hopkins for D <sup>o</sup> .	4..13.. 6
	Mathew Portlock	1.. ..
		<hr/> 95..10.. 4

1786

Nov <sup>e</sup>	Cash p <sup>d</sup> . Tho <sup>s</sup> . Hunter for Hire of three Negro	}	40 .. ..
	Men (in Specie)		£135 .. 10 .. 4

14 Negro Men Provision's Tools &c. found 9 M<sup>o</sup>. Employed—  
 6 yoa<sup>k</sup> of oxen Provender &c: D<sup>o</sup>. D<sup>o</sup>.

Cash advanced as above & Timber found for all the Frame—for which we have  
 not Rec<sup>d</sup>. the value of 1/.—

D, Private Collection of Caroline Talbot, Williamsburg, Va., 1994. Docketed: "1786/A List of Timber,  
 &c/for Frigate—."





## APPENDIX F

### AN ACT FOR THE RELIEF OF PENNSYLVANIA SOLDIERS AND SEAMEN

*An ACT making Provision for the Relief of Officers, Soldiers, Marines and Seamen, who in the Course of the present War, being in the Service of the United States of America, have been, or shall be maimed, or otherwise disabled from getting their Livelihood, and shall be resident in, or belong to the State of Pennsylvania.*

Whereas the delegates of the United States of America, in Congress, on the 26th day of August, one thousand seven hundred and seventy-six, on behalf of such commissioned and non-commissioned officers of the army and navy, as also private soldiers, marines and seamen, as in the course of the present war might lose a limb, or be otherwise so disabled, as to prevent their serving in the army or navy, or getting their livelihood, and might stand in need of relief, did enter into the following resolves, to wit:

“That every commissioned officer, non-commissioned officer, and private soldier, who shall lose a limb in any engagement, or be so disabled in the service of the United States of America, as to render him incapable afterwards of getting a livelihood, shall receive during his life, or the continuance of such disability, the one half of his monthly pay, from and after the time that his pay as an officer or soldier ceases; to be paid by the committee, as hereafter mentioned:

“That every commander of any ship of war, or armed vessel, commissioned officer, warrant officer, marine or seaman, belonging to the United States of America, who shall lose a limb in any engagement, in which no prize shall be taken, or be therein otherwise so disabled, as to be rendered incapable of getting a livelihood, shall receive during his life, or the continuance of such disability, the one half of his monthly pay, from and after the time that his pay as an officer, marine, or seaman ceases, to be paid as hereafter mentioned; but in case a prize shall be taken, at the time of such loss of limb, or other disability shall happen, then such sum as he may receive out of the neat profits of such prize, before a dividend is made of the same, agreeable to former orders of Congress, shall be considered as part of his half pay, and computed accordingly.

“That every commissioned officer, non-commissioned officer, and private soldier in the army; and every commander, commissioned officer, warrant officer, marine or seaman of any of the ships of war, or armed vessels, belonging to the United States of America, who shall be wounded in any engagement, so as to be rendered incapable of serving in the army or navy, tho’ not totally disabled from getting a livelihood, shall receive such monthly sum towards his subsistence, as shall be judged adequate by the Assembly, or other representative body of the state, where he belongs or resides, upon application to them for that purpose, provided the same doth not exceed his half-pay:

“That no commissioned officer, non-commissioned officer, and private soldier in the army, commander, commissioned officer, warrant officer, marine or seaman of any of the ships of war, or armed vessels, belonging to the United States of America, who shall be wounded or disabled, as aforesaid, shall be entitled to his half-pay, or other allowance, unless he produce to the committee, or officer appointed to receive the same, in the state where he resides or belongs, or to the assembly or legislative body of such state, a certificate from the commanding officer, who was in the same engagement, in which he was so wounded, or in case of his death, from some other officer in the same corps, and the surgeon that attended him, or a certificate from the commander of the ship of war, or armed vessel, engaged in the action, in which any officer, marine or seaman received his wound, and from the surgeon who attended him, of the name of the person so wounded, his office, rank, department, regiment, company, ship of war, or armed vessel to which he belonged, his office or rank therein, the nature of his wound, or in what action, or engagement he received it.”

And the said Delegates in Congress did at the same time recommend to the several Assemblies or Legislative Bodies of the United States of America, “to appoint some person or persons in their respective States, who shall receive and examine all such Certificates as may be presented to them, and register the same in a book, and also what support is adjudged by the Assembly or Legislative Body of their State, to those whose case requires but a partial support, and also of the payment from time to time of every half-pay and other allowance, and of the death of such disabled persons, or ceasing of such allowance, and shall make a fair and regular report of the same, quarterly, to the Secretary of Congress, or Board of War, where a separate record shall be kept of the same; and to cause payment to be made of all such half-pay or other allowance as shall be adjudged due to the persons aforesaid, on account of the United States.”

Therefore, as well in deference to the aforesaid recommendation of Congress, as in justice and gratitude to such brave men who already have, or hereafter may step forth in the service of their country, and in the same have been or may be so unfortunate as to come within the description of the said resolves, and in order to provide for their relief,

*Be it enacted, and it is hereby enacted, by the representatives of the Freemen of the Commonwealth of Pennsylvania in General Assembly met, and by the authority of the same, That upon the application of any officer of the army or navy, private soldier, marine or seaman, who in the course of the present war, shall have lost a limb or be otherwise so disabled as to prevent his serving in the army or navy, or getting his livelihood; made to any one of the justices of the peace in the several counties of this State for such relief as by the said resolve of Congress is provided for him, and shall produce to the said justice a certificate from the commanding officer in the same engagement, or of the ship of war or armed vessel in which he was so wounded, or in case of the death of the commander, from some other officer in the same corps or ship, or from the surgeon that attended him, setting forth the name of the person so wounded, his office, rank, department, regiment, company, ship of war or armed vessel, to which he belonged, the nature of his wound, and in what action or engagement he received it, the said justice shall, and he is hereby enjoined and required to call to his assistance two reputable freeholders of his neighbourhood, with whom he shall inspect and carefully examine the certificate presented, the state and*

condition of the person so applying, and the same certificate being found genuine and made out in the order as by the said resolves it is directed to be made, the said justice and freeholders shall adjust and settle the monthly pay which the bearer of such certificate shall receive agreeable to the resolves, not exceeding the half-pay and rations that such officer or private was intitled to at the time he received the wound, to commence from the time that his pay or subsistence in the army or navy ceased. And the said justice of the peace and freeholders shall indorse or affix to the said certificate an order under their hands and seals, directed to the Treasurer of the state tax, in the county in which the said justice resides, requiring him to pay to the person so disabled as aforesaid, the monthly pension allowed on his said certificate, and shall transmit the said original certificate and order to the recorder of the county to be registered in a book. And the said recorder shall make out a copy of the said certificate and order under the seal of his office, and shall deliver the said copy to the person in the said certificate and order named.

*Provided always,* That upon the application of any officer or private of the marines and seamen, the said justice and freeholders shall make enquiry whether at the time of the said officer or private's receiving his wound, any prize was taken, and what dividend the disabled person shall have received or is to receive, and shall administer to him an oath respecting such prize, so that a deduction of the amount thereof may be made out of his monthly pension agreeable to the said resolves of Congress.

*And be it further enacted by the authority aforesaid,* That the Treasurer of the state tax to whom such certificate under the seal aforesaid shall be produced and shewn, shall pay the bearer thereof such monthly pension as shall be allowed to him by the said justice and freeholders, from the time that shall be fixed in the said order, and so from month to month during his disability and residence in the county, or until other order shall be made by the Assembly with respect to such pensioner or pensioners. And the recorder shall at every quarter sessions of the respective counties, have in court all the original certificates and orders by them filed, and deliver the same to the Treasurer, who shall keep them as vouchers to his account with the committee of Assembly; and shall within sixty days after the court, transmit a fair and regular report to the Secretary of Congress, or Board of War.

*Provided,* That all such pensioned officers, soldiers, marines and seamen, as shall be found capable of doing duty in any department of the land or sea service, be liable to be employed therein, and upon refusal thereof shall forfeit and lose the pension allowed to him or them.

