

Naval Documents of The American Revolution

Volume 11

**AMERICAN THEATRE: Jan. 1, 1778–Mar. 31, 1778
EUROPEAN THEATRE: Jan. 1, 1778–Mar. 31, 1778**

Part 1 of 5

**United States
Government Printing Office
Washington, 2005**

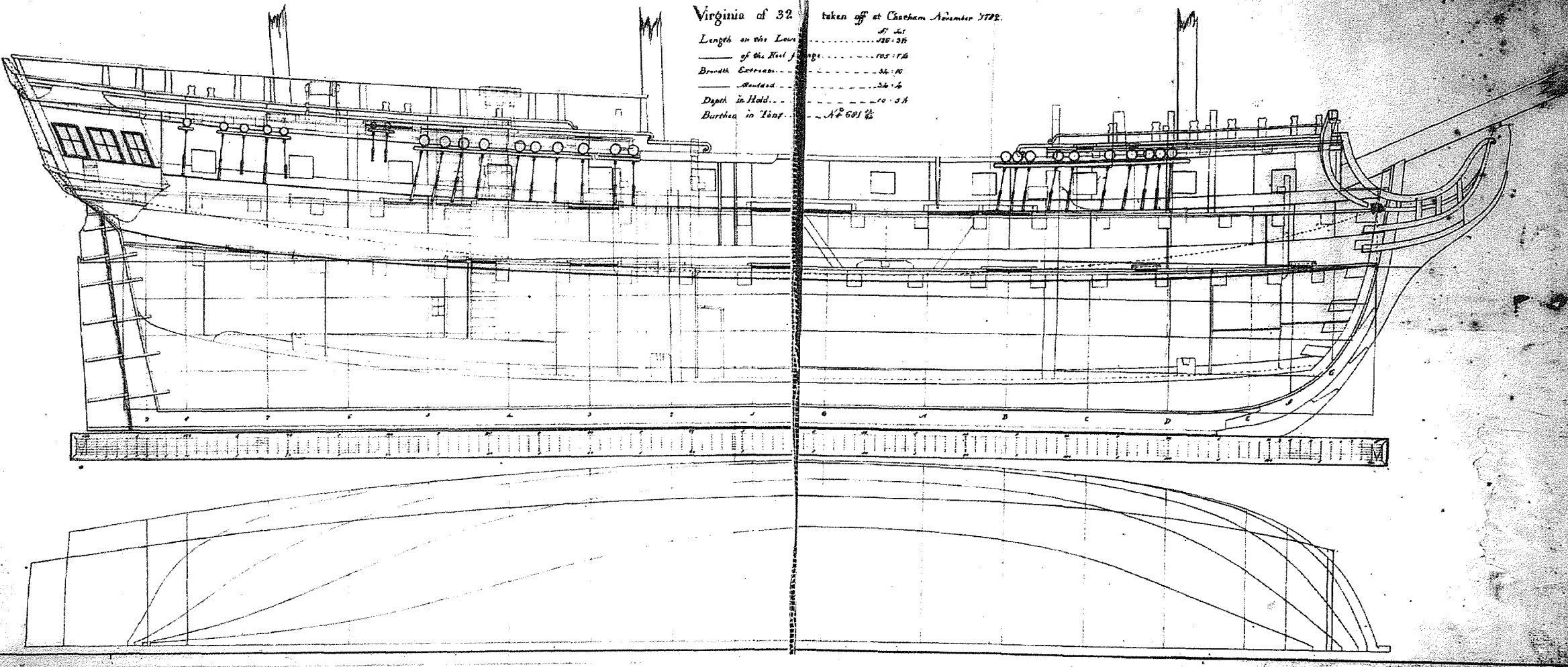
Electronically published by
American Naval Records Society
Bolton Landing, New York
2012

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

Virginia of 32

taken off at Chatham November 1772.

Length on the Lower	110:38
of the Keel	105:18
Breadth Extreme	36:10
Keel	36:4
Depth in Hold	10:58
Burthen in Tons	1260 1/2



NAVAL DOCUMENTS OF
The American Revolution

Treaty of Alliance

The most Christian King and the United States of North America, to wit, New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, having this Day concluded a Treaty of Amity and Commerce, for the reciprocal advantage of their Subjects and Citizens have thought it necessary to take into consideration the means of strengthening those engagements and of rendering them useful to the safety and tranquility of the two parties, particularly in case Great Britain in Renouement of that connection and of the good correspondence which is the object of the said Treaty should break the Peace with France, either by direct hostilities, or by hindring her commerce, and navigation, in a manner contrary to the Rights of Nations, and the Peace subsisting between the two Kingdoms; and his Majesty and the said United States having resolved in that case to join their Councils and efforts against the Enterprises of their common Enemy, the respective Plenipotentiaries, impow'rd to concert the clauses & conditions proper to fulfil the said

Traité d'alliance eventuelle et défensive

Le Roi Très Chrétien et les États-unis de l'Amérique Septentrionale, savoir New-Hampshire, le Bay de Massachusetts, Rhode-Island, Connecticut, New-York, New-Jersey, Pensylvanie, Delaware, Maryland, Virginie, Caroline septentrionale, Caroline Méridionale et Georgie, ayant conclu ce jour d'huy un Traité d'Amitié, de bonne intelligence et de commerce, pour l'avantage réciproque de leurs Sujets et Citoyens; ils ont eu devoir prendre en considération les moyens de renouer leur liaison, et de la rendre utile à la sûreté et à la tranquillité des deux Parties, notamment dans le cas où la Grande Bretagne en haine de ces mêmes liaisons et de la bonne correspondance qui forment l'objet du dit Traité, se porteroit à rompre la paix avec la France, soit en l'attaquant hostilement, soit en troublant son commerce et sa navigation, d'une manière contraire au droit des gens et à la paix subsistante entre les deux Couronnes; et la Majesté

NAVAL DOCUMENTS OF
The American Revolution

VOLUME 11

AMERICAN THEATER: January 1, 1778–March 31, 1778

EUROPEAN THEATER: January 1, 1778–March 31, 1778

MICHAEL J. CRAWFORD
Editor

E. GORDON BOWEN-HASSELL
DENNIS M. CONRAD
MARK L. HAYES
Assistant Editors

With a Foreword by
President George W. Bush

And an Introduction by
DR. WILLIAM S. DUDLEY
Director of Naval History

NAVAL HISTORICAL CENTER
DEPARTMENT OF THE NAVY
WASHINGTON, D.C.

2005

© The paper used in this publication meets the requirements for permanence established by the American National Standard for Information Sciences "Permanence of Paper for Printed Library Materials" (ANSI Z 39.48—1984).

Library of Congress Cataloging-in-Publication Data

(Revised for Vol. 10)

United States. Naval History Division

Naval Documents of the American Revolution

Vols. 5 edited by W. J. Morgan

Vol. 9 published by: Naval Historical Center, Dept. of
the Navy.

Vol. 10 edited by Michael J. Crawford.

Includes bibliographical references.

Contents: v. 1. American theatre: Dec. 1, 1774–Sept. 2, 1775. European theatre: Dec. 6, 1774–Aug. 9, 1775. — v. 2. American theatre: Sept. 3, 1775–Oct. 31, 1775. European theatre: Aug. 11, 1775–Oct. 31, 1775. American theatre: Nov. 1, 1775–Dec. 7, 1775 — [etc.] — v. 10. American theater: October 1, 1777–December 31, 1777. European theater: October 1, 1777–December 31, 1777.

1. United States. Navy—History—Revolution, 1775–1783—Sources. 2. United States—History, Naval—Sources. 3. United States—History—Revolution. 1775–1783—Naval operations.

I. Clark, William Bell, 1889-1968, ed.

II. Morgan, William James, ed. III. Crawford, Michael J.

E271.U583

973.3'5

64-60087

ISBN 0-945274-51-3

Each volume of this series is a reminder of the key role played by 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.

SECRETARY OF THE NAVY'S ADVISORY SUBCOMMITTEE ON NAVAL HISTORY

Dr. David Alan Rosenberg (Chair)

Rear Admiral Thomas Brooks, USN (Ret.)

Vice Admiral George W. Emery, USN (Ret.)

Rear Admiral Mack C. Gaston, USN (Ret.)

Dr. John B. Hattendorf

Rear Admiral John T. Kavanaugh, USN (Ret.)

Rear Admiral John M. Kersh, USN (Ret.)

The Honorable Susan M. Livingstone

Mr. Burt Logan

Dr. Michael A. Palmer

Dr. James R. Reckner

Dr. William L. Stearman

Ms. Virginia Steele Wood



A keg mine of David Bushnell's design, made for use against British vessels in the Delaware River.

Contents

In Memoriam	viii
Foreword	ix
Introduction	xi
Editors' Preface	xiii
Descriptive List of Illustrations	xv
Maps and Charts	xviii
Editorial Method	xix
Abbreviations Used to Describe Manuscripts	xxv
Repository Symbols	xxvi
Collection Symbols	xxvii
Short Titles	xxviii
American Theater, January 1–March 31, 1778	1
European Theater, January 1–March 31, 1778	857
Appendices	
A. Correspondence between Robert Morris and William Whipple, July 6–August 25, 1777	1147
B. Virginia Navy Board Journal, Excerpts, October 1– December 31, 1777	1153
C. Journal of Marine Captain John Trevett, November– December 1777	1169
D. Captain Nicholas Biddle and Continental Navy Frigate <i>Randolph</i>	1173
E. Log of the Continental Navy Ship <i>Ranger</i> , January 1– March 31, 1778	1179
Index	1201

In Memoriam

WILLIAM JAMES MORGAN

(1917–2003)

Esteemed scholar and valued colleague, Dr. William James Morgan set an example of personal integrity, leadership, and lifelong devotion to duty in the highest traditions of the naval service. This volume is dedicated to his memory, but his truest monuments are the volumes of this series produced under his editorship.

THE WHITE HOUSE

WASHINGTON

FOREWORD

July 14, 2003

I commend the Department of the Navy for its continuing efforts to publish the Naval Documents of the American Revolution. This project records the commitment and bravery that secured American Independence, while highlighting the remarkable character of early Americans and the legacy of patriotism and heroism they have given us.

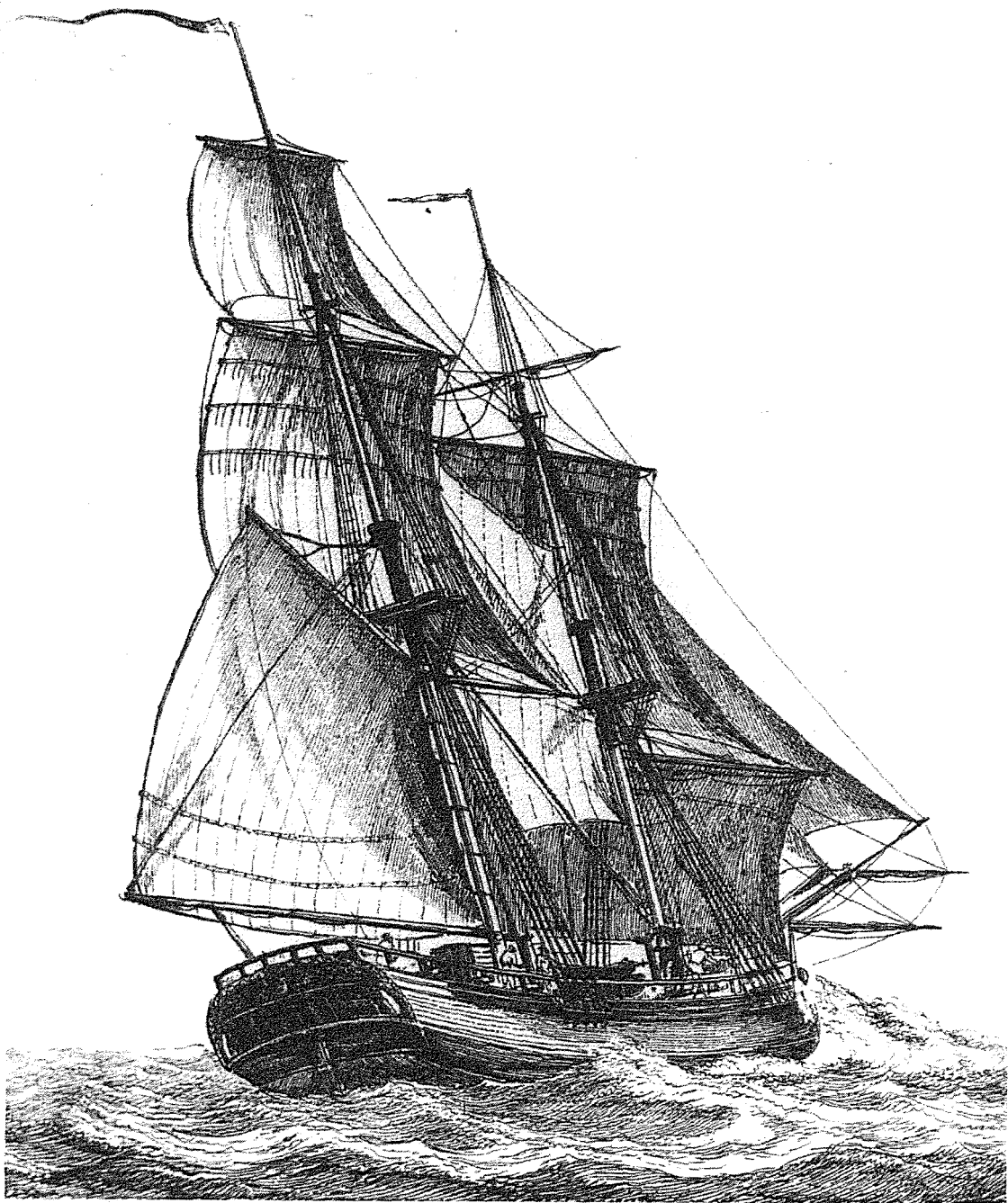
This 11th volume of the Naval Documents of the American Revolution covers the period between January and March of 1778. It documents the deteriorating balance of naval forces between the fledgling American Navy and Britain's Royal Navy. By March 1778, six of the thirteen frigates that were the backbone of the American Navy had been captured or destroyed and five of the remaining seven were not in service. Moreover, the professionalism and élan of the British Navy, also very evident in the documents appearing in this volume, made the idea of an American challenge to British sea power ever more daunting.

Despite the dire situation and prospects for the Navy, American military leaders, political leaders, and citizens from all walks of life struggled to build a Nation -- and a navy -- that would command the respect of the world.

They understood that victory required both material and inner strength. Joseph Reed, a delegate from Pennsylvania to the Continental Congress, wrote: "Our former Difficulties have been surmounted by Vigour & firmness. The Power & Strength of the Enemy & common Danger [have been overcome] with a Sense of the Justice of our Cause. ... The last great Evil, clashing Interests & sinister Ambition only remains; that conquered, Victory is most certainly ours. But I am very clear, it requires more Wisdom & Prudence to combat this than all others."

Today the United States is well prepared, materially and morally, to face the forces of "sinister ambition" that challenge America in the war on global terror. The same resolve that is evidenced in the pages of this volume is the hallmark of our approach to the present conflict. The daily courage of the patriots that founded our Nation have always been an inspiration to succeeding generations of Americans.

A handwritten signature in black ink, appearing to read "George W. Bush". The signature is fluid and cursive, with a large initial "G" and a long, sweeping underline.



This print and others of similar nature throughout the volume are engravings by Gerrit Groenewegen, from the Eberstadt Collection of Naval Engravings and Etchings, Naval Historical Center.

Introduction

The United States Navy has a long tradition of making the record of its activities and accomplishments available to the public through publication of historical documents. The tradition goes back to the 1880s, when the Navy's judgment that it was important to make known the record of its contributions to the winning of the Civil War resulted in the publication of the *Official Records of the Union and Confederate Navies in the War of the Rebellion* in thirty-one volumes between 1894 and 1927.

Commodore Dudley W. Knox, who was in charge of the Navy's Historical Section and subsequently the Office of Naval Records and Library from 1921 to 1946, attributed the scarcity of works on the history of the United States Navy to the "inaccessibility of authentic sources." His remedy was twofold. First, he transformed the Office of Naval Records and Library into a modern archival repository, where records were systematically collected and professionally processed. Second, he undertook to collect, edit, and publish selected naval records. Under his direction, the Navy published *Naval Documents Related to the Quasi-War Between the United States and France*, in seven volumes, between 1935 and 1938, and *Naval Documents Related to the United States Wars with the Barbary Powers*, in seven volumes, between 1939 and 1945. The Naval Historical Center is currently continuing this function with two major series, *The Naval War of 1812: A Documentary History*, and the series in which the volume in hand is the latest contribution, *Naval Documents of the American Revolution*.

Published documentary collections encourage research and writing. They save research time by identifying and bringing together related sources from scattered locations. They suggest historical connections and highlight neglected subjects. They identify obscure persons and references mentioned in the documents. They ease reading the documents, while they help avoid misreading texts. Perhaps most important, they stimulate intellectual curiosity.

More than forty years ago, in a review of William Bell Clark's book on *George Washington's Navy*, Rear Admiral Samuel Eliot Morison noted the need for a comprehensive naval history of the American Revolution. Clark, who at the time was working under contract to the Navy as the first editor of the *Naval Documents of the American Revolution* series, responded in a private letter,

Nobody will be able to write a naval history of the American Revolution, covering all the aspects you mention, until the documents I am editing are published. . . . Without the facilities the [Director of Naval History] has placed at my disposal the task would be almost insurmountable, as no one man could in a dozen lifetimes dig into the repositories of Europe and America and extract the mass of material available.

With the project approximately half completed, many historians of the American Revolution have been making good use of the series to write on operational, economic, and local aspects of the war at sea. Just as every serious naval history of the Quasi-War, the Barbary Wars, and the Civil War written since publication of the Navy's documentary series on those conflicts has relied heavily on them, every serious scholar of naval warfare of the American Revolution mines deeply from *Naval Documents of the American Revolution*.

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, Dr. Dennis M. Conrad, 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. I am 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 ships in the development of the American nation. This volume is a major contribution to the Naval Historical Center's mission to promote an understanding of America's naval and maritime heritage.

WILLIAM S. DUDLEY, Ph.D.
Director of Naval History

Editors' Preface

“France, who is in a perfect state of security, but for political reasons, would have Britain declare war against her first; but convinced I am, at all events, she will not let us fall.” Thus wrote a “gentleman in Martinique” to “a friend in Baltimore” in a letter dated 19 January 1778. By the start of 1778, many on both sides of the Atlantic Ocean anticipated an early entry of France into the war between the United States and Great Britain. False rumors of the recognition of American independence by France, Spain, the Netherlands, and even Prussia, circulated in America with as much currency as did the equally false report of the death of Benjamin Franklin in Paris at the hands of an assassin. Every ship’s master arriving in an American port from Europe found himself eagerly questioned about the state of affairs in Europe and the attitude of the French toward Americans. Everyone realized that France’s entry into the conflict would fundamentally transform the nature of the war between Great Britain and the United States.

By the new year, the French government was ready to replace surreptitious aid to the cause of American independence with formal recognition and alliance. On 6 February, Louis XVI and the American Commissioners in France secretly signed two treaties, one of amity and commerce, and the other of alliance. On 13 March the French ambassador in London informed King George III that France recognized the independence of the United States of America. Within days, King Louis XVI and King George III each withdrew his ambassador from the other’s court. A formal state of war only awaited an act of armed hostility; and the French, as the perceptive gentleman from Martinique understood, desired that the British fire the first shot. France’s recognition of American independence and the resulting inevitability of war between France and Great Britain made a radical change in British strategy necessary. A colonial war of independence now merged with a war fought in a global arena over the balance of power in Europe.

The purpose of the series *Naval Documents of the American Revolution* is to present the war at sea of the American Revolution. In fulfillment of its mission, the Naval Historical Center, the principal historical agency of the United States Navy, publishes materials that will facilitate the study of the role of sea power in the winning of American independence; to cover the Spanish siege of British-held Gibraltar, or Anglo-French naval combat on the coasts of India, is not in the Center’s mandate.

In accord with the general principle of thoroughly documenting the War of American Independence, this series will continue to include documentation of all naval campaigns in North American waters. Naval operations outside those waters, in the Caribbean, European waters, and the Indian Ocean, unless they involved U.S. forces, will only be covered by documents that summarize and give an overview. Operations of the Continental Navy and American privateers (whether Loyalist or Patriot), wherever in the world they occurred, will, of course, continue to be documented.

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. Dr. William James Morgan, editor of Volumes 5 through 9, laid a course that has proved a reliable chart to his successors. To Dr. William S. Dudley, who was editor of this series from Dr. Morgan's retirement in 1982 until 1990, when he became Senior Historian of the Naval Historical Center and Dr. Crawford assumed the post, we owe a debt of gratitude.

The editors of this volume wish to acknowledge with thanks the superb assistance rendered us by the two other historian-editors in the branch, Christine F. Hughes and Charles E. Brodine, Jr., co-editor and associate editor of the Center's *The Naval War of 1812: A Documentary History* series. In particular, Charles contributed to the selection of documents in this volume relating to naval activities on the Delaware River. Charlotte Marie Knowles, the branch program assistant, ably transcribed many of the documents from manuscript into electronic text. The staffs of other Center branches, especially the Navy Department Library and the Curator Branch's Photographic Section, provided essential services.

During a ten-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 for this volume as well as for Volume 10. 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 interns assisted with various editorial tasks: James Bartlinski, of the University of Maryland, Baltimore County; Dyann Collins, of Pepperdine University; Ellen Jacobs, of the University of Richmond; Lieutenant Dale Maxey, USN, of Fredericksburg, Virginia; Magdalena Ortiz, of James Madison University; and Monique Fletcher, Fiona MacGregor, and Ewan MacMillan, of the University of Aberdeen, Scotland.

Among the translations of foreign-language materials appearing in this volume are those by Commander Canio Di Cairano, USNR (Ret.), Susan Cameron, Elizabeth G. Crabbs, Russell B. Holmes, and Dr. Oscar M. Villarejo. John Arnold performed wonders of research for the volume at the Public Record Office in London.

Unpublished Crown copyright material in the Public Record Office, London, is reproduced by permission of Her Majesty's Stationery Office.

Extracts from *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), are reprinted by permission of the Navy Records Society.

The present volume publishes the texts of documents drawn from repositories and private collections located across North America as well as in several centers of learning in Europe. We greatly appreciate the cooperation of all of these institutions and individuals.

The Naval Historical Foundation contributed a subvention toward the printing of this volume, for which we are deeply grateful.

Accepting responsibility for any failings of commission or omission, the editors trust that this volume of documents will advance understanding of the role of the war at sea in the founding of the United States of America.

Descriptive List of Illustrations

	<i>Page</i>
Lines of Continental Navy frigate <i>Virginia</i> , Nov. 1782 The Admiralty Collection. (© National Maritime Museum, London.)	Front endsheet
Lines of the Continental Navy frigate <i>Randolph</i> Plans drawn by Joshua Humphreys. (Courtesy of National Archives and Records Administration, College Park, Md.)	Back endsheet
First page of the treaty of alliance between France and the United States of America (Courtesy of National Archives and Records Administration, Washington, D.C.)	Frontispiece
Keg mine A keg mine of David Bushnell's design, made for use against British vessels in the Delaware River. (Courtesy of Smithsonian Institution, Washington, D.C., negative number 77114).	vi
Vice Admiral Richard, Lord Howe, R.N. Portrait in oils by Henry Singleton. (Courtesy of National Portrait Gallery, London.)	42
David Bushnell Engraving by unknown artist, published in Thomas Clark, <i>Sketches of the Naval History of the United States from 1775 to the Present Time</i> (Philadelphia, 1813).	77
Admiral Sir Benjamin Caldwell, R.N. Portrait in oils by R. Horne, 1784. (© National Maritime Museum, London.)	111
"View of the enemy fleet before Philadelphia 19 January 1778" Drawing by François Louis Teissédre de Fleury. (Courtesy of Cornell University, Jared Sparks Collection.)	171
Keg mine firing mechanism Firing mechanism of a keg mine of David Bushnell's design, made for use against British vessels in the Delaware River. (Courtesy of Smithsonian Institution, Washington, D.C., negative number 72-2886).	199

	<i>Page</i>
“Plan for proposed fire boat”	204
Plan by François Louis Teissédre de Fleury. (Courtesy of South Carolina Historical Society, Charleston, S.C., Henry Laurens Papers.)	
Captain James Nicholson	223
Oil on canvas by unidentified artist, c. 1784. (Courtesy, Collection of the New-York Historical Society, negative number 6339.)	
French cannon formerly mounted at Edenton, N.C., 1778	273
(Courtesy of the North Carolina Office of Archives and History, Division of Historical Resources, Raleigh, N.C.)	
Admiral Sir Richard Onslow, R.N.	303
Portrait in oils by T. Phillips. (© National Maritime Museum, London.)	
Captain Robert Fanshawe, R.N.	338
Oil on canvas. School of Reynolds, c. 1770. (Courtesy of the London Borough of Barking and Dagenham.)	
Captain Nicholas Biddle	359
Portrait in oils by James Peale after miniature by Charles Willson Peale. (Courtesy of Independence National Historical Park, Philadelphia, Pa.)	
Sword belonging to Captain John Barry	411
(Collections of the Naval Historical Center, Washington, D.C.)	
Continental Navy sloop <i>Providence</i>	429
Model by Alfred S. Brown, 1954. (Courtesy of Rear Admiral Samuel E. Morison, USNR, Ret.)	
“ <i>Destruction of the Randolph Frigate</i> ”	542
Engraving. (Collections of the Naval Historical Center, Washington, D.C.)	
Still life of a naval officer’s packed gear	551
Pencil and watercolor wash on paper, by unidentified artist. (Courtesy of James L. Kochan Fine Art & Antiques, Shepherdstown, W.Va.)	
Continental Navy frigate <i>Raleigh</i>	572
Model by August L. Delin. (Courtesy, Peabody Essex Museum, Salem, Mass.)	

	<i>Page</i>
South Carolina privateer <i>Fair American</i>	574
Model. (Courtesy of the U.S. Naval Academy Museum, Annapolis, Md., Henry Huddleston Rodgers Collection.)	
Captain Gustavus Conyngham.	871
Engraving by unknown artist, published in James Fenimore Cooper, <i>History of the Navy of the United States of America</i> , extra-illustrated by J. S. Barnes, New York, 1890. (Courtesy, Collection of the New-York Historical Society.)	
“Le Port de Morlaix, Vu du Quai de la Manufacture de Tabac”	913
Engraving of the port of Morlaix, view from the tobacco wharf, by Y. le Gouaz, from a drawing by Nicolas Ozanne, 1776, published in James Fenimore Cooper, <i>The History of the Navy of the United States of America</i> , extra-illustrated by J. S. Barnes, New York, 1890. (Courtesy, Collection of the New-York Historical Society.)	
“Construction de vaisseaux”	927
Building naval warships in France. Drawing by Nicolas Ozanne. (Courtesy of M. du Hamel de Fougeroux.)	
Signature page of the treaty of alliance between France and the United States of America	970
(Courtesy of National Archives and Records Administration, Washington, D.C.)	
“A citadelle et l’entree du Havre du palais a Belle Isle”	991
Engraving of the fort that guarded the entrance to Quiberon Bay and was rendezvous point for American merchant ships, by Nicolas Ozanne, 1776. (© Musée national de la Marine/Paris.)	
Seal on letter of Captain John Paul Jones to Captain Hector McNeill, 23 February 1778, and uniform button belonging to John Paul Jones . .	1036
(Courtesy of the U.S. Naval Academy Museum, Annapolis, Md.)	
“Allegory of the Franco-American Alliance”	1075
Drawing showing Louis XVI and Benjamin Franklin signing the Treaty of Alliance in a nautical atmosphere, by Etienne Palliere, c. 1778. (Courtesy of Franklin Collection, Yale University.)	
“View of the east end of Madeira”	1088
Engraving by Bennett after William Westall, published in the <i>Naval Chronicle</i> , Vol. 20 (London, 1808).	

	<i>Page</i>
“A View of Cadiz in Spain from the West” combined with “Plan of the Bay and Roads of Cadiz”	1124
Engraving and map, published in <i>European Magazine</i> , London, January 1783. (Courtesy of Mr. F. S. Hicks, Alexandria, Va.)	

Maps and Charts

“Particular Plan of the Forts Nassau and Montagu and the two Batteries on the Island of New Providence”	246
Drawing by John Montresor. (Courtesy of the Public Record Office, Kew, London.)	
“A plan of Manchac 1774”.	491
Drawing by George Gauld. (Courtesy of William L. Clements Library, University of Michigan.)	
“Les Etats Unis de L’Amerique Septentrionale Partie Occidentale”.	520
Drawing of the western part of the United States by M. Bonne, Ingenieur Hydrographe de la Marine. (Courtesy of Library of Congress, Washington, D.C.)	

Editorial Method

Principles of Selection

In selecting documents for this series, the editors' goal is to include those records that are necessary for a comprehensive understanding of the war at sea of the American Revolution. By comprehensive, the editors do not mean they include every document touching on the war at sea, but rather that they provide full coverage of naval aspects of the armed struggle and 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.

We also cover the activities of British squadrons in American waters and of selected individual British warships. No attempt is made to document the ordinary business of operating and maintaining the Royal Navy and therefore fiscal accounts, muster rolls, payrolls, and share lists are excluded. There is also little about British supplies, cannon, gunpowder, munitions, pay, prize money, and building and fitting out of ships. We do, however, cover British naval operations, logistics, convoys, transports, and manning of vessels. Documents have also been included that concern the aims and strategy of the British, account for prizes taken, and balance Patriot accounts of actions and operations. Coverage of the British naval effort in this and previous volumes will serve as the model for treatment of the naval efforts of France and other European powers in coming volumes.

We print diplomatic correspondence that deals directly with naval matters, including the outfitting of privateers and American naval vessels, the sale of their prizes in European and Caribbean ports, and the supplying of America with munitions by European powers. Internal American politics that affect naval operations are documented, but not so internal European politics. In covering the French, Spanish, and Dutch naval war efforts, we publish documents that: concern aims and strategy; follow movements of squadrons and selected individual warships from these countries; relate to joint operations with American armies and navies; or illustrate the effects of allied naval forces on the American populace, as well as on the American war effort. In short, we provide enough documentation of the European efforts to give context to those of the United States.

Variant Texts

When multiple copies of a text are available, the version that is closest to the text that the recipient read is printed. For example, an autograph letter signed has precedence over a recipient's letter book copy, since the former is what the reader saw and the latter may contain copyist's errors; but a recipient's letter book copy has precedence over a draft, since the former is probably closer to the version the writer sent, containing changes made in preparing the final version. Significant variations between versions are discussed in notes; otherwise the editors do not identify variant versions.

Placement of Documents

Documents in this volume are divided into two sections, the American Theater and the European Theater, according to where they originated, even though some documents created in Europe may concern events in America, and some created in America may be about events in Europe. Within each theater, documents are arranged in chronological order by date of origin. Under each date they are ordered by place of origin, from north to south. For documents published on the same day in the same location, public records precede private; and public records appear in order of organizational hierarchy. In this hierarchy, Continental records precede state, and state precede municipal; executive documents precede legislative, and legislative precede judicial; a letter from the president of Congress precedes a letter from a committee of Congress, and a letter from a committee of Congress precedes a letter from a board acting for the committee; a document of the British Admiralty precedes one from an admiral, and a letter from an admiral precedes one from a captain. A letter written on the same day as its response always precedes that response. Laid out in tabular fashion, the principles of arrangement are as follows:

By theater: American, followed by European
By chronology
By geography north to south
public, by organizational hierarchy
private

Documents that cover a span of dates, such as a letter written over the course of several days, are placed at the last date in that span.