*Provided also, and it is hereby further enacted by the authority aforesaid,* That no officer, soldier, marine or seaman who receives his pension in this State, shall sell or assign, or otherwise dispose of his certificate and order of monthly pay, or any part or number of monthly payments thereon to become due to him, to any person or persons whatsoever, for any consideration or price whatsoever, except it be for the maintaining such pensioner during life or as long as he shall receive that pension. And all contracts for maintaining during life or during the time the pension lasts, shall be made in the presence of one justice of peace and of the overseers of the poor of the city, township or district respectively, and security given to their satisfaction. And that the person or persons who shall presume to make such purchase or take such assignment as aforesaid from any pensioner, except as in the case before excepted, being legally convicted thereof in any court of general quarter sessions of the peace

of this State, or in the supreme court of the same, shall forfeit and pay a sum equal to the sum which he has paid or contracted to be paid for such assignment of such pension, to any person who will sue or prosecute for the same, and the pensioner who has contracted for the sale or assignment of his pension shall be admitted as an evidence to the indictment, even in case he should become the prosecutor.

*And be it further enacted by the authority aforesaid,* That the justice of the peace and the freeholders that shall examine the certificates and make the orders for the payment of the pensions, shall receive the sum of Seven Shillings and Six-pence for every order, and the Recorder for recording the same and making out a copy thereof under seal, the sum of Two Shilings and Six-pence for each copy which shall be settled and allowed at every court of quarter sessions and paid by the said Treasurer at the charge of the United States.

JOHN BAYARD. SPEAKER.

*Enacted into a law, on the 18th day of September, in the year of our Lord, one thousand seven hundred and seventy-seven.*

JOHN MORRIS, junior, Clerk of the General Assembly.

*Laws Enacted in a General Assembly of the Representatives of the Freemen of the Common-wealth of Pennsylvania, 12 May 1777–14 Oct. 1777* (Lancaster: Francis Bailey, 1777), pp. 53–56.

## APPENDIX G

### A COMPILATION OF NOVA SCOTIA VESSELS SEIZED DURING THE AMERICAN REVOLUTION AND LIBELLED IN THE NEW ENGLAND PRIZE COURTS by John D. Faibisy

"Let them that wish well to their souls flee from privateers as they would from the jaws of hell," wrote a Nova Scotia missionary seized by an American vessel in 1781, "for methinks a privateer may be called a floating hell."<sup>1</sup>

Many Nova Scotia colonists agreed with Henry Alline's telling definition of the privateer, a visitor to their shores throughout the Revolutionary War. The sharp denunciations of the settlers, which took the form of petitions to both American authorities and His Majesty's Government at Halifax, correspondence to friends and relatives, and scribbled diary entries, tell of impudent raiders who crippled the provincial trade, fell upon small vessels that sought shelter in town harbors, rivers and inlets, and descended upon coastal communities to seize prominent citizens for ransom. The bewildered Nova Scotia residents, most of whom had emigrated to the peninsular province from New England, failed to appreciate the new and aggressive behavior of their seafaring neighbors, who usually fitted out in Yankee ports.

After the American Revolution the deeds of the brazen intruders were captured in written reminiscences as well as in an oral tradition in both the United States and British North America. By the time of the Canadian Confederation, local historians in Nova Scotia and New England were recording tales of plunder and adventure. At least one nineteenth-century researcher made extensive use of records in the Massachusetts Archives to document the outrageous conduct of the Yankee brigands.<sup>2</sup> The twentieth century brought sophisticated analyses of the role played by Revolutionary privateers, made by meticulous scholars well versed in Nova Scotia history.<sup>3</sup>

No researcher has, to my knowledge, endeavored to compile a list of Nova Scotia vessels<sup>4</sup> taken by American privateers, thereby helping to illustrate the substantial economic damage inflicted upon Nova Scotia and Western Nova Scotia (now New Brunswick) during the war years. Formidable barriers stand in the way of such a compilation. Throughout the Revolution many raiders traded the role of privateersman for that of pirate by refusing to libel prizes in the New England admiralty courts, which did not begin to function until early 1776 and which proved to be the most active of the American prize courts. The extant records of these courts are scattered and far from complete. Moreover, the notices of libel in New England newspapers during the Revolution, which provide accurate information in such areas as a prize's lading and approximate trial date, fail to record the ports of disembarkation and destination of seized vessels, a curious omission not neglected in earlier wars with Spain and France.

Nevertheless, a partial list of Nova Scotia vessels captured and libelled in Yankee prize courts during the Revolutionary War can be compiled by contrasting the notices of libel in the New England press with a number of valuable primary and secondary sources. The following sources were consulted for this compilation:

- I. Articles in New England newspapers, 1775–83.
- II. Articles in British and Loyalist newspapers (including *Nova Scotia-Gazette*), 1775–83.
- III. *Documentary History of the State of Maine (Collections of the Maine Historical Society, 2d Series)*, edited by James P. Baxter, 24 vols. (Portland: The Society, 1869–1916), especially vols. 14–22.
- IV. New Hampshire Prize Court Records, Rockingham County Office, Exeter, N.H.
- V. Massachusetts State Archives, Boston, Mass.
- VI. Records of the Supreme Judicial Court of Suffolk County, Government Center, Boston, Mass.
- VII. Connecticut Prize Court Records, Connecticut State Library, Hartford, Conn.
- VIII. Rhode Island Prize Court Records, State House, Providence, R.I.
- IX. *NDAR*, vols. 1–7.
- X. “Lists of British vessels captured by American privateers,” *The Remembrancer*.
- XI. Simeon Perkins, *The Diary of Simeon Perkins, 1760–1780*, ed. by Harold A. Innis, 3 vols. (Toronto: Champlain Society, 1948–61), and *The Diary of Simeon Perkins, 1780–1789*, ed. by D.C. Harvey (Toronto: Champlain Society, 1958).
- XII. An Instrument of Protest against the Seizure of the Sloop *Success*, 30 Nov. 1775, by American rebels on return from Nova Scotia, dated 27 Dec. 1775, Boston Public Library.
- XIII. Gardner W. Allen, *A Naval History of the American Revolution*, 2 vols. (Boston: Houghton Mifflin Co., 1913).
- XIV. Louis F. Middlebrook, *History of Maritime Connecticut during the American Revolution, 1775–1783*, 2 vols. (Salem, Mass.: Essex Institute, 1925).
- XV. Records of the Court of Appeals in Cases of Capture, 1776–1787, Records of the Supreme Court of the United States, RG 267, National Archives, Washington, D.C.
- XVI. *Report of the Board of Trustees of the Public Archives of Nova Scotia for the Year ended 30th November 1936*. Appendix C gives a list of vessels entering Halifax, July 4, 1778, to November 15, 1781.

An examination of these sources reveals Nova Scotia vessels libelled in maritime courts throughout the rebellious Yankee colonies. In this list, which is arranged by year and thereunder alphabetically by name of prize, I have used the following symbols to designate the admiralty courts:<sup>5</sup>

- |    |   |
|----|---|
| E  | Court for the Eastern District of Massachusetts (District of Maine), holding sessions in Pownalborough or Falmouth. |
| H  | Court for Hartford, Connecticut.  |
| M  | Court for the Middle District of Massachusetts, usually meeting in Boston.  |
| NH | Court for Portsmouth, New Hampshire.  |
| NL | Court for New London, Connecticut.  |
| RI | Court for Providence, Rhode Island.   |
| S  | Court for the Southern District of Massachusetts, usually convening in Plymouth.                                    |

The officials in these prize courts encountered a number of perplexing questions. Perhaps their most difficult determination involved the paper certificates found on a craft. In some cases, the court officers discovered more than one set of papers on board a captured vessel, whose owner or master attempted to avoid seizure by obtaining several certificates, each giving a different national allegiance, owner, or name for the craft or master. For such prizes, I have included in this list the alternate name of the vessel or master, which is placed in parentheses under the first given name.