Undated and incompletely dated documents appear at their earliest conjectured date, as follows:

<u>Conjectured Date</u>	<u>Placement</u>
sometime in a given year	before documents dated 1 January of that year

sometime within a given month

before documents written the first of the month

after a given month

before documents dated the first of the next month

Notes

Notes follow each document. Each document has an unnumbered source note that precedes the numbered notes and describes the document using abbreviations to indicate the type of document and the repository and collection from which it came. If the document was taken from a published source, that source may be short titled. The abbreviations used in all of these cases are listed below. Contemporary addresses, endorsements, and docketings are also given in the source notes.

The full name and rank or position, if known, of persons named in the text but not identified in the text or notes, can be found in the index. 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*, Occasional Publications of the Navy Records Society, Vol. 1, edited by David Syrett and R. L. DiNardo (Aldershot, England: Scolar Press, for the Navy Records Society, 1994).

Transcription

Transcriptions adhere as closely as possible to the originals in spelling, capitalization, punctuation, and abbreviation, including the retention of dashes and underlining found in the original text. Exceptions to this general rule are as follows: The names of ships are italicized. Complimentary closes, unless unusual or otherwise significant, are shortened and end with [&c.], and, in the interests of saving space, are attached to the last paragraph of text. Words and passages that were crossed out by the author are transcribed either as overstrikes or in notes if they are deemed significant by the editors. When a spelling is so unusual as to be misleading or confusing, the correct spelling immediately follows the misspelled word in square brackets and italicized type or is discussed in a footnote.

In the eighteenth century, the thorn, a symbol much like the letter *y*, was used in place of the letters *th*. In this volume, the thorn is represented by the letter *y*, so that “*y^e*” is “the,” “*y^t*” is “that,” “*y^s*” is “this,” and so forth. Another symbol, the “tailed P,” or *ꝑ*, is retained. This symbol represents any of the prefixes *per*, *pro*, and *pre*. The tilde, a flourish employed by writers in the eighteenth century to indicate the omission of one or more characters, is silently replaced by the appropriate letters.

Where the source is a newspaper or other printed work, the editors have not attempted to retain typeface: for example, blocks of text in all italics have been put in roman font, and some words in all capitals have been normalized. Exceptions are

printed broadsides or advertisements where different typefaces emphasize the meaning of the text.

In order to present accurate texts, this volume renders non-English documents in their original language, including preserving spelling and accent marks however irregular. Each of these documents is accompanied by an English translation.

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 31 December civil time would be the beginning of 1 January. In this volume, however, each day's entry begins with midnight, except as noted. In making this modification, the editors start each entry with either the noon bearings or the last bearings of the previous day.

Abbreviations Commonly Used in Logbooks

Abbreviations commonly used in logbook entries found in this volume are listed below in alphabetical order, with their expanded meanings. In the text, the abbreviations in this list may be followed by a period or colon and lowercased words may be capitalized.

<u>Abbreviation</u>	<u>Meaning</u>
abs ^t	abstract
ab ^t	about
anch ^d	anchored
anch ^r	anchor
an ^d	anchored; answered
ans ^d	answered
answ ^d	answered
b b	best bower
bb ^r	best bower
b ^d	board; bound
b ^r	bower

brig ^t	brigantine
br ^t	brought
bro ^t	brought
b ^t	best; boat; brought
b ^t b ^r	best bower
com ^y	company
comp ^y	company
con ^s	contains
c ^r	clear
d	distant
dis	distant
dist	distant
dist ^{ce}	distance
em ^d	employed
emp ^d	employed
e ^t	east
exch ^d	exchanged
fa ^m	fathom
fath	fathom
f ^m	fathom
forem ^t	foremast
fores ^l	foresail
f ^r	fair
f t gal	foretopgallant
fth	fathom
g ^t	gallant
h ^d	handed
hh ^d	hogshead
larb ^d	larboard
lat	latitude
lat ^r	latter
l ^d	larboard
leg ^s	leagues
lg ^s	leagues
long	longitude
low ^d	lowered
l ^s	leagues
m	main
m ^d	made
mains ^l	mainsail
maj ^{ys}	majesty's
miz ⁿ	mizzen
m ⁿ	main
mod ^t	moderate

mod ^{te}	moderate
m ^s	miles
m t	main top
m ^t	mast
mtg ^t	maintopgallant
nor ^d	northward
north rd	northward
obs ^d	observed
off ^t	officer
onb ^d	on board
p ^{cs}	pieces
p ^s	pieces
p ^t	part; past; point
pun ^d	punished
q ^r	quarter
rec ^d	received
recv ^d	received
remd ^r	remainder
rem ^r	remainder
rep ^g	replacing; repairing
ret ^d	returned
r ^f	reef
rid ^g	riding
sch ^r	schooner
s ^d	sounded
sh ^t	short
sig ^l	signal
sig ^{nl}	signal
s ^l	sail; small
sm ^l	small
south ^d	southward
star ^d	starboard
stays ^l	staysail
stud ^{gs}	studding sail
t	top
tend ^r	tender
tgm	topgallant mast
t g ^t	topgallant
tk ^d	tacked
topgall ^t	topgallant
topm ^t	topmast
top ^{sl}	topsail
t ^s	topsails
TS	topsails

var ^l	variable
—w ^d	—ward (as in <i>leeward</i> , <i>northward</i> , etc.)
wea ^r	weather
west rd	westward
w ^r	water; weather
w ^t	west; with
w th	with
y ^d	yard

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 within the brackets 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. The bracketed, italicized phrases, [*torn*] and [*illeg.*] (“illegible”), indicate 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. For documents in which the texts lack a date or place of origin, the editors supply a date or place, or both, in square brackets and italic type, flush right before the text.

[roman]	probable conjectural reading, or text supplied from another part of the document (in the case of logbooks in particular)
[roman?]	questionable conjectural reading
[<i>italic</i>]	editorial explanation
[<i>torn</i>]	document is damaged, with non-conjecturable text missing
[<i>illeg.</i>]	text is indecipherable
[Extract]	the text following is part of a larger text
[Translation]	the text following is an English translation from the text’s original language
[Enclosure]	the text following was an enclosure of the preceding text
overstrike	crossed out text

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	Nova Scotia Archives and Records Management, 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.
DN	Navy Department Library, Washington, D.C.
DNA	United States National Archives, Washington, D.C.
FrBAPM	Archives Du Port Militaire, Brest, France
FrPMAE	Archives Du Ministère Des Affaires Etrangères, Paris, France. Document conservé au Centre historique des Archives nationales à Paris.
FrPNA	Archives Nationales, Paris, France. Document conservé au Centre historique des Archives nationales à Paris.
M-Ar	Massachusetts State Archives, Boston, Mass.
MB	Boston Public Library, Boston, Mass. Rare Books Department. Courtesy of the Trustees.
MdAA	Maryland State Archives, Annapolis, Md.
MdAN	United States Naval Academy Museum, Annapolis, Md.
MdHi	Maryland Historical Society, Baltimore, Md.
MeHi	Maine Historical Society, Portland, Maine
MH-H	Harvard University. Houghton Library, Cambridge, Mass. By permission of the Houghton Library, Harvard University.
MHi	Massachusetts Historical Society, Boston, Mass.
MiU-C	University of Michigan. William L. Clements Library, Ann Arbor, Mich.
MSaE	Essex Institute, Salem, Mass.
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.

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.
NjHi	New Jersey Historical Society, Newark, N.J.
NN	New York Public Library, N.Y.
NNPM	Pierpont Morgan Library, New York, N.Y.
PHarH	Pennsylvania Historical and Museum Commission, Division of Archives and Manuscripts, Harrisburg, Pa.
PHi	Historical Society of Pennsylvania, Philadelphia, Pa.
PPi	Carnegie Library of Pittsburgh, Pa.
PPISPM	Independence Seaport Museum Library, Philadelphia, Pa.
PPAmP	American Philosophical Society, Philadelphia, Pa.
PU	University of Pennsylvania Library, Philadelphia, Pa.
PWacD	David Library of the American Revolution, Washington Crossing, Pa.
PYHi	Historical Society of York County, York, Pa.
R-Ar	Rhode Island State Archives, Providence, R.I.
RHi	Rhode Island Historical Society, Providence, R.I.
RNHl	Newport Historical Society, Newport, R.I.
ScHi	South Carolina Historical Society, Charleston, S.C.
SpMAH	Archivo Historico Nacional, Madrid, Spain
SpSAG	Ministerio de Educación, Cultura y Deporte, Archivo General de Indias, Seville, Spain
SpVAS	Archivo General de Simancas, Valladolid, Spain
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.

Collection Symbols

Adm.	Admiralty
Arch. dipl., Corr. Pol.	Archives diplomatique, Correspondance Politique
C.O.	Colonial Office
H.C.A.	High Court of Admiralty
PCC	Record Group 360. Records of the Continental and Confederation Congresses and the Constitutional Convention. "Papers of the Continental Congress"
PRO	Public Record Office
RG	Record Group
S.P.	State Papers (Domestic)

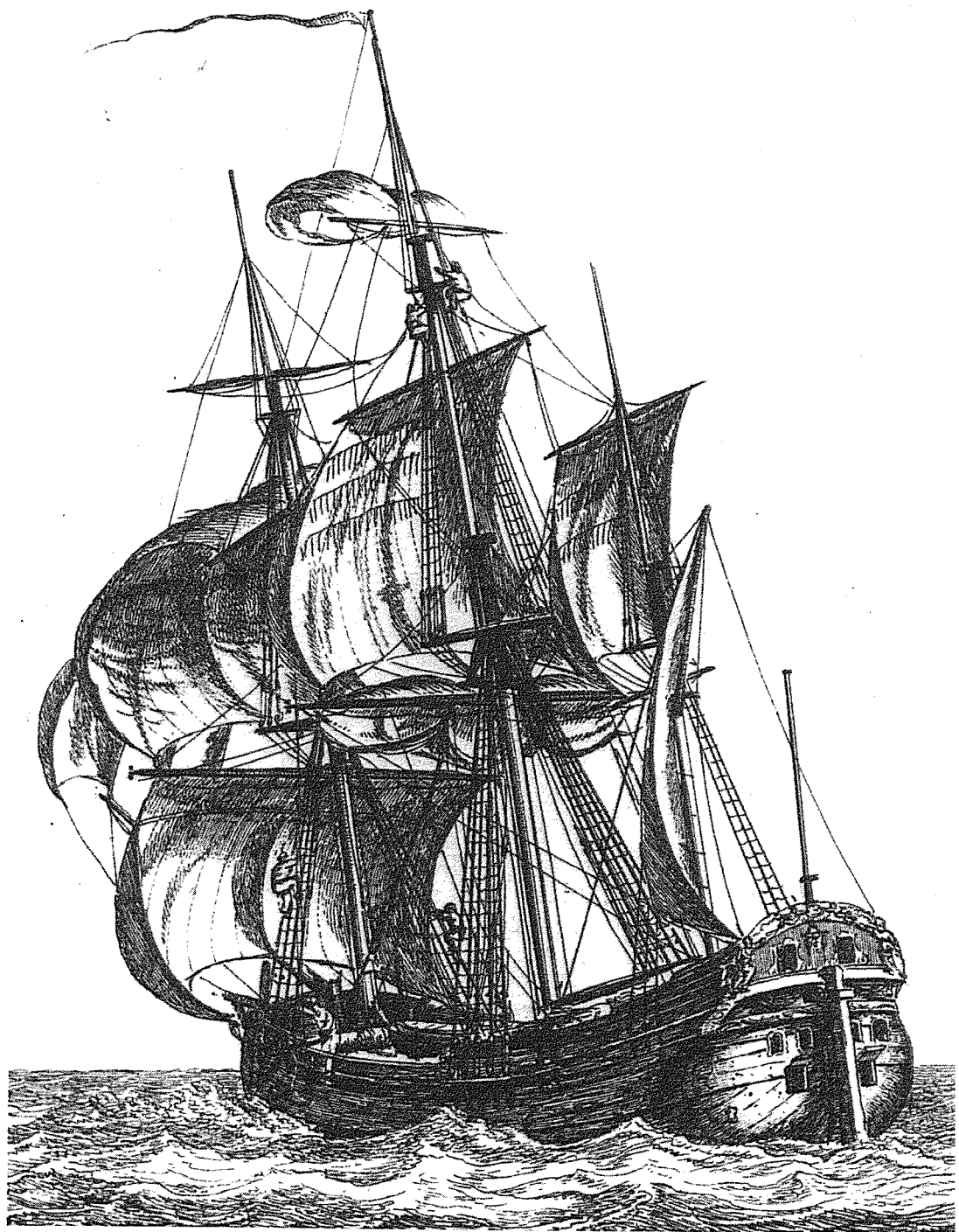
Short Titles

- Benjamin Franklin Papers* Franklin, Benjamin. *The Papers of Benjamin Franklin*. Edited by Leonard W. Labaree, et al. 29 vols. to date. New Haven, Conn.: Yale University Press, 1959–
- Cohen, *Yankee Sailors* Sheldon S. Cohen, *Yankee Sailors in British Gaols: Prisoners of War at Forton and Mill, 1777-1783*. Newark, Del.: University of Delaware Press, 1995
- Connecticut Historical Society *Collections 20* *Collections of the Connecticut Historical Society*. Vol. 20. *Huntington Papers: Correspondence of the Brothers Joshua and Jedediah Huntington during the Period of the American Revolution*. Hartford, Conn.: Connecticut Historical Society, 1923
- Deane Papers* Deane, Silas. *The Deane Papers*. 5 vols. *Collections of the New-York Historical Society* 19–23 (1886–90)
- Diary of Ezra Green, M.D.* *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. Geo. Henry Preble, U.S.N., and Walter C. Green*. Boston: [D. Clapp & son, printers], 1875
- Downman, "Services of Lieut.-Colonel Francis Downman" Downman, Francis. "The Services of Lieut.-Colonel Francis Downman, R.A., in France, North America, and the West Indies, between the Years 1758 and 1784." Edited by F. A. Whinyates. In *Minutes of Proceedings of the Royal Artillery Institution*. Vol. 25. Woolwich, England: Royal Artillery Institution, 1898
- Hoadly, ed., *Public Records of the State of Connecticut* *The Public Records of the State of Connecticut... with the Journal of the Council of Safety, 1776–1781...* Edited by Charles J. Hoadly. 3 vols. Hartford: Case, Lockwood & Brainard, 1894–1922
- JCC U.S. Continental Congress. *Journals of the Continental Congress, 1774–1789*. Edited by Worthington C. Ford and Gaillard Hunt. 34 vols. Washington: Library of Congress, 1904–37
- Letters of Delegates* *Letters of Delegates to Congress, 1774–1789*. Edited by Paul H. Smith, et al. 26 vols. Washington: Library of Congress, 1976–2000

- Mackenzie, *Diary* Mackenzie, Frederick. *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*. 2 vols. Cambridge, Mass.: Harvard University Press, 1930
- NDAR *Naval Documents of the American Revolution*. Edited by William B. Clark, et al. 11 vols. to date. Washington, D.C.: Naval Historical Center, Department of the Navy, 1964–
- "Papers of William Vernon and the Navy Board" "Papers of William Vernon and the Navy Board, 1776–1794." *Publications of the Rhode Island Historical Society*. New Series. Vol. 8. Providence, R.I.: Rhode Island Historical Society, 1900–01, pp. 197–277
- The Parliamentary History of England* *The Parliamentary History of England from the Earliest Period to the Year 1803*. 36 vols. London: Printed by T.C. Hansard, 1806–20
- Pennsylvania Archives*, 1st ser. *Pennsylvania Archives*. 1st ser. Edited by Samuel Hazard. 12 vols. Philadelphia: 1852–56
- Pennsylvania Archives*, 2d ser. *Pennsylvania Archives*. 2d ser. Edited by William Henry Egle and John B. Linn. 19 vols. Harrisburg, Pa.: 1874–90
- The Revolutionary Records of the State of Georgia* *The Revolutionary Records of the State of Georgia*. Compiled by Allen D. Chandler. 3 vols. Atlanta: Franklin-Turner Co., 1908
- Salley, ed., *South Carolina Commissioners* *Journal of the Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779*. Edited by A. S. Salley, Jr. Columbia, S.C.: Historical Commission of South Carolina, 1912
- Sandwich Papers* *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]: Printed for the Navy Records Society, 1932–38
- Stevens's Facsimiles* Stevens, B. F., comp. *B. F. Stevens's Facsimiles of Manuscripts in European Archives Relating to America, 1773–1783*. 24 vols. London: 1889–95

AMERICAN THEATER

From January 1 to March 31, 1778



AMERICAN THEATER

From January 1 to March 31, 1778

SUMMARY

During the winter months of January, February, and March 1778, British and American naval efforts in the American Theater reflected conditions created by the momentous events of the previous autumn, the capitulation of Lieutenant General John Burgoyne's British army at Saratoga, New York, and the capture of Philadelphia by British forces under General Sir William Howe and Vice Admiral Richard, Lord Howe. Expectation of France's imminent entrance into the war in support of American independence influenced many decisions by naval leaders in America. The British Navy strove to maintain an effective blockade of the American coast, despite the deteriorating condition of their warships, while supporting the British army's footholds in the rebellious territories in the seaports of New York, Newport, and Philadelphia. Needing to get cruising warships to sea, as well as shipments to Europe of American produce, particularly tobacco, and to allow shipments of munitions, uniforms, and salt into their ports, American revolutionaries struggled to pierce the blockades of the Narragansett Bay, Long Island Sound, Chesapeake Bay, and Charleston S.C., while taking advantage of weaknesses in the blockade, particularly at Boston, the eastern shore of Maryland and Virginia, and the inlets of North Carolina's Outer Banks.

Although Americans had rebuilt the fort at Machias, Maine, Sir George Collier at Halifax reported the province of Nova Scotia in no danger of invasion. Royal Navy ships and provincial armed vessels continued to capture American privateers operating in Nova Scotia's bays and inlets.

An American project to send the French armed ship *Flammand*, with a few American officers on board authorized to make prizes, from Portsmouth, N.H., to Charleston for a cargo of rice, failed because the French crew, deceived as to their original destination, which they had been told was the French West Indies, refused to sail for Charleston.

The ship *Royal Bounty* was carrying American prisoners from Halifax to Newport when the prisoners rose, took over the vessel and brought her into Marblehead. British authorities claimed credit for the prisoners on the balance sheet of prisoners exchanged, but Americans denied that the vessel should be considered a cartel, since it was coming from one British-held port and heading for another.

Boston's secure harbor accommodated several ships fitting out, including Continental Navy brig *General Gates* and Connecticut Navy ship *Defence*. Continental Navy frigate *Boston*, Captain Samuel Tucker, set sail from Massachusetts Bay on 17 February, carrying John Adams, appointed to take the place of Silas Deane as one of the American Commissioners in France. The State of Massachusetts ordered brigantine *Massachusetts* on a cruise off England or the Iberian Peninsula and fit-

ted out several state trading vessels, dispatching *Adams* and *Favorite* to France via South Carolina, *Gruel*, *Nantes*, and *Union* to France, and *Dolphin* to Spain. The British captured *Gruel* off Halifax and *Union* before she reached France.

Continental Navy frigates *Providence* and *Warren* and ship *Columbus* fitted out at Providence, R.I., awaiting a good opportunity to sail through the British squadron based in Newport. In a heavy fog on the night of 16 February, *Warren* slipped past the blockaders in the Narragansett and, after a short cruise, made it to the safety of Boston. But *Columbus*, attempting to break out on 27 March, ran aground and the British burned her.

British transports prepared to proceed to Boston to take on board the Convention Army that had capitulated at Saratoga the previous October, until the Continental Congress abrogated the agreement to release the British soldiers.

Work continued on the building of Continental Navy frigate *Confederacy* at Norwich, Connecticut. The state government appointed its own agent to devise a way to get the new Continental Navy frigate *Trumbull* safely over the bar in the Connecticut River at Saybrook.

British authorities made the decision to issue privateering commissions at New York. They also planned to establish a navy yard at New York City, to alleviate the vexing problems of maintaining Royal Navy vessels on the North American station. Vice Admiral Richard, Lord Howe, noted the depletion of naval stores and seamen's clothing in his fleet. Observing that some of his frigates, long on station, would soon be unfit for service, he recommended more frequent relief of ships assigned to him. Considering the aid to the Americans in ships of force expected from "foreign Powers," he suggested that the frigates be replaced with ships of the line. Howe voiced doubts that, with the forces at his command, he would be able to detach ships occasionally for the defense of Newfoundland or for convoying trade from the West Indies.

During the unusually cold winter of 1777–78, the infamous winter of Valley Forge, ice clogged the Delaware River so that the British shipping at Philadelphia was, for the most part, confined to the wharves until 8 March. The Americans conceived of several methods of destroying that shipping. The satirical poem *The Battle of the Kegs* immortalized David Bushnell's unsuccessful attempt to float kegs of gunpowder fitted with detonating devices through the ice-choked river against British vessels along the wharves. Major François Louis Teissèdre de Fleury, of the Continental Army, proposed a rocket-powered fire boat; he also proposed sending men over the ice with shirts impregnated with sulfur to set fire to the ships. General George Washington ordered the erection of a battery across the river from the wharves, in an attempt to destroy the shipping with heated shot.

The Americans employed armed boats to stop market boats from supplying Philadelphia, and the State of Pennsylvania commissioned its navy's barges as privateers to capture transports attempting to reach the city. A few such transports became caught in the ice and were captured by American forces. In January, the crews of two Pennsylvania Navy armed boats defected, with the boats, to the British. Under persistent pressure from George Washington, the state of Pennsylvania eventually agreed to sink its galleys in creeks to prevent their capture by the enemy.

In mid-February, a Continental Army detachment under Brigadier General Anthony Wayne requested Continental Navy Captain John Barry's assistance with a

foraging expedition on the New Jersey shore. Under Barry's command, a force, acting in armed boats along the Delaware River shore, burned hay needed by the British in Philadelphia to feed their horses. The raid acted as a diversion, allowing Wayne to make off with a large herd of cattle for the Continental Army.

On 7 March, Barry's command, consisting of two Continental Navy barges and three Pennsylvania Navy armed boats, captured two British transports, laden with hay for the British army, and their escort, the armed schooner *Alert*, in the service of the British army's engineering department. Barry ordered the large assortment of engineering tools on board unloaded. To prevent their recapture Barry had the transports burned, but he attempted to escape in *Alert*, renamed Continental Navy schooner *Wasp*. Unable to evade the superior force of the four British warships in pursuit, Barry ran the schooner on shore.

Continental Navy Captain Isaiah Robinson and Captain Nathaniel Galt of the Pennsylvania State Navy sailed to Philadelphia under a flag of truce with provisions for American prisoners held there, but the British placed the two men under arrest as spies.

Dissatisfied with Continental Navy Commander in Chief Esek Hopkins's performance and failure to obey orders, Congress dismissed him from service on 2 January.

The Continental Navy Board of the Middle Department reprimanded Captain John Barry for disrespect to Stephen Hopkinson, a member of the board. The two had exchanged heated words when Hopkinson interfered with Barry's efforts to carry out the board's orders to sink the frigate *Effingham*.

The Royal Navy maintained an effective blockade of the Virginia Capes, capturing many vessels attempting to leave or enter the Chesapeake, including several heavily armed merchantmen from France and the Maryland state trading vessel *Lydia*. The Maryland Navy offered the ship *Defence* for sale. On 31 March, Continental Navy frigate *Virginia*, Captain James Nicholson, broke her rudder on the Middle Ground shoal and was captured as she was making the last of several foiled attempts to sail past the blockade. Maryland, Virginia, and North Carolina cooperated in protecting navigation in the Chesapeake Bay, with their navies' galleys transporting goods and interfering with British operations in shallow waters. Maryland struggled to man its armed vessels, and Virginia built two galleys on the eastern shore to protect shipping along the seaboard.

Unable to enter the Chesapeake, Denis-Nicolas Cottineau de Kerloguen took his heavily armed merchantman *Ferdinand* into Cape Lookout Bay, North Carolina, where he established a shore battery to protect his ship as he discharged its cargo. Cottineau would later see service with the Continental Navy, along with his fellow Frenchman, Pierre Landais, who had come to America as master of the merchantman *Flammand*.

On 15 January 1778 an extensive fire in Charleston, S.C., destroyed several hundred houses, causing damages valued by one estimate at half a million pounds. Many Charlestonians believed the fire to be the work of the British men-of-war's boat crews who nightly came ashore from the blockading squadron. The ships of this squadron patrolled the coast from South Carolina to East Florida, but most remained off Charleston, the main trading port of the rebellious South, where they took many merchant vessels as prizes.

Attempting to protect their trade, the South Carolina government fitted out a squadron of armed vessels, consisting of the ship *General Moultrie*, the brigantine *Notre Dame*, and the brigs *Polly* and *Fair American*. Difficulties manning and the need to train new recruits delayed the squadron's sailing until 12 February. By then the Continental Navy frigate *Randolph*, which was also fitting out at Charleston, had augmented the squadron. The frigate's commander, Captain Nicholas Biddle, wishing to test his new ship against the British, consented to delay sailing until South Carolina's small fleet was ready to put to sea.

Randolph, Biddle, and all but three of the crew never returned from this cruise. The fleet safely passed the blockading British squadron and sailed for the West Indies. There it encountered H.M.S. *Yarmouth*, of sixty-four guns. The crew of the American frigate fought valiantly against the British ship of the line, but the heavy fire of the latter resulted in *Randolph's* blowing up. The other ships of the squadron escaped to Charleston.

The government of South Carolina may have intended its fleet merely to drive the British warships from the vicinity of Charleston, but British intelligence thought it was destined either to attack St. Augustine or to convoy a large number of American and French merchantmen past the British warships waiting offshore.

Alexander Gillon accepted appointment as head of the South Carolina Navy on condition that he be allowed to journey to France to obtain three frigates for the navy he was to lead.

Georgia's naval force consisted of several galleys for defense and for the apprehension of smugglers who supplied the British at St. Augustine. Unable to man the galleys adequately with volunteers, the state's executive council sought cooperation of the Continental Army to allow soldiers to serve in them.

Anticipating an attack on East Florida, the British stationed *Galatea*, *Hinchinbrook*, and East Florida province armed sloop *Rebecca* permanently off the coast at Frederica, Ga., to defend the inland navigation to the St. Mary's River, which the British fleet used for fresh water.

Bermuda was a valuable source of salt for the Continental forces, required for curing beef and pork, while Bermudans, unable to raise sufficient foodstuffs themselves, surreptitiously engaged in proscribed trade with the mainland. When Virginia Loyalist Bridger Goodrich, holding a privateering commission from the governor of Bermuda, seized Bermudan vessels engaged in that illegal commerce, he found himself and his ship threatened with violence by the enraged islanders.

On 10 January, a detachment of Continental Army troops under Captain James Willing set out from Pittsburgh in the Continental Army armed boat *Rattle Trap* on an expedition down the Ohio River to the Mississippi. At Natchez, Willing had the residents sign a capitulation and declaration of neutrality. At the British settlement of Manchac, Willing's party captured the ship *Rebecca*, of sixteen guns. The American force took several other trading vessels, seized slaves, and brought their booty into New Orleans. Louisiana's Governor Bernardo de Gálvez issued a proclamation of neutrality, offered protection to British subjects fleeing the invaders, and refused British demands to turn out the Americans and return the seized British property. He allowed the Americans to sell the property to Spanish citizens, who obtained the goods and slaves at bargain prices, while he secretly transferred to Oliver Pollock, the resident agent of the Continental Congress, sup-

plies that had been sent from Spain. The governor and council of British West Florida, in Pensacola, created a provincial corps and sought the assistance of native allies in expelling Willing's force. Meanwhile, the British Navy dispatched H.M. sloops *Sylph* and *Hound* into the Mississippi and sent men to reinforce H.M. sloop *West Florida*, on Lake Pontchartrain.

On 27 January, the sailors and marines of Continental Navy sloop *Providence*, Captain John Peck Rathbun, surprised the forts at Nassau, New Providence, in the Bahamas, capturing gunpowder, several merchant ships in the harbor, and British letter of marque ship *Mary*.

In the West Indies, tensions increased between the French and British. The British complained of French collusion with the rebels: the governors of the French islands permitted the Americans to use their ports as bases to fit out and repair privateers and to dispose of prizes; many "American" privateers were owned and manned by Frenchmen, having but a single American on board as the nominal captain; and French naval vessels provided convoy to American shipping leaving French ports. For their part, the French had their naval vessels warn off British cruisers examining ships near the French islands and protested that officers of British tenders had defective commissions that were inadequate for authorizing examination of vessels displaying French colors.

Near Barbados, H.M.S. *Ariadne* and H.M.S. *Ceres* captured the slow-sailing Continental Navy ship *Alfred*, but *Alfred's* swifter consort, Continental Navy frigate *Raleigh*, got away. British warships also captured several American privateers operating in the West Indies, including *St. Peter* and Massachusetts privateer brigantines *General Washington* and *Hampden*. Captain Samuel Chew, of the Continental Navy brigantine *Resistance*, and some thirty of his crew lost their lives in an inconclusive engagement near Barbados with the packet *Grenville* during which the British mail was lost. At the commencement of the battle the mail was hung off the stern for sinking in case of capture and a stray shot cut the slings. Massachusetts State Navy brigantines *Hazard* and *Tyrannicide* arrived at St. Pierre, Martinique, after a cruise that took them to the coast of Portugal.

On 13 February, Rear Admiral Sir Peter Parker relieved Vice Admiral Clark Gayton at Jamaica.

• **January**

“A LIST OF MEN BELONGING TO THE *BALTIMORE*”

[*Maryland Navy galley Baltimore, Baltimore, 1778*]

Tho^s: Walker—Cap^t:
 Rich^d: Brogdon 1st: L^t:
 James Boyle 1 L^t: mariens
 John Crapper 2^d: D^o:
 Abraham Strong Mid. {has been absent some time I believe he has Run
 Tho^s: Weems—D^o:
 Daniel Boyle—D^o: Run—
 John Norris—Carp^r:
 John Thompson Boats^{rn}:
 Henry Rantford—Drown'd
 1 John Sandsberry—Sailor in the *Conqueror*
 Charles Daily—D^o: sick on shore
 2 Benjⁿ: Sutton—D^o:
 Joshua Cross—D^o: Sick—not fitt for service
 3 Samuel Willson—D^o:—
 4 Benjⁿ: Rollings—D^o:
 Able Mason—Guners M^t: Sick at home—
 5 Will^m: Adair—Sailor—*Conqueror*
 6 Joshua Hodgskins—D^o:—D^o:
 7 Tho^s: Patterson—D^o:—Joiner—
 Negro Abraham—D^o:—
 John Norridge—D^o: Same
 Jerry Bryan—D^o: *Conqueror* sore leggs
 Paul Hutton—Marien
 Hard man Swing—D^o: Run
 Patrick M^c:Avery—D^o: Run
 Phillip Hindly—D^o:—
 Mosses Guthrie—D^o:
 John Jones—D^o:
 T S Hollen—Sailor Cooper in *Baltimore* query
 John Hawser—D^o:

D, MdAA, Maryland State Papers (Red Books), S 989, 4570-117.