The prize court records, articles in the Revolutionary newspapers of New England, and the other sources consulted constitute a treasure house of source material for students interested in maritime history, illustrating the disruption of Nova Scotia trade by American privateers and the subsequent dependence of the colony upon Great Britain for new markets. The sources further disclose the existence of clandestine trading activities between the Yankee colonies and their northern neighbors while verifying the severe economic losses Nova Scotia suffered as a result of the zeal shown by Revolutionary privateersmen and their allies.<sup>6</sup> Arguments concerning the disruption of internal commerce and communication in Nova Scotia also receive support from these sources.

Many more prizes were captured in Nova Scotia waters, and presumably libelled in the courts of New England, than I was able to determine, especially for the last years of the Revolution. By that late date, however, seizures off Nova Scotia had become so commonplace that the New England newspapers, upon which I relied heavily in the compilation of this list, failed even to note them.

1. Henry Aline, *The Life and Journal of the Rev. Mr. Henry Aline* (Boston: Gilbert and Dean, 1806), p. 143.

2. See Edmund Duval Poole, compiler, *Annals of Yarmouth and Barrington in the Revolutionary War* (Yarmouth, Nova Scotia: Lawson Brothers, 1899).

3. See, particularly, John Bartlet Brebner, *The Neutral Yankees of Nova Scotia* (New York: Columbia University Press, 1937); and George A. Rawlyk, *Nova Scotia's Massachusetts, A Study of Massachusetts-Nova Scotia Relations, 1630 to 1784* (Montreal: McGill-Queen's University Press, 1973), ch. 13.

4. This list contains only vessels seized while bound to or from Nova Scotia. Not included are craft owned by Nova Scotia settlers or craft which had previously sailed from or to that colony but which had non-Nova Scotia ports of disembarkation and destination at the time of capture. Thus a prize such as *Nova Scotia Packet* is omitted from this list since at the time of her capture in 1777 she was bound from Newport to Long Island.

5. Although Connecticut admiralty courts met in New Haven, Fairfield and Litchfield for a time during the Revolution, I could not find any record of prizes libelled there which, at the time of capture, were bound to or from Nova Scotia. In the Connecticut and Massachusetts courts, it was possible for a seizure to be libelled in one court with a change of venue to another court within the same state later occurring.

6. For prizes taken by the Indians and the French, see entries 117 and 190 in the list.

No.	Type and Name	Master	Tonnage	Out of	Bound for	Lading	Taken by	Approximate Trial Date	Court	Source(s)
1776										
1.	Ship <i>Belle</i>	Jones	300	Annapolis, N.S.	Jamaica	Fish, timber & spars	Job Pierce	9 Nov. 1776	RI	I, VIII
2.	Schooner <i>Betsey</i>	Foster	30	Liverpool, N.S.	Halifax	Cattle & roots	Agreen Crabtree	14 Nov. 1776	E	I, II, XI
3.	Sloop <i>Betsey</i>	Heath	115	Nova Scotia	Boston	Fish & spars	—	25 Apr. 1776	S	I, IX
4.	Brig <i>Betsey</i>	Wormstead	115	Boston	Halifax	Provisions	—	5 Sept. 1776	E	V, IX
5.	Sloop <i>Betsey</i>	—	60	Massachusetts	Halifax	Cordwood	Daniel Waters	15 Oct. 1776	M	I
6.	Schooner <i>Britannia</i>	Baker	40	Halifax	Yarmouth, N.S.	Provisions	Agreen Crabtree	14 Nov. 1776	E	I, VI
7.	Sloop <i>Britannia</i>	Hall	80	Nova Scotia	Boston	Hay & wood	Nicholas Martindale	25 Apr. 1776	S	I
8.	Ship <i>Cambden</i>	Richardson	300	Nova Scotia	Jamaica	Fish, boards & spars	Christopher Whipple	19 Nov. 1776	M	I
9.	Sloop <i>Charlotte</i>	Cox	—	Halifax	New York	Tools	Montgomery & Schuyler	1 Oct. 1776	RI	I
10.	Schooner <i>Charming Anne</i>	Jones	26	—	Nova Scotia	Provisions	Putnam	11 Dec. 1776	E	I, X
11.	Ship <i>Creighton</i>	Ross	200	Antigua	Halifax	439 puncheons of rum	Henry Johnson	30 July 1776	M	I, VI
12.	Schooner <i>Diligent</i>	Knight	100	Halifax	Machias	Provisions	Jeremiah O'Brien	9 Sept. 1776	E	I, III
13.	Schooner <i>Dispatch</i>	Goodridge	90	Halifax	New York	—	Tyrannicide	5 Sept. 1776	M	I, XIII
14.	Schooner <i>Dragon</i>	Knowlton	60	Liverpool, N.S.	fishing voyage	Fish	William Carleton	19 Nov. 1776	M	V
15.	Brig <i>Elizabeth</i>	Edwards	90	Halifax	Jamaica	Lumber	Daniel Waters	17 Dec. 1776	M	V
16.	Brig <i>Elizabeth</i>	Ramsey	140	Boston	Nova Scotia	Woolens, shoes & Tory goods	Lynch, Hancock & Lee	20 Aug. 1776	NH	I, IX
17.	Schooner <i>Endeavour</i>	Dyer	125	Bermuda	Halifax	Salt & rum	Montgomery	30 Nov. 1776	RI	I, VIII
18.	Schooner <i>Falmouth Packet</i>	Danks	—	Windsor, N.S.	Boston	Potatoes, oxen, turnips, & hay	—	3 Sept. 1776	E	I, IX
19.	Brig <i>Fanny</i>	Blythe	75	Barbados	Halifax	Rum & sugar	—	5 July 1776	S	I, X
20.	Ship <i>Henry and Esther</i>	Nellis	300	Nova Scotia	Boston	Meat, wood & bedding	Lee & Franklin	28 Mar. 1776	M	I, IX
21.	Sloop <i>Hero</i>	Perkins	70	Halifax	Antigua	Fish	Success	15 Oct. 1776	M	I
22.	Brig <i>Hiram</i>	Thrasher	50	Ireland	Halifax	Provisions	Retaliation	19 Nov. 1776	M	I
23.	Schooner <i>Industry</i>	Coffin	85	Nova Scotia	Boston	Provisions & livestock	William Coit	25 Apr. 1776	S	I, IX
24.	Sloop <i>Industry</i>	Farnam	50	Cornwallis, N.S.	fishing voyage	Fish	Fair Lady	18 Oct. 1776	M	V
25.	Brig <i>John</i>	Wallis	100	Liverpool, England	Halifax	—	—	12 Nov. 1776	S	X
26.	Ship <i>Julius Caesar</i>	Uzuid	300	London	Halifax	Woolens, linens & foodstuffs	Republic	17 Dec. 1776	M	I, V
27.	Schooner <i>Kitty and Nancy</i>	Pinnock	95	Nova Scotia	—	—	Putnam	22 Nov. 1776	M	X
28.	Brig <i>Loyal Briton</i>	—	100	St. John River	Boston	Livestock	Stephen Smith	6 Aug. 1776	E	I, II
29.	Schooner <i>Mary and Elizabeth</i>	Bruce	—	Barbados	Halifax	Rum & sugar	Spy	Nov. 1776	H	VII, XIV
30.	Brig <i>Nabby</i>	Mason	150	Nova Scotia	—	—	Independence	15 Oct. 1776	M	X
31.	Sloop <i>North Briton</i>	Richie	60	Boston	Annapolis, N.S.	Dry goods	—	19 Mar. 1776	M	I
32.	Sloop <i>Peggy</i>	Bradford	30	Port Medway	Liverpool, N.S.	Hay	Agreen Crabtree	14 Nov. 1776	E	I, XI
33.	Ship <i>Peggy</i>	Kennedy	240	Halifax	New York	Flour, mutton, beef & cloth	—	5 Sept. 1776	M	I, V, X
34.	Schooner <i>Polley</i>	Basset	90	Nova Scotia	fishing voyage	Fish	—	15 Nov. 1776	S	I, IX