“A LIST OF MEN BELONGING TO THE *INDEPENDENCE*—”

[*Maryland Navy galley Independence, Baltimore, 1778*]

Bennett Mathewis Cap^t:
 John Bruel 1st: Lieut: on board y^e *Chester*
 Joal Higgenbotton Master on furlow
 John Stevenson—L: Mariens resignd
 John Hart—Mid
 Gitting Gover—D^o: resignd
 John Payne—Boat^{rn}: on board y^e *Chester*

Tho^s: Lucas—Guner sick on board
 Roderick M^cKensey Carp^m:—in the yard
 Tob Cooe—sick on shore
 James Ingram—Run—
 Math^w: Morratty-Smith, on board y^e *Chester*
 Nath^l: M^cClure—on board y^e *Dolphin*
 Dan^l: Waldrom—(on board y^e *Dolphin*)
 John Smith—in y^e Shop
 Joseph Nichols—on board the *Chester*
 George Camp—D^o—
 Will^m: Condron—Run
 Joseph Parkhurst—Run
 Barn: Cadigan—on board y^e *Chester*
 Henry Turner—time up/on board the *Dolphin*
 Will^m: Logue—on board y^e *Chester*
 Will^m: Miles Serg^t: mariens in the *Dolphin*
 Joseph Darlington—Drum. Sick on shore
 James Curry—marien—on board y^e *Chester*
 John Lewis—Sick at home/run—
 Edward Reed—on board y^e *Chester*
 John Flinn—run
 Henry Loyd—Sick on board not good for much
 Tho^s: Servant—on board the *Chester*
 Edward Freeman (in the *Conqueror*) in y^e *Chester*
 George Tollinger—

Wanted 13 Swivles

John Payne jun^r: Sailor—in y^e *Chester*
 George Younger Marien—run
 John Crossby—run
 John Ellis—Run
 Henry Lungreen—run
 Dennis Clancy seaman just Entered

D, MdAA, Maryland State Papers (Red Books), S 989, 4570-119. Docketed: "Baltimore."

ARMAMENT OF MARYLAND NAVY GALLEYS

[*Baltimore*, 1778]

Inventory of Guns belonging to the Galley *Baltimore*.

2 Eighteen's

14 Fours, 6 Swivels

Has on board 2 Long & 2 Short Fours received from on board the Sloop *Molly*.

Independance

2 Eighteen's

2 Twelve's

2 Sixe's

4 Fours, 16 Swivels

Conqueror

4 Eighteen's

10 Four's, 14 Swivels

Chester

4 Eighteen's

10 Fours

There is 14 Six's belonging to the Ship *Defence* on board of the Galley *Baltimore*.

D, MdAA, Maryland State Papers (Red Books), S 989, 4570-118. Docketed: "Guns belonging to/the *Balt. Galley*."

LIEUTENANT JOHN CHEVER TO MARYLAND COUNCIL

[*Maryland Navy galley Chester, Chestertown, 1778*]

Sir

I apply to Counsel for arms for the Use of the States on bord of the Galley *Chester* forty Muskets with Bayonets And Catredg Boxses and Likewise forty prickers and Brushes and thirty Cutt Lashes and seven paire of pistells and two hundred flints and twenty worms and One Box of Muskett Catredges.—From yours

John Chever L' on bor'd *Chester*

L, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-12-78. Docketed: "Sundries for/the *Chester Galley*." Chever was lieutenant of marines on board *Chester*.

COLONEL GEORGE MORGAN TO CAPTAIN JAMES WILLING

January 1778

Provisions issued at Fort Pitt to M^r Willing for 30 Men on a Voyage to New Orleans Viz

6500^{lb} Biscuit & Flour

3000^{lb} Beef

Is 5200 Rations Bread

3000^{lb} Pork

& 5400 d^o Meat

That is Rations for 30 Men 180 Days

70 Gallons Wiskey at ½ Pint ^ᵀ Man ^ᵀ day

will last 30 Days—

Suppose 5 Boats to ascend the Rivers rowed by 20 Men each is 100 Men—It will require 90 days Provisions is 9000 Rations or

11250^{lb} Flour &

9000 Pork — also

560 gallons of Rum

Querie—How are they to be supplied?

I recommend to M^r Willing to fix on a Plan with the Commanding officer for the purpose & it will not be difficult to execute—But orders should have been given by Congress—

Geo: Morgan

It is to be lamented that you had not been able to leave this the 1st. of October The Time I have so often pointed out to Individuals of Congress. You should now be about leaving Orleans to ascend the River & thereby secure your Passage & at one third the Expençe of Provisions &c—I now dread the Issue.

G M

L, DNA, PCC, item 159, 433 (M247, roll 178). Morgan was Deputy Commissioner-General of Purchases, Western District, and Agent for Indian Affairs. Addressed at the foot: "To Mr./James Willing." Filed with Brig. Gen. Edward Hand to the Continental Commerce Committee, 17 Jan., below.

January 1

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 1st. 1778.

Order'd, That Mr Ivers¹ pay Cap^t Abner Sylvester for part of Cargo for Schooner *Starks*² . . . £450..—..—

Order'd, That the Com^y Gen^l³ deliver Cap^t Ab^r Sylvester a Gallon Pot for the use of Schooner *Starks*.—

Order'd, That Mr Ivers pay Cap^t John Rider Master of the Schooner *Hannah*,⁴ for Advance Wages &c. as p^r his Bill 76..14.—
& 745 1/2 Dollars as part of the Cargo 223..13.—
£300.. 7.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), 146-47.

1. Thomas Ivers, cashier of the Massachusetts Board of War.
2. Massachusetts State trading schooner *Starks*, Littlefield Sibely, commander.
3. David Devens.
4. See *NDAR* 10: 816, 823.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

State of MASSACHUSETTS-BAY,

To all whom it may concern.

Middle District.

NOTICE is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz.—In Behalf of William Day, Commander of the Ship *General Mifflin*,¹ and all concerned therein, against the Brigantine *Fame*, of about 150 Tons burthen, James Coates, late Master: In Behalf of William Rogers, Commander of the armed Brigantine *General Washington*,² and all concerned therein, against a Letter of Marque Ship *Jonathan*,³ of about 300 Tons burthen, Richard Townshend, late Master: In Behalf of William Cole, Commander of the armed Brigantine *Oliver Cromwell*,⁴ and all concerned therein, against the Sloop *Fly*, of about 70 Tons burthen, John Bray, late Master: In Behalf of Nathan Nichols, Commander of a Letter of Marque Sloop, called the *Patty*,⁵ and all concerned therein, against sundry GOODS, said to be British, and taken out of a Boat belonging to the *Lovely Lass*, George Thompson, late Master; And against sundry GOODS, said to be British, and taken out of the Schooner *Hope*, William Hunt, 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 said Captures, a Maritime Court, for the said District, will be held at Boston, on Friday the 16th 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, and the Universal Advertiser (Boston), 1 Jan. 1778.

1. Massachusetts privateer ship *General Mifflin*, 350 tons burthen, mounting 26 carriage guns, a crew of 120 men, owned by Philip Moore and Archibald Mercer, of Boston, was commissioned on 28 Oct. 1776. M-Ar, Revolutionary Rolls Collection, vol. 5, p. 333.

2. Massachusetts privateer brigantine *General Washington*, mounting 18 carriage guns, a crew of 130 men, owned by Isaac Sears and Paschal Nelson Smith, of Boston, and Samuel Broome, of Wethersfield, Conn., was commissioned on 10 Nov. 1777. M-Ar, Mass. Archives Collection, vol. 139, p. 150. She was termed a Connecticut privateer in her Continental bond of 25 July 1777. DNA, PCC, item 196, vol. 6, p. 47.

3. Ship *Jonathan*, mounting ten 4-pounders and four 6-pounders, built at Liverpool in 1774, bound from Liverpool to New York. *Lloyd's Register of Ships, 1777-1778*.

4. Massachusetts privateer brigantine *Oliver Cromwell*, William Coles, commander, mounting 16 carriage guns, a crew of 130 men, owned by John Derby & Co., of Salem, was commissioned on 29 Apr. 1777. M-Ar, Revolutionary Rolls Collection, vol. 6, p. 300.

5. Massachusetts privateer sloop *Patty*, mounting 4 carriage guns, a crew of 16 men, owned by Darbey & Nichols, of Salem, was commissioned on 13 Aug. 1777. DNA, PCC, item 196, vol. 11, p. 60. The owners were probably Elias Hasket Derby and Ichabod Nichols, who appear as *Patty's* owners in the bond for her next commission, 21 Jan. 1778. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 230, 233.

ADVERTISEMENT OF SALE OF MASSACHUSETTS PRIVATEER SCHOONER *LEE*

For SALE,

The Schooner *LEE*,¹ burthen 75 Tons, a prime Sailer, has run all the War as an armed Schooner. Inquire of THOMAS STEVENS at Manchester.

Independent Chronicle, and the Universal Advertiser (Boston), 1 Jan. 1778.

1. On 29 Oct. 1775 *Lee* was commissioned a schooner in Washington's Fleet and was commanded by John Manley and later Daniel Waters. She was commissioned on 12 Mar. 1777 as a Massachusetts privateer schooner, John Skimmer, commander, mounting 10 carriage guns with a crew of 54 seamen. M-Ar, Revolutionary Rolls Collection, vol. 6, 216.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN JOHN LINZEE, R.N.

By Andrew Snape Hamond Esq^{re}.
 Captain of His Majestys Ship the
Roebuck, and Senior Officer of the
 Squadron stationed in the River
 Delaware.

Whereas you have represented to me that the Crew of His Majesty's Ship, under your Command, suffer very much by the Weather at this inclement Season for want of suitable Cloathing and there is not a sufficient Assortment of Navy Slops in the Squadron to answer their necessary demands. You are therefore hereby authorised and required to cause the Purser of His Majestys 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 onboard the *Roebuck* at Philadelphia the 1st January 1778.

A S Hamond.

LB, ViU, Hamond Papers, Orders Issued (1778-1780), pp. 1-2. Addressed at foot: "To/Captⁿ. John Linzee/of His Majesty's Ship the/*Pearl*."

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO JAMES MASON

By &c. &c.

The very Sickly state of the Ships under my Orders here, rendering it absolutely necessary notwithstanding the very high Price of fresh Provisions that they should be accomodated therewith once a Week for the better re-establishing the Men's Health. You are hereby required and directed to Purchase from time to time a sufficient Quantity of Fresh Beef to Serve in lieu of Salt Beef one day in the Week onboard the several Ships & Vessels under my Directions until further Order, on the best terms you can for the Crown; drawing Bills for the Amount on the Commissioners of the Victualing, and taking such Vouchers as are required.

Given &c. [*on board the Roebuck at Philadelphia*] 1st January 1778.

A S Hamond.

LB, ViU, Hamond Papers, Orders Issued (1778–1780), pp. 5–6. Addressed at foot: "To/M^r James Mason/Purser of His Majesty's Ship/*Roebuck*."

BRIGADIER GENERAL WILLIAM SMALLWOOD TO GENERAL GEORGE WASHINGTON

[Extract]
Dear Sir,

Wilmington January 1st. 1778—

We have recovered our Sloop which I wrote concerning the other Day, & no other Damage sustained by the Tories retak^s her, than a few Barrells of Flower, & some Pork; our Party hav^s surprized & drove them of [*f*] whilst unloading her.—

The Brig^l is like to be much more valuable than was at first supposed, there appears to be a great Quantity of Arms, Baggage & some Cloths, Ammunition, Rum & Wine, and I am in hopes some Soldiers Cloathing, in short she is full, & I understand lately from England, but called by York & took in Officers Baggage & the Soldiers now Prisoners, there were upwards of 90 Waggonloads brought from her the Day before yesterday, but very few yesterday, being chief p^t of the Day securing her by fasts on the Shore, the Tide having made very ful, & the Ice had Nigh carried her off, but believe she is now well secured—I have ordered Waggons in to carry of [*f*] the Arms heavy Baggage &c to the neighborhood of Nottingham, where I Judge they will be more secure, & shoud be glad of your direction relative to the removal of the Prisoners—Officers are now sorting the Arms & Baggage &c for Removal, & as soon as an Inventory of the whole can be made out it shall be done & transmitted. . . . I remain [&c.]

W. Smallwood

L, DLC, George Washington Papers, Series 4. Addressed at foot: "His Excell^y Gen^l Washington." Docketed: "Wilmington 1st Jan^y/1778/from/Gen^l Smallwood." Two paragraphs referring to payment due the 5th Maryland Regiment are not printed here.

1. Transport brig *Symmetry*,—Monkman, master. For more on her capture, see *NDAR* 10: 816, 818, 825, 826, 833, 834.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO WILLIAM CRISPIN

In Council

Sir

Lancaster January 1st. 1778

By the bearer M^r William Bradford^l I have sent you four thousand pounds for the purpose of providing provisions for the fleet belonging to this State—I should

have sent a greater sum but the Treasury is almost exhausted I however hope shortly to have it in my power to send you a further sum—I am with respect [&c.]
Thomas Wharton jun^r

L, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Addressed at foot: "M^r W^m. Crispin." Docketed: "1778 January 1st. To M^r/W^m. Crispin Commis-/sary to the fleet.—"
1. Probably William C. Bradford, paymaster of the Pennsylvania Navy.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Thursday, January 1, 1778

The Marine Committee, to whom the letter of the Hon. Thomas Cushing, Esq.¹ of the 6th of December last,² with the inclosed bill of exchange, were referred, report, That, in their opinion, the said bill ought to be paid by a warrant on the treasury in favour of the persons in whose behalf the said bill was drawn:

Resolved, That Congress concur with the committee.

Ordered, That the said report, with the bill and letter, be referred to the Board of Treasury.

JCC 10: 7–8.

1. Thomas Cushing was the naval agent overseeing the construction of Continental Navy frigate *Alliance*. NDAR 10: 315, 479.

2. NDAR 10: 817.

JOURNAL OF H.M.S. GALATEA, CAPTAIN THOMAS JORDAN

Jan^y 1778

Thursd 1

[Charlestown] S 69 W 122 Ls
½ p^t 8 AM Saw a Sail Gave Chace at 11 Fired
a Shot & Bro^t too the Sch^r *Jolly Robin* from
Porto Prince bound to Boston Laden with
Molasses Calab Hopkins Master¹
d^o: West 98 Ls
D^o [Mod^{te}] & fair W^r: [PM] Read the Articles
of War & Abs^t to Ships Company Punished
Simon Needs w^t 1 Dozⁿ for Neglect of Duty.

D, UKLPR, Adm. 51/4197.

1. Schooner *Jolly Robin*, Caleb Hopkins, master, a crew of seven seamen, owned by Smith & Co. of Boston, from Hispaniola to Boston, laden with molasses, tea, and coffee, taken in lat. 32° 45', long. 73° 11', sent to St. Augustine. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239–40.

JOURNAL OF H.M.S. PERSEUS, CAPTAIN GEORGE KEITH ELPHINSTONE

January 1778

Thursday 1st

Port Royal WNW 8 Leagues.
at 6 AM, made the Signal for a Sail in the SW^t, gave chace with
the *Carysfort*, at ½ past saw another under the Land to which we
changed; at 9 fired Six nine pounders Shotted and brought too
the chace, she proved a Rebel Brig from Piscataway to Charles-
Town in Ballast,¹ took charge of her, and brought her people
on board; at Noon sailing down to join the *Carysfort* who had
left off chasing the Other Sail.

Land of S^o. Edisto NW^t 5 or 6 Leagues

Light airs inclinable to calm; PM dismantling and bring Stone Ballast from the Brig; at 6 Set her on fire:

D, UKLPR, Adm. 51/688.

1. Brig *Nesbitt*, Samuel Smallcorn, master, a crew of eight seamen, owned by Erskin & Mitchell of Boston, from Boston to Charles Town, destroyed. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 238-39.

CAPTAIN WILLIAM GARNIER, R.N., TO WILLIAM RICHARDSON

Par William Garnier Ecuyer
Capitaine du Vaisseau de Sa
Majesté Le *Southampton*./.

Il Vous est Ordonné par ces présentes de Vous rendre à bord de la Corvette *Snail* (*Limace*) et d'enprendre le Commandement; en Conséquence Vous feréz Voile avec La plus grande promptitude pour Croiser entre les débouquemens, et depuis Les Isles Turques à La partie du nord de St^t Domingue, à L'effet d'Interrupter tous Les Battimens Commercaux Venants, allans ou appartenans aux habitans des Colonies de sa Majesté en Amerique présentement en Rebellion. Vous continuerez ce service jusqu'au dixieme Jour du mois de fevrier Prochain. que Vous devez vous en Returner au Port Royal, où Si vous Trouvéz le Chevalier Pierre Parker² Vous vous conforméz aux ordres qu'il Vous donnera. que S'il arrivoit qu'il n'en seriez à Vous ordonner pour quelque Service particuliere, Vous feriez alors Carener la ditte Corvette Avec toute la Célerité possible, pour reprendroit Continuer Votre croisiere dans les mêmes parages.

Donné de moi à Bord du Vaisseau de
sa Majesté Le *Southampton* dans Le
Port de Port Royal Le 1^{er}. Janvier
1778. Signé W^m. Garnier

a Monsieur

Monsieur W^m. Richardson³

Je Sousigné Interpréte de la langue Angloise Au Cap françois. Certifie avoir traduite a l'ordre de M. Le Général⁴ La Commission ci dessus, de l'Original en Anglois qui m'a été remis par le Sieur Richardson Capitaine de La Corvette Angloise *Snail*, en foi de quoi. Au Cap Le 15. Janvier 1778. Signé Gautarel./.

Pour Copie conforme à L'Original
dargout

[Translation]

By William Garnier Esquire
Captain of His Majesty's Ship
the *Southampton*.

You are ordered by these presents to go on board the Sloop of War *Snail* and take command of her.¹ You will then, with the greatest speed, set sail to cruise among the passages, from the Turks Islands to the northern part of Saint Domingue, for the purpose of intercepting all Merchant ships coming from, going to, or belonging to the inhabitants of His Majesty's American Colonies now in Rebellion. You will continue this duty until the tenth day of February next. You are then to return to Port Royal, or if you should meet Sir Peter Parker² you will carry

out the orders he will give you. Should it happen that there might be no specific service for you to perform, you will then careen the said Sloop as quickly as possible, so as to resume the remainder of your cruise in the same waters.

Signed by me on board His Majesty's Ship *Southampton* in the harbor of Port Royal on the 1st. January 1778.
(Signed) W^m. Garnier

To M^r.

M^r. W^m. Richardson³

In witness whereof, I, the undersigned, interpreter of the English language at Cape François, certify that I have, by order of the General,⁴ translated the above commission, from the original in English, which was handed to me by M^r. Richardson, commander of the English Sloop of War *Snail*. At the Cape on the 15. January 1778. (Signed) Gautarel./.

A Copy conforming to The Original
dargout

Copy, UKLPR, C.O. 137/73, fol. 122. Docketed: "In Gov^r Dalling's (N^o 15)/of 12th. Feb^y 1778./(5.)/d^r." Enclosure no. 5 in Gov. John Dalling's letter to Lord George Germain, 12 Feb. 1778.

1. Tender of H.M. frigate *Southampton*.
2. Rear Adm. Sir Peter Parker.
3. Master's Mate, frigate *Southampton*.
4. Robert, Comte d'Argout de Neritiers, governor general of Saint-Domingue.

January 2

MAJOR GENERAL EYRE MASSEY TO GENERAL SIR WILLIAM HOWE

Sir,

Halifax 2 January 1778

The 22^d. November, we receiv'd here the disagreeable news from Quebec, of General Burgoyne's misfortune: soon after the Lieutenant Governor¹ and Council sat, and wrote me a letter to apply for the removal of the Rebel Prisoners.

I wrote to Sir George Collier to inform him, as it was reported that General Burgoyne's Army were brought Prisoners to Boston, I gave it as my opinion the sooner the Prisoners were sent from this the better, that they might be exchange'd: the Lieut^t. Governor wrote to me to make the requisition, which I refus'd as I had your Orders to receive them on shore: but would give them up when requir'd by the Commanding Naval Officer.

But thus have they been delay'd from early in November to this day, and it is hard to say how much longer.

I am quite happy to remain in any Command your Excellency is pleas'd to have prescrib'd to me; but why am I to be left with an Officer, that does every thing in his power, to retard the Service and make me unhappy, by such frequent delays.

Brigade Major Studholme's² & M^r Franklin's³ Expedition from Saint John's to Machias, was stop'd by Captain Foetus⁴ of the *Vulture*, telling them, he had Orders from Sir George Collier not to assist them.

With the concurrence of the Lieut^t. Governor, I order'd Major Small⁵ to reinforce that Detachment; & the reason Sir George Collier prevented Captain Foetus

from cooperating with Major Studholme, was that Sir George, wanted the whole honour of destroying Machias with his Ships: the failure of which, has given fresh spirits to the Rebels.

Major Small will inform your Excellency of every particular. During the General Court Martial I thought it highly necessary to send Major Souter to take the Command of Fort Cumberland: he went in very severe weather and is now return'd: after performing that disagreeable journey with great chearfulness: and effected with the greatest judgement everything I wish'd.

He has reported to me the vast expence of that Post, & what little use it is of, for the protection of this Province.

As there are sixty Yorkshire families there, who are without doubt good subjects, and would all be destroy'd, were we to abandon that Post, which is my only reason for continuing it: in the last War it was usefull to the French, as they came there from Canada, by the Bay of Verte.

Since Captain Barron was taken Prisoner, I appointed Captain Collett as Assistant Engineer; but on Captain Spry's Complaint of the extraordinary expences of that Gentleman; I have sent one there of Captain Spry's recommending; so that I hope the Works,⁶ will go on the better.

I reported to your Excellency that I had sent Captain Spry there this Summer to push on the Works: and as the whole of Lieut^t Col: Goreham's Corps⁷ is there, I beg your permission to withdraw the Light Infantry Company of Marines, which I order'd there, when the place was invested: and which I did not think I could recall without your permission, after having reported it to you.

Without doubt if Major Studholme can keep his ground at Saint John's: (which he tells me he will do.) this Province must be safe from any harm by the Bay of Fundy as it is exactly opposite Anapolis.

I hope your Excellency approv'd of my continuing the Coal Works. When I heard of the number of small Pirates, that were on the Coast, I sent the Deputy Quarter Master General to apply to Sir George Collier to protect the Coal vessels: he sent me word the *Albany* was at Canso: she might as well be in England: I then purchas'd a small arm'd sloop, which I call the *Howe*,⁸ and sent her & the *Gage*,⁹ which brought in all the vessels except one.

Sir George Collier told the Officer that commanded the *Howe*, that General Massey may send them out; but the first Man of War would take their Prizes from them: this has damp'd the Officer: & I have mention'd to my Lord George Germaine, to pray he will send me Two letters of marque.

I beg to report to you the *Gage* took one of those little Pirates, which mount-ed twelve swivels, and had taken many Merchantmen on this Coast.

I have Officer'd & mann'd those two little vessels mostly with Governor Legge's Corps.¹⁰

As I return'd you Captain Shaw's Commission which has had a good effect; you will please to send me a Commission for Captain Daniel Cunningham, who has got half his Company: and an Adjutant's Commission for Lieut^t Tho^s Green, who now acts by my Order.

Notwithstanding my complaints of Sir George Collier's conduct; Major Small will do me the justice to say; he never heard me speak a disrespectfull thing of Sir George Collier; since he interfer'd & settled matters: and I promis'd you I would

not trouble myself about him: but, Dear Sir, how unkind Lord Howe is, not to send here another Officer.

My Lord in his letter said there must be a publick hearing; I do not care how soon; but I cannot be insulted, by any Man, for so I must call it when my letters to you, are dated from the 20th. November to this date; for so long ago, has he inform'd me a Ship of War was to sail for the Grand Army: & five have been fix'd, & counterorder'd since.

I have had the honour to be under your immediate Command; I therefore appeal for my perseverance in every point of Duty.

I am at this time high up in Rank, & have not a Colonel's Command here.

Do not be surpriz'd if your Excellency sees me in the *Howe* sloop: for either Sir George Collier must be recall'd, or myself, for I can never serve with any Man, who occasions such delays to the King's Service in time of Rebellion.

I again repeat to your Excellency; that I am ready to serve my King, wherever you order me.

As my Lord Howe is pleas'd to say, Sir George Collier must have a publick hearing; I say for that; it is by no means the method to conquer the Rebels, no more than it was for a two Decker,¹¹ to cut out of Shiep's Gut River¹² ten little Lumber boats, which were sold for thirty Pounds each, & leave a large French Mast Ship¹³ there, on which there are Masts that would sell for Three hundred Pounds each, at Portsmouth, which the present Master of the *Gage* offer'd to effect: & bring to this Port.

The Troops under my Command are furnished with the most excellent provisions. The King's Molasses have been expended for some time.

As I this moment have heard the *Cabbot* is to sail in the morning,¹⁴ I hope you will pardon me, for not writing this letter myself—and also forgive the Contents, from Dear Sir [&c.]

Eyre Massey

L, UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 7, no. 830. Docketed: "M. Gen^l Massey/to/Gen^l Sir W. Howe/Halifax 2^d Jan^y 1778." Endorsed: "Rece^d 27th March/Complains much of S^r G. Collier/Fort Cumberland very expensive/& become unnecessary—/desires to withdraw the L^t Inf^y/Comp^s of Marines from thence—/Desires to be relieved—."

1. Commo. Mariott Arbuthnot.
2. Maj. Gilfred Studholme.
3. Col. Michael Francklin, Superintendant of Indian Affairs in Nova Scotia.
4. Comdr. James Feattus, R.N.
5. Maj. John Small, who led a force of 400 men against Machias in Aug. 1777.
6. Coal mines at Spanish River, Nova Scotia.
7. Royal Fencible Americans, a Provincial regiment commanded by Lt. Col. Joseph Gorham (Goreham).
8. Formerly a Massachusetts privateer. See *NDAR* 10: 696.
9. Nova Scotia Province armed sloop *Gage*.
10. Loyal Nova Scotia Volunteers, a Provincial regiment raised by Gov. Francis Legge of Nova Scotia in Dec. 1775.
11. H.M.S. *Rainbow*, a frigate mounting 44 guns on two decks. See *NDAR* 9: 749–51, 757–58, 758–59, 760, 789; 10: 82–84, 587.
12. Sheepscoot River, Me.
13. Massachusetts State trading ship *Gruel*, Capt. Joseph Proctor. See *NDAR* 9: 910–11, 911n, 949; 10: 66, 82, 83, 257, 587.
14. H.M. brig *Cabot* sailed on 12 Jan. with a convoy of 10 merchantmen and arrived at Newport on 21 Jan. UKLPR, Adm. 52/1636, part 3, fols. 28–29.

CAPTAIN JOHN CAREY TO MASSACHUSETTS BOARD OF WAR

Hon^{ble}: SirPortsmouth [2]¹ Jan^y 1778

Last Saturday Evening after a very fatiguing passage of 42 Days, I arriv'd at Old York² in the State Sloop *Republic*,³ meeting with very bad weather, has disabled her from proceeding any farther unless intirely refitted. her Sails are shatter'd to Rags; the Anchors, & Cables are lost; my Mate dy'd with a Fever on his Passage; One Man was lost Over board. eight Men who went ashore with Cap^t Palmer on an Island, was oblig'd to leave them, the weather coming up so boisterous was forc'd to cut our Cables. The Cargo is very valuable, consisting agreable to the Packet, which is now forwarded. You'll Please immediately to forward with respect to my further proceedings, & shall wait at Portsmouth your Orders. by an unfortunate Accident in cleaning a gun, I am badly wounded in the hand. I am Sir [&c.]

John Cary

NB—Should have forwarded the Acco^t of my Arrival, but Col^o. Langdon⁴ thought it most convenient to wait for the Post.

L, M-Ar, Mass. Archives Collection, vol. 153 (Board of War Letters, 1777–1780), p. 32. See Captain John Carey to Captain John Lamb, 16 Jan., and Massachusetts Board of War to Captain John Carey, 19 Jan., below.

1. The date is supplied by the placement of the letter in the index to vol. 153.

2. York, Me.

3. Massachusetts Navy sloop *Republic* had been sent to Martinique in August 1777 with a cargo of fish, boards and staves. She was to return to Massachusetts or New Hampshire with a cargo of molasses, rum and cotton. See *NDAR* 9: 691; 10: 230–31.

4. John Langdon, Continental Agent for New Hampshire.

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

[Boston] 1778 January 2^d.

Voted That M^r. William Barrons 1st Lieutenant of the Ship *Providence*¹ be appointed first Lieu^t of the Ship *Boston*² and that a Letter be wrote him to inform him of this Appointment and to require his Attendance immediatly on board her.—

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

1. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander.

2. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.

ORDER OF THE MASSACHUSETTS COUNCIL

State of Massachusetts Bay

Council Chamber [Boston] Jan^y 2^d. 1778

Ordered—That Col^o. Tho^s. Crafts be and hereby is directed to detach from his Reg^t¹ one Subaltern, one Serjeant, one Corporal & 7 Privates and place them as a Guard on Board the Cartel Vessel² in this Harbour with perticular Orders not to permit any Person to depart from or to enter on Board the Said Cartel till further Order—And in Case there shall be any rising on Board the Said Cartel or Attack made upon the same which can not be Quelled without firing on the Insurgents or Assailants in such Case the Said Col^o is hereby directed to give Orders to the Guard aforesaid to fire upon them & to repeat the same till they shall submit to Order—

read & Accepted

Jn^o. Avery D^y Sec^y

DS, M-Ar, Mass. Archives Collection, vol. 174 (Council Papers, 1777-1778), p. 65.

1. Massachusetts militia regiment.

2. Brigantine *Favorite*, Lt. John Brown, commanding. She sailed soon after for Halifax, arriving on 10 Jan. See Captain Sir George Collier, R.N., to the Massachusetts Commissary of Prisoners, 17 Jan., and *The Continental Journal and Weekly Advertiser* (Boston), 29 Jan., below.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Newport. Rhode Island]

2^d—[January] Thaw. The morning fine, with the wind at S. The afternoon thick, with small rain.

At 11 this morning came in the *Brune* Frigate with about 30 sail of vessels under her Convoy from the Delaware. At the same time Came in The *Eagle* of 64 Guns, having the Flag of Lord Howe on board, in three days from the Delaware. Lord Howe was saluted by Sir Peter Parker, with 15 Guns, which was returned with 13. As soon as The *Eagle* dropt anchor his Lordship was saluted with 17 Guns from the North Battery, which was returned with 11 only.

Mackenzie, *Diary* 1: 233.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Friday, January 2, 1778

Congress having no further occasion for the service of Esek Hopkins, Esq^r who, on the 22 December, 1775, was appointed commander in chief of the fleet fitted out by the Naval Committee,

Resolved, That the said Esek Hopkins, Esq^r be dismissed from the service of the United States.

JCC 10:13.

JOURNAL OF H.M.S. PORTLAND, CAPTAIN THOMAS DUMARESQ

January 1778

Friday 2nd

At the Pitch Kettle Moorings in English Harbour Antigua—

6 AM^d they¹ came, & were employ'd as before. Sailmakers repairing Sails. at Noon Came in y^e *Antigua* Brig from a Cruize. and brought in y^e *Nancy* Schooner an American Privateer of 12 Carriage Guns & 41 Men y^e Privateer had 4 Men kill'd & 15 Wounded.—²

At the Pitch Kettle Moorings in English Harbour Antigua—

D^o W^r: [Moderate breezes and Clear Weather] Our Two Tenders fitting out.

D, UKLPR, Adm. 51/711, part 3.

1. At 1 P.M. on 1 Jan., "the Carpenters and Caulkers left off working for y^e Holiday."

2. Georgia privateer schooner *Nancy*, John Brown, commander, mounting 12 guns, crew of 40 men, 80 tons burthen, belonging to and from Georgia, on a cruise, taken by H.M. brig *Antigua* on 28 Dec. 1777, sent to English Harbour, Antigua. Young's Prize List, 14 Mar. 1778, below.

GOVERNOR VALENTINE MORRIS TO LORD GEORGE GERMAIN

[Extract]

My Lord.

St Vincent 2nd January 1778.

I have the honor of this moment receiving by the *Grantham* Packet, your Lordships Duplicate of the 3^d October circular,¹ as also secret and confidential; together with your original letter of the 5th of November; to have my conduct merit his Majesty's approbation has ever been my supreme wish, and ambition; to receive such is the utmost completion.