35.	Sloop <i>Polly</i>	Smith	80	Nova Scotia	Boston	Turnips & Spanish dollars	<i>Lee</i>	20 Mar. 1776	M	I, IX
36.	Sloop <i>Polly</i>	White	75	Nova Scotia	Boston	Provisions & livestock	William Coit	25 Apr. 1776	S	I, IX
37.	Schooner <i>Polly</i>	—	70	St. John River	Halifax	Lumber	<i>Putnam</i>	13 Dec. 1776	E	V, VI
38.	Schooner <i>Property</i>	Freeman	90	Cape Nicholas Mole ✓	Liverpool, N.S.	Molasses, sugar, cotton & coffee	<i>Montgomery &amp; Eagle</i>	18 Nov. 1776	RI	I, VIII
39.	Ship <i>Queen of England</i>	Arnout	200	London	Halifax	Pork, oatmeal & butter	<i>Caleb Hopkins</i>	19 Aug. 1776	M	I, X
40.	Schooner <i>Rainbow</i>	McMonagle	30	Nova Scotia	Boston	Potatoes & turnips	<i>Warren</i>	6 Aug. 1776	NH	I
41.	Schooner <i>Ranger</i>	Lewis	40	Nova Scotia	fishing voyage	Provisions	<i>Putnam</i>	13 Dec. 1776	E	V, VI
42.	Schooner <i>Roebuck</i>	White	50	Nova Scotia	—	—	—	12 Nov. 1776	S	I, XI
43.	Brigantine <i>Royal George</i>	Doyle	100	Ireland	Halifax	Pork, beef, peas, butter & soap	<i>Dolphin &amp; Hannah and Molly</i>	15 Oct. 1776	E	I, X
44.	Schooner <i>Sally</i>	Noble	40	Halifax	New York	Fish & staves	<i>Lee</i>	19 Nov. 1776	M	I, X
45.	Schooner <i>Sally</i>	Vaulpey	30	Nova Scotia	fishing voyage	Fish	<i>Putnam</i>	14 Nov. 1776	E	V
46.	Sloop <i>Success</i>	Hitch	50	Halifax	Boston	Provisions	—	21 Mar. 1776	M	XII
47.	Brig <i>Success</i>	Kelleur	130	Nova Scotia	Isle of Jersey	—	Esek Hopkins	11 Nov. 1776	RI	I
48.	Cutter <i>Tutmagush</i>	—	—	Halifax	Machias	Provisions	B. Foster & J. O'Brien	9 Sept. 1776	E	I, III
49.	Ship <i>Three Brothers</i>	Smith	60	Dominica	Halifax	Rum & molasses	—	1 Oct. 1776	S	I, X
50.	Sloop <i>Two Friends</i>	Copeland	—	Tortola	Liverpool, N.S.	Molasses, sugar, rum & salt	<i>Andrew Doria</i>	17 June 1776	RI	IX
51.	Sloop <i>Two Friends</i>	Rose	95	Tortola	Halifax	West Indian produce	<i>Machias Liberty</i>	2 Aug. 1776	M	IX
52.	Schooner <i>White Oak</i>	Doane	30	Nova Scotia	—	—	<i>Putnam</i>	14 Nov. 1776	E	V
53.	Sloop —	—	—	Jamaica	Halifax	Dry goods & salt	—	19 Aug. 1776	E	I, V
1777										
54.	Brig <i>Active</i>	Fox	150	Liverpool, N.S.	Halifax	Provisions	John Paul Jones	14 Jan. 1777	S	I, X
55.	Sloop <i>Adventure</i>	Foot	60	Halifax	Bay of Fundy	Fish	<i>Blackbird</i>	23 Dec. 1777	M	V
56.	Schooner <i>Adventure</i>	Hinckley	17	Dominica	Halifax	Rum	Joseph Conkling	16 July 1777	S	I, XIV
57.	Brig <i>Athol</i>	Wadie	100	Halifax	Dominica	Fish & lumber	<i>American Revenue</i>	22 Apr. 1777	S	I, X
58.	Sloop <i>Betsey</i>	Grant	80	Halifax	Quebec	—	<i>Cutter &amp; Dolphin</i>	25 Nov. 1777	M	II, X
59.	Brig <i>Charming Sally</i>	M'Croesky	150	Halifax	Ireland	—	Jonathan Oaks	31 July 1777	M	X
60.	Brig <i>Cleveland</i>	Norman	130	Halifax	Chaleur Bay	—	<i>Fanny</i>	10 Oct. 1777	M	X
61.	Brig <i>Dianna</i>	Bound	100	Halifax	Newfoundland	—	<i>Dolphin</i>	7 Oct. 1777	M	X
62.	Schooner <i>Endeavour</i>	Potter (Porter)	25	—	Liverpool, N.S.	20 bushels of corn	Tristram Jordan	25 Aug. 1777	E	III
63.	Schooner <i>Fair Wind</i>	Webber	30	Annapolis, N.S.	Halifax	Fish	<i>Revenge</i>	25 Nov. 1777	M	V
64.	Ship <i>Ferryboat (Fowey)</i>	Channel	300	Ireland	Halifax	Provisions	<i>Mars</i>	25 Nov. 1777	M	V, X
65.	Schooner <i>Friends</i>	Pensy	30	—	Halifax	—	<i>Fanny</i>	19 Aug. 1777	M	V
66.	Brigantine <i>Friendship</i>	Appleton	120	—	Halifax	Provisions	<i>Hawke</i>	25 Nov. 1777	M	I
67.	Schooner <i>Halifax Packet</i>	Smith	70	Halifax	New York	Fish & staves	<i>Washington</i>	14 Jan. 1777	S	I, IX
68.	Schooner <i>Hawke</i>	Collins	70	Canso	Barbados	Fish & oil	<i>Lee</i>	29 May 1777	M	I
69.	Schooner <i>Hope</i>	Caldwell	50	England	Nova Scotia	Provisions	—	9 Jan. 1777	NH	I
70.	Schooner <i>Industry</i>	Valpey	40	Yarmouth, N.S.	St. John River	Molasses, rum, pork & rice	William Albee	25 Aug. 1777	E	V
71.	Brig <i>James</i>	Pierpont	100	Tobago	Halifax	Rum & sugar	<i>Cutter &amp; Terrible</i>	25 Nov. 1777	M	I, X
72.	Brigantine <i>Lusannah (Lusannar)</i>	Wood	70	London	Halifax	English goods valued at £12,000	<i>McClary</i>	8 Dec. 1777	NH	I, IV

No.	Type and Name	Master	Tonnage	Out of	Bound for	Lading	Taken by	Approximate Trial Date	Court	Source(s)
73.	Sloop <i>Molly</i>	Young	60	Pictou, N.S.	Scotland	Lumber	Obadiah Ayers	28 Jan. 1777	M	V
74.	Sloop <i>Peggy</i>	Rowe	70	New York	Halifax	Provisions	<i>Sturdy Beggar</i>	16 Sept. 1777	M	V
75.	Brig <i>Perseverance</i>	Landers	50	Halifax	West Indies	Fish & lumber	<i>Hawk</i>	25 Feb. 1777	M	I, X
76.	Brig <i>Phoenix</i>	Neill	45	England	Nova Scotia	Fish & lumber	<i>Speedwell</i>	25 Nov. 1777	M	I
77.	Schooner <i>Polly</i>	Clough	60	England	Halifax	Beef, flour & cloth	<i>Cutter</i>	25 Nov. 1777	M	V, VI, XI
78.	Schooner <i>Polly</i>	Collins	35	West Indies	Nova Scotia	Rum & sugar	<i>Dolphin</i>	19 Aug. 1777	E	VI
79.	Sloop <i>Polly</i>	Hall	30	cut out of Liverpool, N.S.	Halifax	—	Agreen Crabtree	1 Apr. 1777	E	VI
80.	Sloop <i>Polly</i>	Herkett	20	Halifax	New York	Dry goods, duck, & cordage	<i>Fanny</i>	19 Aug. 1777	M	I
81.	Brigantine <i>Rising Sun</i>	Salter	100	Liverpool, N.S.	Halifax	Provisions	<i>Dolphin</i>	19 Aug. 1777	M	V, XI
82.	Ship <i>Royal George</i>	Young	220	England	Halifax	English goods	<i>Satisfaction</i>	29 Apr. 1777	M	I
83.	Schooner <i>Sally</i>	Allen	45	Halifax	Quebec	—	<i>Black Snake</i>	23 Dec. 1777	M	X, XI
84.	Sloop <i>Sally</i>	Arrowbury (Arenburg)	50	Spanish River	Halifax	Coal & oil	<i>Lizard</i>	23 Dec. 1777	M	I, V
85.	Schooner <i>Sally</i>	Eliot	70	Halifax	West Indies	Fish & provisions	<i>Independence</i>	14 Jan. 1777	S	I, XIV
86.	Schooner <i>Sally</i>	Stone	50	Halifax	West Indies	Fish & provisions	<i>Independence</i>	14 Jan. 1777	S	I, XIV
87.	Sloop <i>Sally</i>	—	70	—	Annapolis, N.S.	Lumber	Thomas Stimson	16 Jan. 1777	E	VI
88.	Schooner <i>Two Friends</i>	Birch	65	Halifax	Louisburg	—	<i>Spy</i>	16 Sept. 1777	M	X
89.	Sloop <i>Unity</i>	Johnson	95	West Indies	Cornwallis, N.S.	Rum & sugar	Samuel Nichols	27 June 1777	M	I
1778										
90.	Schooner <i>Ainslie</i>	Peper	60	Halifax	Quebec	Provisions	<i>Lizard</i>	13 Jan. 1778	M	I, X
91.	Schooner <i>Aurora</i>	Doucett	60	Nova Scotia	fishing voyage	Fish	<i>Pompey</i>	3 Sept. 1778	S	V
92.	Schooner <i>Betsey</i>	Hunter	—	Martinique	Halifax	Molasses, rum & sugar	Kingsman Peverly	29 June 1778	NH	I
93.	Schooner <i>Betsey</i>	Saywood	50	Nova Scotia	fishing voyage	Fish	<i>Conte-Pea</i>	9 June 1778	M	V
94.	Sloop <i>Bird</i>	Farnam	40	Nova Scotia	fishing voyage	Fish	William Dennis & John Brown	11 Nov. 1778	M	V
95.	Schooner <i>Buck</i>	Bell	30	New Providence	Halifax	Pineapples & yams	Samuel Ingersol	5 July 1778	M	VI
96.	Brig <i>Carolina</i>	Misnard	250	British Isles	Nova Scotia	Provisions	<i>Putnam</i>	11 Nov. 1778	M	I
97.	Sloop <i>Desire</i>	Atkins	60	Halifax	Port Medway	—	Thomas Shucker	26 Oct. 1778	NH	XVI
98.	Schooner <i>Dove</i>	McGray	45	Halifax	Yarmouth, N.S.	Provisions	<i>Terrible</i>	5 May 1778	M	V, XI
99.	Schooner <i>Edward</i>	Taylor	65	Nova Scotia	—	Fish	<i>Lively</i>	5 May 1778	M	I
100.	Sloop <i>Elizabeth</i>	Littlefield	—	Passamaquoddy	West Indies	Lumber	<i>Congress</i>	28 Mar. 1778	M	V
101.	Schooner <i>Elizabeth</i>	Young	100	Nova Scotia	—	Provisions	<i>Washington</i>	13 Jan. 1778	M	I
102.	Brig <i>Exeter Galley</i>	Black	250	—	Nova Scotia	Provisions	<i>Fair Play</i>	5 July 1778	M	I
103.	Sloop <i>Fancy</i>	Johnson	45	Antigua	Halifax	Sugar & rum	G. Hoxsie & C. Jeneckes	12 Aug. 1778	RI	VIII, XV
104.	Schooner <i>Hope</i>	Hillier	60	Jamaica	Halifax	Rum & limes	J. Griffiths & D. Brooks	14 July 1778	H	VII
105.	Sloop <i>Liverpool</i>	Cobb	—	Halifax	New York	Coal	<i>Retaliation</i>	28 Apr. 1778	H	VII, XI

106.	Brig <i>Margaret and Mary</i>	Izitt	180	Halifax	London	Lumber & fish	<i>Mars</i>	17 Mar. 1778	M	I, X
107.	Ship <i>Maria</i>	Farriah	300	Halifax	Jamaica	Fish & staves	<i>General Starks</i>	11 Nov. 1778	M	V, XVI
108.	Schooner <i>Mayflower</i>	Graves	15	Annapolis, N.S.	St. John River	Corn, beans & peas	<i>Hannah and Molly</i>	23 June 1778	E	V
109.	Schooner <i>Molly</i>	—	60	Ireland	Nova Scotia	Provisions	<i>Terrible Creature</i>	8 July 1778	M	I, XI
110.	Schooner <i>Neptune</i>	Wallace	50	Nova Scotia	—	Provisions	<i>Cutter &amp; Dolphin</i>	19 May 1778	M	I
111.	Schooner <i>Peace and Plenty</i>	Bluefield (Sheffield)	40	Cornwallis, N.S.	—	—	<i>Harlequin</i>	5 July 1778	M	XI
112.	Brig <i>Penelope</i>	Thomson	200	Scotland	Halifax	Wine, porter & cheese	<i>Mars</i>	7 Oct. 1778	M	I
113.	Schooner <i>Polly</i>	Amere	15	Yarmouth, N.S.	Cornwallis, N.S.	Salt, rum & cloth	<i>Resolution</i>	12 Aug. 1778	M	V
114.	Schooner <i>Polly</i>	Marston	80	Halifax	Canso	—	<i>General Gates</i>	7 Oct. 1778	M	XVI
115.	Schooner <i>Prosperity</i>	Verge	18	Halifax	Liverpool, N.S.	—	<i>Rambler</i>	21 Sept. 1778	NH	XVI
116.	Schooner <i>Resolution</i>	Long	15	Passamaquoddy	Annapolis, N.S.	Lumber	<i>Hannah and Molly</i>	25 Feb. 1778	E	V
117.	Schooner <i>Sally</i>	Haliburton	40	Passamaquoddy	Nova Scotia	Lumber	Indians (St. John Tribe)	24 Nov. 1778	E	I, V
118.	Sloop <i>Sally</i>	Williams	65	Bermuda	Nova Scotia	Rum & molasses	<i>Washington &amp; Lizard</i>	5 July 1778	M	V, XI
119.	Schooner <i>Seaflower</i>	Wheeler	15	Annapolis, N.S.	Lunenburg, N.S.	Fish	<i>Congress</i>	6 May 1778	E	I
120.	Schooner <i>Studholm</i>	Lovel	20	St. John River	Nova Scotia	Provisions	Patrick Buchanan	24 Nov. 1778	E	I
121.	Schooner <i>Susanna</i>	Turner	30	cut out of Barrington	—	Provisions	William Preston & John Blackler	12 Aug. 1778	M	V, XI
122.	Brig <i>Two Brothers</i>	Glassen	100	Halifax	Newfoundland	—	<i>Cumberland</i>	12 Aug. 1778	M	XVI
123.	Schooner <i>Two Friends</i>	Atwood	40	Nova Scotia	—	Fish	<i>Viper</i>	12 Aug. 1778	M	I
124.	Schooner <i>Thomas</i>	Morrison	70	Jamaica	Halifax	Rum, sugar & molasses	<i>Warren</i>	11 Nov. 1778	M	I
1779										
125.	Sloop <i>Adventure</i>	Glas	50	Nova Scotia	—	Lumber	<i>Beaver</i>	24 Aug. 1779	M	I
126.	Sloop <i>Alexander</i>	Monkhouse	70	Grenada	Halifax	Provisions	<i>Active</i>	5 Aug. 1779	M	II, III
127.	Sloop <i>Argyle</i>	Maxwell	40	Halifax	Annapolis, N.S.	—	<i>Sweat</i>	22 Mar. 1779	M	XVI
128.	Schooner <i>Betsy</i>	Corning	30	Yarmouth, N.S.	Boston	Salt	—	2 Sept. 1779	RI	VIII
129.	Schooner <i>Chatham</i>	Doan	20	Halifax	Barrington, N.S.	—	John Marsh	6 July 1779	M	XVI
130.	Sloop <i>Elizabeth</i>	Andrews	50	Halifax	Lunenburg, N.S.	—	<i>Blackbird</i>	20 Oct. 1779	E	XVI
131.	Sloop <i>Elizabeth</i>	Tufts	80	Nova Scotia	—	Fish	William Nickles	22 Nov. 1779	E	I
132.	Brig <i>Experiment</i>	Black	80	Antigua	Halifax	Rum & molasses	William O'Brien	8 Dec. 1779	M	VI
133.	Sloop <i>Friendship</i>	Valpey	70	Nova Scotia	—	Fish	<i>Fame</i>	6 Oct. 1779	M	I
134.	Brig <i>Jenny</i>	Atwood	90	Halifax	whaling voyage	—	<i>Fame</i>	24 Aug. 1779	M	XVI
135.	Schooner <i>John</i>	Foot	70	Halifax	St. Eustatius	Lumber	<i>Terrible</i>	6 July 1779	M	I, XVI
136.	Sloop <i>Lively</i>	Cleveland	40	St. Augustine	Liverpool, N.S.	Provisions	Gordon Barnham	15 June 1779	H	VII
137.	Sloop <i>Macaroni</i>	White	—	Nova Scotia	New England	Fish	<i>Snake</i>	13 Apr. 1779	H	I, VII
138.	Brig <i>Peggy</i>	Curtis	100	—	Nova Scotia	Fish	<i>Sweat</i>	22 Mar. 1779	M	I
139.	Sloop <i>Peggy</i>	Kenney	—	Halifax	New York	Lumber	<i>Young Cromwell</i>	5 Oct. 1779	NL	VII, XIV
140.	Schooner <i>Polly (Old Shad)</i>	Atwood	30	Liverpool, N.S.	Halifax	Provisions	<i>Greyhound &amp; Sweat</i>	6 July 1779	M	I, XI, XVI
141.	Schooner <i>Polly</i>	Bradford	60	Liverpool, N.S.	Halifax	—	<i>Springbird</i>	19 May 1779	M	XI
142.	Sloop <i>Rambler (Ranger)</i>	Atkins	80	New York	Halifax	Provisions	<i>Sweat</i>	6 July 1779	M	I, V
143.	Ship <i>Revenge</i>	Shepherd	300	New York	Halifax	Molasses, rum & sugar	<i>Charming Sally &amp; Minerva</i>	7 July 1779	M	I
144.	Schooner <i>Sea Flower</i>	Cobb	12	cut out of Port Medway	—	—	<i>Cato</i>	7 Dec. 1779	M	XI