... I am sorry to inform your Lordship that his Majesty's Sloop lately employed in carrying provisions to the out Posts of this Island,² was yesterday evening taken by an American Privateer of 14 Guns, in one of the windward bays of this Island, into which she run hoping to avoid capture; and I must hire & insure another for that service. the one taken will be directly carried to St Lucie, or Martinica, and tomorrow I shall send to demand her from the french Governor as also those English Seamen permitted to be detained in chains in St Pierres. I am from the late conduct of that nation in these latitudes, convinced both will be refused; and I shall immediately transmit to your Lordship an account thereof, but your Lordship may rely on it these people expect, nay act in such a manner that must draw on some chastisement, explanation, or war with them, under these circumstances; and thinking the latter not the most impossible consequence, I feel very unwilling to drop those connections and source of informations which I have established, and hitherto kept up in the French Islands; yet, with concern I repeat it, this I must do unless I am permitted to make a charge in my contingent account of the expence I have already been at, and still must continually incur to keep these up. I wish it could possibly suit the other services to have one of his Majestys Frigates constantly stationed at, and for this Government. give me leave my Lord to observe that the last peace giving such valuable acquisitions to his Majesty in these windward seas, has much altered the nature of the former services for the Islands; and demand a regular station for the immediate protection of the windward Islands; much too valuable to be neglected; round which the Americans, or I might call them French Privateers swarm and in whose seas most of their captures are now, and in case of a French war will be made. . . . I have the honor of remaining with respect and esteem [&c.]

Valentine Morris

L, UKLPR, C.O. 260/5, fols. 65–66. Addressed below close: "The R^t Honorable/Lord George Germaine." Docketed: "St Vincent 2^d Jan^y 1778./Governor Morris/R. 3^d April/Ent^d." Two omitted paragraphs concern Morris's dispute with the St. Vincent Assembly over their treatment of the Carib Indians.

1. See NDAR 10: 666–67.

2. St. Vincent provision sloop *Two Friends*. See Deposition of John Carmody, 17 Jan., below.

January 3

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

[Boston] January 3. 1778.

M^r. William Hopkins formerly master of the Continental Sloop *Providence* resigned his Commission and desired a Certificate of his being discharged from the Service which was granted him—

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

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT
TO LIEUTENANT WILLIAM BARRON

Navy Board Eastern department
Boston January 3^d. 1778

Sir

You are appointed first Lieutenant of the Continental Ship *Boston* Cap^t Samuel Tucker Commander who will Sail on a Cruise in less than three weeks—

You are therefore requested to repair immediatly (without delay) onboard and bring as many Sea men, & landsmen & marines with you as you possibly can—

We are your hum^{ble}. Serv^{ts}. in the name of Navy Board—

W^m. Vernon

L, RHi, George C. Mason, *Reminiscences of Newport*, vol. 5, p. 316 (Deluxe Inlaid Edition, 1901). Addressed at the foot: "M^r Will^m. Barron/1st. Lieu^t Ship *Providence*."

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War Boston Jan^y. 3^d. 1778.

Order'd, That Thomas Lewis be paid for Handspikes for the Brig^t *Favorite*,¹ as Pr^r Bill . . . £1..18.—

Order'd, That Cap^t Ingersoll² deliver Col^o Joshua^a Davis the Row Galley³ with her Stores &c. Pr^r Order of Court on File. Col^o Davis to pay a reasonable price for the Hire of said Galley & Cap^t Ingersoll to take a Receipt, & make return to the Board.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 148–49.

1. Massachusetts State trading brigantine *Favorite*.
2. Capt. Nehemiah Ingersoll.
3. Massachusetts Navy row galley *Lincoln*.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Newport. Rhode Island]

3rd Jan^y Some heavy rain last night. Fine day. Wind S. The Streets almost clear of Ice.

Lord Howe came on shore this Morning, but returned on board to Dinner. He does not intend to take any quarters in town.

Mackenzie, *Diary* 1: 233.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Saturday, January 3, 1778

A letter, of the 26 December, from the navy board, at Bordentown, with sundry papers enclosed, respecting the conduct of Lieutenant Henessy,¹ was read:

Ordered, That it be referred to the Marine Committee. . . .

THREE O'CLOCK, P.M.

The Committee on the Treasury brought in a report, which was taken into consideration; Whereupon, . . .

Ordered, That a warrant issue on the Treasurer in favour of John Brown, Esq^r.², for 13,359 dollars, for the purpose of discharging Thomas Cushing's order on the Hon. Henry Laurens, Esq. president of the Marine Committee, for that sum, in

favour of Andrew and James Caldwell, & Co. dated Boston, 6th December last, and expressed to be for the use of the continental ships building in Massachusetts bay;³ the said Marine Committee to be accountable:

JCC 10: 15, 16.

1. Lt. John Hennessey, Continental Navy.
2. John Brown was secretary of the Continental Marine Committee.
3. Continental Navy frigate *Alliance* and a seventy-four gun ship of the line. NDAR 10: 817.

“A RETURN OF THE SICK IN THE STATE HOSPITAL AT BALTIMORE”

[*Baltimore*] January 3^d 1778

<u>Men's Names</u>	<u>Cap^t</u>	<u>Disorder</u>	
Robert Carr	Furnavil	Sore arm	
John White	D ^o	a Cough	
Zehp ^b White	D	Sore hand	} Occationed by the } bursting of a Gun
William Bohom	D ^o	Sore Leg	
Cornelius Carne	D ^o	Convalescent	
Stephen Fennell	Dorsey	Dropsey	
John Quin	Furnavil	Sore Foot	
Thomas Yates	D ^o	Sore Leg	
John Sly	D ^o	Plaurisy	
	Men belonging to the Shipping		
Nat. Egbert	Coursey C. ¹ Gally	Bilius Dysentary	
Sam ^l Gardner	D ^o .	Sore Leg	
Thomas Green	D ^o .	Convalescent	
John Cain	D ^o .	Sore Leg	
Benj ⁿ Cheshire	Cook Ship <i>Def.</i> ²	Splenetic ³	

I believe there is not one in the Hospital but may in a Short time be fit for Duty
G[*eorge*] Gale Surgⁿ.

D, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636–10–2. This return is apparently in response to a request by the Governor's Council for a list of those in the hospital, in order to determine who might be likely to return to service. Maryland Council to Dr. George Gale, 24 Dec. 1777, MdAA, Governor and Council (Letter Books) 1777–1779.

1. Maryland Navy galley *Chester*, Capt. Thomas Coursey, commander.
2. Maryland Navy ship *Defence*, Capt. George Cook, commander.
3. *Splenetic*. having an illness relating to the spleen.

MASTER'S JOURNAL OF H.M.S. *RICHMOND*, CAPTAIN JOHN LEWIS GIDOIN

January 1778

Saturd^y 3

Chews Point going up York River SWBW
Veerd to 1/3 of a Cable AM Heeld & Scrub^d between wind & water both sides—
[Chews Point going up York River SWBW]
Light Breezes & Clear PM at 2, *Emerald* made the Sig^l for Seeing a Strange Sail at 3 Weighd & gave Chace *Emerald* & Tender in C^o at 5 Saw the Flashes of Several Guns fired by the Tender at the Chace at 6 Fired 2 Guns & Spoke a French Brig

the Tenders prize from Baltimore Load^d. w^h. Tobacco,¹ at 8
Came too with the B^t B^r in 6 f^m.

D, UKLPR, Adm. 52/687.

1. French brig *Alexandrine*, Jean François Forand, master, owned in France, a crew of 12 seamen, from Rappahannock River to Dunkerque, with tobacco, taken in Chesapeake Bay, sent to New York City. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239–40. Although attributed in the prize list as a prize to *Richmond*, the brig was libelled and condemned on 20 Feb. as a prize of *Emerald* in the Vice Admiralty Court of New York. UKLPR, H.C.A. 49/92, fol. 731, and 49/93, fols. 212–13. Her prize papers are in UKLPR, H.C.A. 32/266/9.

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

January 1778

Cape Henry SE 2 or 3 Miles.

Saturday 3^d.

At 2 AM fill'd the Main Topsail & set the Fore Sail. At ½ past 6 saw a Sloop to Wind ward and a Schooner to Leew^d. Bore away Out all Reefs set Studing sails and gave Chace. At ½ past 7 Came up with and took a Schooner from Boston,¹ Shortend Sail and Bro^t too Main Topsail to Mast; took the Prisoners out & destroyed the Prize. The Main Topsail being Split unbent it & bent another. At ½ past 9 made Sail set Main Topsail. At Noon Fresh Gales & Squally. Tackd

Cape Henry N 60^o W Dist^{cc}. 19½ Leag^s.

Fresh gales and Cloudy In 2^d & 3 Reefs of the Topsails At ½ p^t 3 PM Wore Ship. Lost a Log & 2 lines At 4 mod^t and Clear Out 3^d Reefs Sounded 60 f^m. no ground At 10 Sounded [5]6 f^m. Brown Sand.

D, UKLPR, Adm. 51/694.

1. Schooner *Betsy*, Thomas Flinn, master, owned by William Powell of Boston, a crew of 5 seamen, from Boston to North Carolina, in ballast, destroyed. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239–40.

JOURNAL OF H.M.S. *GALATEA*, CAPTAIN THOMAS JORDAN

Jan^y 1778

d^o. [Charlestown] S 88^o W 79 Ls

Sat^d 3

D^o W^r. [Mod^{te} & fair] ½ p^t 8 AM Saw a Sail Gave Chace at 9 Saw Another Sail Gave Chace to the latter at 10 fired a Shot & Bro^t too the Sch^r *S^t Ann* from Virginia to Curesau Laden with Flour & Bread Fred^k Dewitt Master¹ Wore Ship and Made Sail after the other Vessel—

d^o. S 76^o W 51 Ls

Strong Gales and Cloudy W^r [PM] at 3 the Chace WNW at 5 Carried Away the Larboard fore topsail yard Arm & 2 Studding sail Booms, & Broke the Tiller Rope Reeved a new One ½ p^t 6 fired a Shot & Bro^t too a Brigg from Dominica to Hallifax between the hours of 10 PM and 2 AM fired 6 Guns Signals to our Prizes

D, UKLPR, Adm. 51/4197.

1. Schooner *St. Ann*, Frederick Dewitt, master, a crew of ten seamen, owned by Francis Renout of Curaçao, from Virginia to Curaçao, taken in lat. 33^o 20', long. 76^o 18', sent to St. Augustine. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239–40.

JOURNAL OF H.M.S. *PERSEUS*, CAPTAIN GEORGE KEITH ELPHINSTONE

January 1778
Saturday 3^d

Port Royal WbS^o: 6 Leagues
at 9 AM Saw two Sail to the Northward, at 10 the Lighthouse
NNW $\frac{1}{2}$ W 5 Leagues; at Noon gave chase to a Ship and a Brig
in Company with the *Carysfort*.

Ch^s. Town-Lighthouse WbS^o: 4 miles—
Light breezes and clear weather; at 1 PM the *Carysfort* in chase
of the Ship; arrived up so near to the Brig, who was almost
crossing Charles-Town Bar, to fire Twenty five nine pounders at
her, she appeared a Privateer of 16 Guns,¹ and escaped only by
drawing us in Shoal water off the Bar; the *Carysfort* having left
off chase, hauled the wind and joined her; at 4 Anchored in 7
f^{ms}: the Lighthouse bearing NNW 2 Leagues:

D, UKLPR, Adm. 51/688.

1. South Carolina letter of marque brig *Bellona*, Capt. Cross, from Nantes, with prize ship *Glorious Memory*. See Journal of the South Carolina Navy Board, 5 Jan., and *South-Carolina and American General Gazette*, 8 Jan., below.

GOVERNOR THOMAS SHIRLEY TO MARQUIS DE BOUILLÉ

Sir,

Dominica 3^d Jan^y. 1778

As I doubt not but that Your Excellency's Aid du Camp the Baron de Fagan must have arriv'd some days at Martinique, So I presume he has already made my excuses to Your Exc^y and told you, Sir, the reasons why it was impossible for me to answer Your Excellency's Letter of the eighteenth instant relative to the Seizure of the Brigantine¹ belonging to the Sieur Serjenton,² by him. The accident of a fall which I receiv'd the day after his departure, and which has confin'd me to my Bed for some days, has prevented me from doing myself that honor untill now.

I embrace this first opportunity in my pow'r to acquaint Your Exc^y that the Brigantine belonging to the Sieur Serjenton was condemned on 26th. Ult. in the Court of Vice Admiralty here. I likewise in order to convince Your Exc^y of the equity and justice upon which this Condemnation has been founded have sent Mons^r Gillon³ His Majesty's sworn Interpreter and Master in Chancery for this Island to lay all the original Papers with the several Proofs and the Reasons for her Condemnation, before Your Exc^y. By which I am perswaded it will fully appear, that Your Exc^y has been most impudently impos'd upon, by having that matter represented to you in a false light. Your Exc^y will I hope from this be induc'd to think more favourably of His Brittanick Majesty's Subjects of Dominica, than Still to entertain an Idea (tho' the Brigantine is not giv'n up) that any of them can be guilty of the severe crimes Your Exc^y has thought proper, in your Letter to lay to their charge, very harsh if founded in truth. But surely, Sir, Accusations ought to be avoided untill great reason from Facts and probability of truth appear to authorize such a Liberty to be tak'n.

You must pardon me, Sir, (tho' somewhat us'd to this Stile of writing from Your Exc^y's Predecessor) If I say that in my opinion we may carry on our Masters' Business to full as good, if not better effect, by using more moderation and temper when it shall become our duty to make Demands in their Name.

I have the honor to be [&c.]

Tho^s: Shirley

L, UKLPR, C.O. 71/7, fols. 38–39. Addressed below close: “His Excellency/The Marquis de Bouillé/Governor Martinique/&c. &c. &c.” Docketed: “In Gov^t: Shirley’s of 9th Jan^y 1778./(2).” Enclosure no. 2 in Gov. Thomas Shirley to Lord George Germain, 9 Jan. 1778, *ibid.*, fols. 34–36.

1. *Union*. See NDAR 10: 676–77.
2. John Sargentton [Serjenton, Seigenton], merchant at Martinique.
3. John Gillon.

GOVERNOR VALENTINE MORRIS TO MARQUIS DE BOUILLÉ

Sir

St^t: Vincent 3^d Jan. 1778

I once more have the honor of troubling y^e Excellence with a requisition for the delivery up to the Gentleman, who will have the honor of presenting you this, of sundry English subjects, principally seamen who I learn are permitted to be kept in Irons, not only onboard sundry vessels in St^t Pierre harbor, but also in some of the Prisons in the Islands under your Excellences Government. should any be detained for trifling Debts, the Gentleman who will have the honor to deliver this to your Excellence, will be empowered to discharge these; shou’d any be unhappily detained for transgressions against the laws of your Excellences Government, I must leave them, recommended however to your Excellencys clemency, to receive such indulgence as many French Subjects have experienced from me. shou’d these however under any pretence of capture by his Majesty’s rebellious Subjects, be detained in Ports, prisons, or houses, within your Excellences Government, a detention secured under the very forts of Martinica, and thus guaranted to the detainers as it were by your Excellence; I must, and do demand their release in the name, and on the part of the King my master, as also the Delivery up of a Sloop of his Britanick Majesty belonging to this Government,¹ carrying the Kings provisions to some of his out Posts, which was on the first instant taken off one of the Bays of this Island, by a privateer and carried into one of the Islands under your Excellences command. I herewith transmit the proof of the Capture which I have further verified under my hand and Seal, and must now claim the same also in the name and on behalf of his Majesty, whose person I have the honor however unworthy of the same to represent in this Government. as these are objects by no means of a Commercial, or neutral nature but respect that faith which should be observed between our respective courts, I will not give myself leave to doubt but that your Excellence will order immediate release of the first, and restitution of the Latter, with all that was onboard her to be made, or I must look on an refusal as the most ample declaration of a resolution in his most Christian Majesty, and his Governors, to act avowedly in violation of all treatys, subsisting between the two nations, and as more than an implied declaration of future enmity, instead of that friendship which has lately subsisted between the Courts of London, and Versailles, and which it has been my unwearied endeavor, hitherto to preserve by the most Scrupulous observance not only of all those engagements, mutually entered into between our two Courts, but also by every mark of attention to Subjects of his Christian Majesty which might shew my private wish to Cultivate strict friendship, as well as bare observance of treatys. sorry I am to be compelled to say, the open encouragement given in the Ports of the French Islands, and even in the Royal Dock at Fort Royal,

under as it were your Excellences own inspection, to the rebellious subjects of the King my master, gives me great reason to complain of a very different return made to these attentions of him who still hoping your Excellences answer to this (which will be transmitted to his Court) may yet prevent misunderstandings that are easier avoided than repaired. has the Honor to subscribe himself Your Excellences [&c.]