No.	Type and Name	Master	Tonnage	Out of	Bound for	Lading	Taken by	Approximate Trial Date	Court	Source(s)
145.	Schooner <i>Squirrel</i>	Sharpe	40	Lunenburg, N.S.	Halifax	Provisions	<i>Greyhound</i>	19 May 1779	M	V, XVI
146.	Shallop <i>Susannah</i>	Verge	12	—	Liverpool, N.S.	—	<i>Cato</i>	7 Dec. 1779	M	XI
147.	Schooner <i>True Blue</i>	Buchanan	70	Halifax	privateering cruise	Provisions	<i>Franklin</i>	6 July 1779	M	I
148.	Schooner <i>William</i>	Baker	70	Halifax	Quebec	Provisions	<i>Tiger</i>	8 Dec. 1779	M	I, XVI
149.	Schooner <i>William</i>	McKay	50	Halifax	Quebec	—	<i>Revenge</i>	24 Aug. 1779	M	XVI
150.	Sloop <i>William</i>	Valpey	60	Halifax	New York	Dry goods	<i>Sweat</i>	22 Mar. 1779	M	I
151.	Snow <i>York</i>	Webb	130	Halifax	Surinam	Fish	<i>True American</i>	19 May 1779	M	I, XVI
152.	Schooner —	Long	15	—	Nova Scotia	Provisions	John Andrews	20 Oct. 1779	E	I
153.	Schooner —	Young	15	—	Nova Scotia	Provisions	Philip Ulmer	20 Oct. 1779	E	I, III
154.	Brig —	—	130	Halifax	Newfoundland	Provisions	<i>Fame</i>	7 Dec. 1779	M	I
1780										
155.	Brig <i>Adventure</i>	Carpenter	150	London	Halifax	Dry goods & cordage	<i>Deane</i>	23 Aug. 1780	M	II
156.	Sloop <i>Annapolis</i>	Young	80	Halifax	—	Iron & flour	<i>Sweat</i>	19 Apr. 1780	M	I, XI
157.	Sloop <i>Betsey</i>	Collicut	80	Halifax	Chester, N.S.	Provisions	<i>Centipede</i>	25 July 1780	M	I, XVI
158.	Sloop <i>Cumberland Packet</i>	Sharp	80	cut out below Cumberland	—	Furniture & clothing	<i>Cato</i>	25 July 1780	M	I, V
159.	Schooner <i>Favorite Hannah</i>	Fuller	30	Halifax	West Indies	—	<i>Rambler</i>	21 Nov. 1780	M	XVI
160.	Schooner <i>Good Intent</i>	Levy	70	Halifax	Chester, N.S.	—	<i>Trial</i>	3 Oct. 1780	M	XVI
161.	Schooner <i>Good Intent</i>	McGregor	15	Nova Scotia	—	Provisions	Cornelius Thompson	25 July 1780	M	I
162.	Schooner <i>Halifax Rover</i>	Ranger	25	Nova Scotia	—	Provisions	<i>Morningstar</i>	21 Nov. 1780	M	I
163.	Schooner <i>Hannah</i>	Webber	20	Nova Scotia	—	Fish	<i>Cato</i>	25 July 1780	M	I, V
164.	Sloop <i>Jane</i>	Avery	70	West Indies	Nova Scotia	Rum, sugar & molasses	<i>Neptune</i>	23 Aug. 1780	M	I, XVI
165.	Brig <i>John and Rachel</i>	Henderkin	100	West Indies	Nova Scotia	Rum, sugar & molasses	<i>Deane</i>	21 Nov. 1780	M	I, XVI
166.	Schooner <i>Peggy (Flying Fish)</i>	Greenwood	9	cut out of Halifax	—	Fishing gear & stores	Thomas Hooper	25 May 1780	E	II, V
167.	Schooner <i>Ranger</i>	McGray	35	Nova Scotia	—	Provisions	John Ravell	21 Nov. 1780	M	V
168.	Brig <i>Resolution</i>	Ross	200	Halifax	privateering cruise	Provisions	<i>Viper</i>	23 Aug. 1780	M	I, XI
169.	Schooner <i>Rosanna</i>	Lewis	28	—	Nova Scotia	Rum, molasses & rice	<i>Irish Gimblet</i>	10 Sept. 1780	NH	I, V
170.	Schooner <i>Sally (Sophia)</i>	Munick	30	Halifax	Lunenburg, N.S.	Potatoes, oats, flour & hay	<i>Resolution</i>	25 July 1780	M	I, XVI
171.	Brig <i>Snake</i>	—	80	Halifax	privateering cruise	Provisions	<i>Terrible</i>	19 Apr. 1780	M	I, XI
172.	Schooner —	—	18	cut out of Prospect, N.S.	—	—	<i>Adventure</i>	19 Apr. 1780	M	I
1781										
173.	Sloop <i>Andrew and Elizabeth</i>	Ritchie	90	Halifax	Quebec	Rum & molasses	John Fowler & Anthony Knepp	17 July 1781	M	VI, XVI
174.	Schooner <i>Beaver</i>	Barnes	150	Halifax, N.S.	Boston	Fish & lumber	Jonathan Nutting	22 May 1781	M	I, XI
175.	Brig <i>Betsey</i>	Goatier	170	Halifax	Leeward Islands	—	Jonathan Marsten	2 Oct. 1781	M	II, XVI

176.	Schooner <i>Betsey</i>	Robinson	—	Halifax	New York	Fish	<i>Young Cromwell</i>	6 Nov. 1781	NL	I, XIV
177.	Brig <i>Crow Lane</i>	Dean	260	Liverpool, N.S.	Halifax	Sugar	John O'Brien	22 May 1781	M	VI, XI
178.	Schooner <i>Good Intent</i>	Blyder	60	Halifax	—	Dry goods	<i>Resolution</i>	17 July 1781	M	I
179.	Schooner <i>Halifax Adventure</i>	Hill	80	Penobscot	Halifax	—	<i>Hawke</i>	2 Oct. 1781	M	XI
180.	Schooner <i>Halifax Bob</i>	Henderkin	40	Halifax	St. John River	—	<i>William</i>	29 June 1781	E	XVI
181.	Schooner <i>Hannah</i>	Flint	20	Yarmouth, N.S.	Yarmouth, N.S.	Fish	John Dolandson	22 May 1781	M	V, XVI
182.	Sloop <i>Lark (Charming Patty)</i>	Knowlton	70	Penobscot	Passamaquoddy	Boards & spars	John Preble & David Allen	27 Mar. 1781	M	VI, XV
183.	Schooner <i>Lydia</i>	Lewis	14	—	Nova Scotia	Fish	<i>Wadsworth</i>	22 Feb. 1781	E	I
184.	Sloop <i>Maria</i>	Armstrong	50	St. Eustatius	Halifax	Rum & sugar	<i>Thorn</i>	21 Aug. 1781	M	I
185.	Brig <i>Nova Scotia</i>	—	140	Liverpool, N.S.	Halifax	Lumber	<i>Rambler</i>	22 May 1781	M	XI
186.	Sloop <i>Phoenix</i>	Gorham	50	Nova Scotia	—	Dry goods	—	25 July 1781	S	I
187.	Shallop <i>Polly</i>	Corning	9	Nova Scotia	—	Fish	<i>Freemason</i>	20 Nov. 1781	M	I
188.	Ship <i>Providence</i>	Shepherd	150	Nova Scotia	—	Provisions	<i>General Starks</i>	21 Aug. 1781	M	I, V
189.	Sloop <i>Rodney</i>	Ingraham	50	St. Christopher	Halifax	Dry goods & wine	<i>Rhodes</i>	2 Jan. 1781	M	VI
190.	Ship <i>Saucy Jack</i>	—	—	Halifax	Spanish River	Provisions	<i>Hermionnie &amp; L'Astra</i>	2 Oct. 1781	M	II
191.	Schooner <i>Success</i>	McNeal	—	St. Christopher	Halifax	Sugar & molasses	<i>Firebrand</i>	6 Nov. 1781	H	VII
192.	Schooner <i>Three Friends</i>	Farnam	45	Nova Scotia	—	Fish	<i>Defence</i>	10 Nov. 1781	M	V
193.	Sloop —	—	70	Passamaquoddy	—	Lumber	John Preble	2 Jan. 1781	M	V
1782										
194.	Schooner <i>Adventure</i>	Knowlton	50	Nova Scotia	—	Provisions	<i>Lively</i>	12 Feb. 1782	M	I, V
195.	Sloop <i>Albion</i>	—	90	West Indies	Halifax	Rum	<i>Porus</i>	25 July 1782	M	I
196.	Sloop <i>Bessey</i>	Haliburton	—	Nova Scotia	—	Lumber	<i>Spitfire</i>	3 Dec. 1782	M	I
197.	Schooner <i>Betsey</i>	Lowden	35	Nova Scotia	—	Provisions	<i>Dispatch</i>	25 July 1782	M	V
198.	Shallop <i>Dolphin</i>	Eldridge	12	Nova Scotia	—	Flour & rum	<i>Swallow</i>	14 Oct. 1782	NH	I
199.	Schooner <i>Dolphin</i>	Haliburton	40	Nova Scotia	—	Boards	<i>Race-Horse</i>	12 June 1782	M	I, V
200.	Schooner <i>Dolphin</i>	Hopkins	40	Liverpool, N.S.	Bermuda	Fish & staves	<i>General Greene</i>	20 Aug. 1782	M	I, XI
201.	Sloop <i>Exchange</i>	Young	112	Bermuda	Halifax	Dried fish	<i>Galley Lion</i>	16 Dec. 1782	RI	I
202.	Schooner <i>Fox</i>	—	70	—	Nova Scotia	Provisions	<i>Scammel</i>	20 Aug. 1782	M	I, XI
203.	Schooner <i>Industry</i>	Bell	40	Antigua	Nova Scotia	Rum & molasses	<i>Grand-Turk</i>	12 June 1782	M	VI
204.	Brig <i>Isabella</i>	Lawrence	100	Martinique	Halifax	Coffee, cocoa & molasses	<i>Dispatch</i>	25 July 1782	M	I, XI
205.	Brig <i>Lady Hammond</i>	Ellis	70	Halifax	West Indies	—	<i>Chase</i>	8 Jan. 1782	M	XI, XVI
206.	Sloop <i>Loyalty</i>	Talone	40	Penobscot	Halifax	—	<i>Scammel</i>	25 June 1782	M	XI
207.	Schooner <i>Mary</i>	Corning	18	Massachusetts	Nova Scotia	Fish	<i>Hero</i>	20 Aug. 1782	M	V
208.	Schooner <i>Nancy</i>	Hicks	—	Nova Scotia	New York	Lumber	<i>John</i>	8 June 1782	NL	I, XIV
209.	Brig <i>Neptune</i>	Cohen	70	Halifax	Antigua	Lumber	<i>Pilgrim</i>	20 Aug. 1782	M	I
210.	Schooner <i>Penobscot</i>	—	40	Penobscot	Nova Scotia	Fish	<i>Sally</i>	20 Aug. 1782	M	I
211.	Schooner <i>Polly</i>	Tufts	45	Bermuda	Halifax	Fish, beef, rum & pork	<i>Alliance</i>	16 Sept. 1782	RI	VIII
212.	Snow <i>Poly and Sally</i>	Sim	70	Barbados	Halifax	Rum & sugar	<i>Scammel</i>	3 Dec. 1782	M	I
213.	Brig <i>Prince Edward</i>	Simonds	150	Halifax	privateering cruise	Provisions	<i>Hope</i>	3 Dec. 1782	M	I
214.	Shallop <i>Prosperity</i>	Porter	10	Nova Scotia	—	Fish	<i>Volunteer</i>	24 Sept. 1782	M	I
215.	Schooner <i>Ranger</i>	Hopkins	—	Bermuda	Liverpool, N.S.	Molasses, lemons, sugar & salt	<i>Resolution</i>	30 Apr. 1782	M	XI

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216.	Schooner <i>Sally and Polly</i>	Hall	120	Nova Scotia	—	Stores	Nathaniel Perkins	12 Sept. 1782	E	I
217.	Schooner <i>Sea Flower</i>	Rider	20	Nova Scotia	—	Fish	<i>Freemason</i>	8 Jan. 1782	M	V
1783										
218.	Schooner <i>Delight</i>	—	20	Nova Scotia	—	—	<i>Rover</i>	7 Jan. 1783	M	I
219.	Schooner <i>Dolphin</i>	Bernard	70	New York	Halifax	Flour, bread & tobacco	<i>Snakefish</i>	31 Mar. 1783	RI	I
220.	Schooner <i>Fanny</i>	Bernard	70	New York	Halifax	Provisions	Josiah Sampson	30 Jan. 1783	S	I, XV
221.	Schooner <i>Hamilton</i>	Bradford	75	—	Liverpool, N.S.	—	<i>Three Friends</i>	15 Apr. 1783	M	XI
222.	Shallop <i>Hopewell</i>	Homer	20	Nova Scotia	—	Fish & boards	Zebulon Rowe	7 Jan. 1783	M	V
223.	Brig <i>Juno</i>	Robinson	60	—	Nova Scotia	—	<i>Revenge</i>	15 Apr. 1783	M	I
224.	Sloop <i>Peacock</i>	Porter	20	Nova Scotia	—	Flour & fish	<i>Resolution</i>	13 May 1783	M	I, II
225.	Sloop <i>Two Friends</i>	Thrasher	—	Passamaquoddy	Barbados	Lumber & fish	John Kendrick	18 Feb. 1783	M	VI

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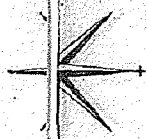
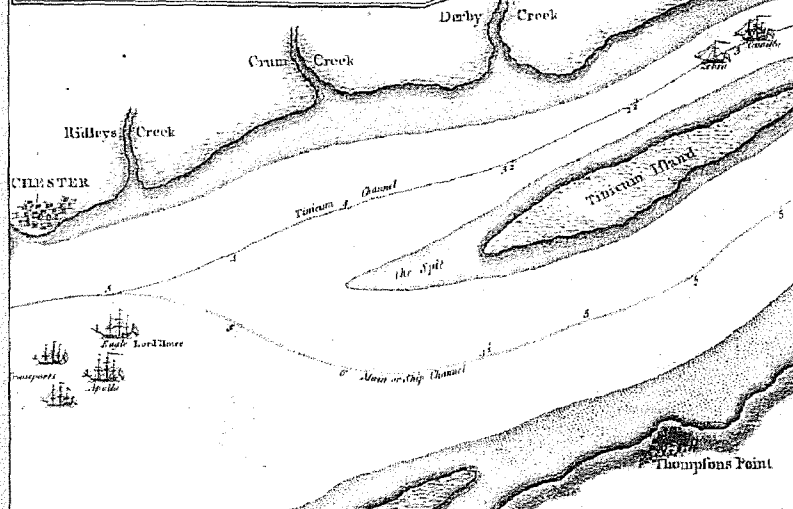
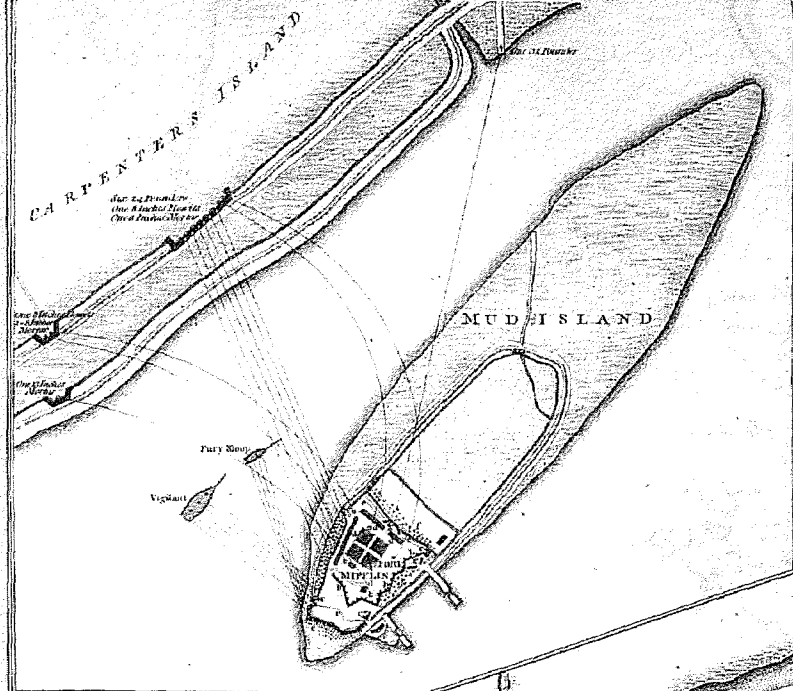
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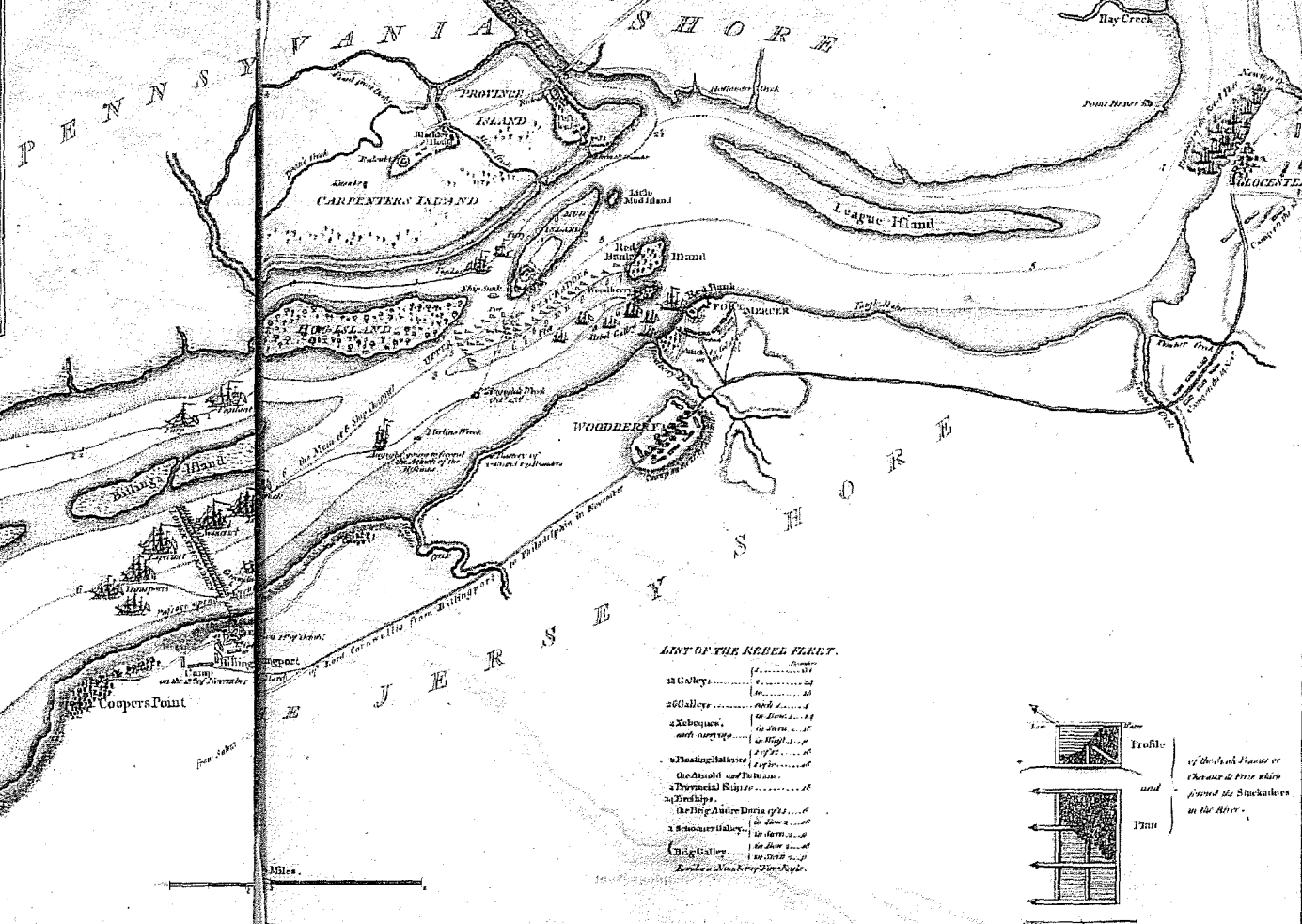
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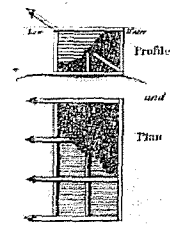
from PHILADELPHIA to CHESTER  
with the SEVERAL PORTS and STATIONS  
visited by THE REBELS,  
and THE ACTIONS made  
By HIS MAJESTY'S LAND AND SEA FORCES.

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### LIST OF THE REBEL FLEET

[illegible]

of the Bank Houses or  
Chaux de Praz which  
formed the Stockadoes  
in the River.