/Signed/
Valentine Morris

Copy, UKLPR, C.O. 260/5, fols. 71–72. Addressed below close: “His Excellence/Marquis De Bouillie.” Notation in Morris’s hand: “St Vincent Jan^y ye 3^d 1778/letter to the French Gov^r the Marquis de Bouillie/reclaiming a sloop her cargoe & English seamen/detained prisoners/Valentine Morris—.” Docketed: “In Gov^r Morris’s of/15th Jan^y 1778./ (1).” Enclosure no. 1 in Gov. Valentine Morris to Lord George Germain, 15 Jan., below.

1. St. Vincent provision sloop *Two Friends*. See Gov. Valentine Morris to Lord George Germain, 2 Jan., above, and Deposition of John Carmody, 17 Jan., below.

JAMES HARTLEY TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Sir

Saint Vincent 3^d Jany 1778

In pursuance of the directions of the Lords Commissioners of the Admiralty communicated by your letter of the 30 Sept. last I have the honor to transmit you herewith a list of all Captures which have been condemned in His Majestys Vice Admiralty Court for this Island as Droits of Admiralty since the breaking out of the Rebellion in North America I have the honor to subscribe myself Sir [&c.]

J^s: Hartley

[Enclosure]

St Vincent

I do hereby certify the annexed List of Captures condemned in His Majesty’s Court of Vice Admiralty of this Island to be a just and true Copy from the Records of the said Court and that no other Vessels have been condemned as Droits of Admiralty since the breaking out of the Rebellion in America

J^s: Hartley
Judge Surrogate.
Court of Vice Adm^y:

Passed the Registers Office

W Taylor

D^y Reg^r: Cour: Vice Adm^y

[Enclosure]

A List of Captures condemned in His Majesty's Court of Vice Admiralty in Saint Vincent

Date of Condemnation	Name and Quality of the Prize	By whom taken and under what Commission	To whom condemned	Grounds of Condemnation	Gross Amount of the Sales of Vessels and Cargoes
1776 October 19	Sloop <i>Hoope</i> ¹	His Majesty's Ship <i>Solebay</i>	To the Captors	American Property	1845..—..—
1777 March 12	Sloop <i>Ruth</i>	The Searcher of his Majesty's Customs	To the Captor	Ditto	206.. 7.. 5
June 20	Sloop <i>Speedwell</i>	The Collector of His Majesty's Customs	To the Captor	Ditto	901..—..—
September 18	Schooner <i>Johnston</i>	The <i>Revenge</i> Privateer	{ One half to the Captors absolute; the other half paid to the Captors upon their giving Security to refund the same if His Majesty should think proper so to order	Ditto	2689..18.. 3
Ditto	Schooner <i>Friends Adventure</i>	Ditto		Ditto	Ditto
November 14	Sloop <i>Plymouth Packet</i>	The <i>General Morris</i> commissioned by Governor Morris	To the Captors	Ditto	} The Cargoes not yet disposed of
Ditto	Brig <i>Mermaid</i>	Ditto	Ditto	Ditto	

L, UkLPR, Adm. 1/3885. Addressed at foot of first page: "To/Philip Stephens Esq"

1, Sloop *Hope* was captured by H.M.S. *Solebay* on 31 August 1776. See NDAR 6: 377, 377n.

January 4 (Sunday)

ALEXANDER ROSE TO NATHANIEL SHAW, JR.

Sir,

New London January 4th. 1778—

I am willing to hold an Eighth Share of your New Ship *Putnam*^l Commanded by Cap^t Thomas Allon; And As you cannot as yet ascertain her Cost & outfits, I shall leave it between said Cap^t Allon And you to fix the Sum I am to pay for it which I hereby promise to Confirm.

For payment of my said Eighth I have put into the hands of Cap^t Andrew Breedin the Sails—rigging—Cables And Anchors of two ships now Laying in Providence for sale; with orders to pay the money into Cap^t Allons hands for your use As fast as it can be collected.

I am desirous of holding a quarter instead of an Eighth in the *Putnam*, but as I must first Consult my partners in Carolina, I purpose writing them immediately for their consent, and hope in about six weeks to obtain it, in which case I shall write you further and order the payment of such further share into your hands—I am Sir [&c.]

Alex Rose

L, CtY, Nathaniel and Thomas Shaw Papers, packet 70, no. 4200. Addressed at foot: "To Nath^l Shaw Jun^r Esq^r." Docketed in Shaw's hand: "Alex. Rose/Letter." Docketed in another hand: "4200."

1. Connecticut privateer ship *General Putnam*, 20 guns, building at New London.

MASTER'S JOURNAL OF H.M.S. *RICHMOND*, CAPTAIN JOHN LEWIS GIDOIN

January 1778
Sunday 4

New Point Comfort, SWBW 4 or 5 lg^s.

AM at 5 Weighd & gave Chace to 4 Sail to the North^d. at 7 the Entrance of Rappahanock Riv^r. NW 2 Lg^s. [at] 8 Sent the Boats man^d. & arm^d. to a Sloop one of the above Sails at 10 Came too with the BB^r. in $\frac{1}{2}$ 4 [$\frac{4}{2}$] f^m. W^r. the N^o. End of Gwins Island West 4 or 5 m^s. & a Ship & Snow in Rappa^k. R^r. NW 7 or 8 M^s. Fired a Gun & made the Sig^l for the Boats to Return The Boats returnd, the Chace having fired Several Shot at them D^o. Weighd & came to Sail *Emerald* & tender in Sight $\frac{1}{2}$ past 11 Fired 2 Guns & made the Sig^l for the *Emerals* Tender to return she being going in Shore after the Above Chace, Spoke His maj^s. Ship *Emerald* D^o. & prize in Co.

[New Point Comfort, SWBW 4 or 5 lg^s.]

First p^t. mod & Clear Residue mod^t. & Cloudy, *Emerald* & Tender in C^o. prize Brig^l a Stern in Chace of the Ship & Snow in y^c. Rapp^k. PM at 1 TK^d. Ship & Bore down to the prize The Entrance of Rappahanock River on the Star^d. Side going up North 2 M^s. & on the Larb^d. SSW 3 or 4 M^s. at 2 TK^d. Ship, prize in C^o. Received new Fore & Mⁿ. Stay Tackle Falls, the old wore out & not for their proper use at 4 Emp^d. working up the Rappahanock, prize in C^o. *Emerald* & Tender 5 or 6 M^s. ahead [at] $\frac{1}{2}$ p^t. 4 the *Emerald* & Tend^r Anch^d. ahead

at 5 Anch^d. in the Rappahanock with the BB^r in 5th. W^r as did the prize, Veerd to ¼ of a Cable the Entrance of D^o. River on the Starb^d hand going up NE 3 or 4 M^s. & on the Larb^d. SSE 4 m^s. at 6 Heard the Report of Guns fired up the River,

D, UKLPR, Adm. 52/687.

1. French brig *Alexandrine*, Jean François Forand, master, taken by *Emerald* and *Richmond* on 3 Jan. near Rappahannock River.

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

Jan^y 78

Sunday 4th

Newpoint Comft NEB.E.

at 7 AM weigh'd & Came to Sail, in Chace of some more Vessels.

Pepperpoint NNW,

Ditto wea^r [Fresh breezes and fair wea^r] ordered the *Richmond*, to attend our prize,¹ at 2 PM in Chace of a Ship & a snow, at 4 PM saw them both run aground, at 5 PM Anchored off Carters Creek Rapahanock River, sent the Barge & took the Ship,² & the Cutter to the Snow,³ but being fired on, she return'd⁴

D, UKLPR, Adm. 51/311.

1. French brig *Alexandrine*.

2. Ship *Dragon*, from Rappahannock River to Dunkerque, with tobacco, taken in Rappahannock River, sent to New York City as prize of *Emerald*. "The Crew got on Shore in their Boats." Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239-40. She was labelled on 28 Jan. in the Vice Admiralty Court of New York by Capt. Benjamin Caldwell and was condemned on 20 Feb. as a prize of *Emerald*. UKLPR, H.C.A. 49/93, fol. 213 and H.C.A. 49/94, fols. 17-18. Her prize papers are in UKLPR, H.C.A. 32/311/3 where her master's name appears as Claude Bondit.

3. Snow *Elegante*,—Collenau, master.

4. The log notes on 5 Jan.: "Ditto Wea^r at 4 PM saw the Prize Ship afloat, at 5 PM the *Richmond* & our prize Anchored here, at 6 PM the Ship anch^d. by us." UKLPR, Adm. 51/311.

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

January 1778

Sunday 4th.

Cape Hen^y N 60^o W Dist^{cc}. 19½ Leag^s.

At 6 AM Out all Reefs At 8 made Sail & gave Chace to a Sail to Southw^d At 10 Three Sail in sight At Noon Tackd

Cape Hen^y N 52 W Dist^{cc}. 24 Leag^s.

Fresh breezes and fair. At ½ past 2 PM Tack'd Ship, At ½ p^t. 3 Fir'd several Shot & Bro^t too the Chace A Sloop from Bermudas bound to North Carolina.¹ Bro^t too sent a Petty Officer and [6?] Men to Navigate her to New York, took the prisoners out. In 1st. Reef & 2 D^o. of the Topsails At 5 Made Sail & parted Company At 8 In 3^d reef Topsails

D, UKLPR, Adm. 51/694.

1. Sloop *Recovery*, Ephraim Paynter, master, owned by P. Paynter & Sons of Bermuda, a crew of 5 seamen, from Bermuda to North Carolina, with salt and rum, sent to New York City. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239-40. *Recovery* was condemned as a lawful prize by the Vice Admiralty Court of New York on 9 Feb. UKLPR, H.C.A. 49/94, fol. 6. Her prize papers are in UKLPR, H.C.A. 32/437/13, where she is described as a Bermudian merchant ship flying French colors.

CAPTAIN CHRISTOPHER ATKINS, R.N., TO LIEUTENANT HENRY THORP, R.N.

By Cristopher Atkins, Esq^r
Commander of his Majesty's Ship *Æolus*.

You are hereby required a[n]d directed to repair on Board the *Æolus* Schonner¹ and there to take on you the command, and cruize off and amongst the Keys or the differents passages to wind ward or lee ward as you will sind [find] most convenient for intercepting and taking of vessels belonging to his Majesty's rebellious subjects in america taking care to avoid cruizing off the ports or approaching so near the coasts of any french, or spanish settlements as to give any unnecessary umbrage or interruption to the subjects or trade of those Nations or any just-cause of complaint and on no pretence to put into the island of hispaniola.

Any ships or vessels you may take during the cruize you are to send to Port-Royal to be proceded against according to law.

When you schal have taken a prize you are to send me a Letter with-all the papers appertaining to her condemnation to be given immediately to the agent at Kingston to be proceded against.

Given under my hand on Board his Majesty's Ship *Æolus* in Port-Royal harbour this 4th day of january 1778.

Signé
Cr^{ph}. Atkins

Copy, FrPNA, Marine, B⁴ 140, fol. 212. Addressed below close: "To Lieutenant henry thorp/here-by appointed to command/the *Æolus* schonner."

1. Tender of H.M. frigate *Æolus*.

January 5

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY
PHILIP STEPHENS

Number 49.
Sir,

Eagle Rhode Island
January the 5th: 1778.

With this you will receive a Duplicate of my Letter of the 10th of December,¹ wherein I have submitted several Particulars to the Consideration of the Lords Commissioners of the Admiralty, respecting the general Appointment of the Ships of His Majesty's Fleet under my Direction: The Original having been sent in the *Brilliant* Ordnance Transport.

By my Letter of the 6th: of the same Month,² given to the Care of Captain Reynolds,³ who took his passage to England in the *Dutton* Transport, their Lordships will be informed of the Disposition made for the further Employment of the Ships which had been concerned in the late Operations in the Delaware. Those Arrangements having taken place, and the Ships proceeded according to their several Destinations, I sailed on the 29th. for Rhode-Island.

The Condition of the Ships, and the Service for which they are respectively intended, being shewn in the enclosed Returns; I only trouble their Lordships with some Circumstances peculiar to each, which, in the general State of this Fleet, require such further Explanation.

The floating Ice, which subsists with little Intermission the earlier part of the Year within the port of New-York, does not admit of Ships being continued there in Safety, unless at the Wharfs in the East River. Commodore Hotham was therefore desired to station the *Mercury* and *Rose* to cruize alternately in the mean Time, on the Jersey Coast; As, by the Tenor of his last Letter there seems little Appearance of any material Insult being attempted by the Rebels, on the port adjacent to their former Stations.

A new Lower Mast and Bowsprit have been requisite for the *Cerberus*; And for the *Venus* of which the Fore-Mast and Bowsprit were sprung on her passage from England. The Main-Mast of the *Fowey* is in the same State, and the Ship reported to be in other respects defective and unfit for Winter-Service at Sea. I have directed a particular Inquiry to be made into the Grounds of that Representation; But the Sickness which prevailed amongst the Crew on their Arrival, would have been an insurmountable Obstruction to the proposed Employment of the Ship at this Time.

The *Centurion*, *Cerberus* and *Tartar* are much out of Condition; the last more particularly. The *Senegal* and *Scorpion* have been long in the same State: And the *Rose*, *Swan* and *Raven*, being single Bottoms, will suffer by their Continuance in this Country. But the Occasion for the immediate Service of the Ships has been such this last Year, on every Station, that they could not be relieved.

On my Arrival here the 2^d. Instant in the *Eagle*, with the *Brune* and *Solebay*, I had the Concern to find, that the Number of Sick in the *Raisonable* and *Somerset* was much increased. And from the Scarcity of such vegetable Refreshments as their Complaints require, it is uncertain when the Ships may become fit for the Service on which I meant they should be employed; at least in the earlier part of the Year.

In the Dispatches I received from Sir Peter Parker a short Time before I left the Delaware, I had an Account of the Loss of the *Syren*, by some unaccountable Neglect, as signified in the Extract from the Rear Admiral's Letter of the 22^d. of last November herewith enclosed.⁴ An Inquiry into the Circumstances of the Accident will be directed, when the Captain is exchanged.

The Ship having been added to the Squadron reserved for the immediate Defence of the port, preparatory to the threatened Invasion of this Island (the particulars of which are also added from the Rear Admirals preceding Letter of the 30th. of October)⁵ her place must be supplied, if possible, from other Services. The Relief on the Cruizing Stations, will thence become more confined: But the Force the Rebels can now assemble in the Northern Colonies, requires every Attention to this important post; wherein Assistance from the Fleet can contribute to its Security. These Endeavors in the same respect will be equally extended to the Province of Nova Scotia.

For this last Occasion I mean to employ the *Raisonable*. Consequently the chief defensive Strength of this Fleet, which could be collected on a pressing Occasion (adverted to in Case of a Rupture with the other Maritime powers in Europe) would be so much reduced.

The Service on the point of taking place at the Time expressed in the Rear Admiral's Letter, tho' essential and recommended for Consideration in the Spring; could not be sooner undertaken, nor, for different Reasons, since prosecuted.

The *Chatham*, which, of the two-decked Ships, is in the most defective State, will soon sail to be refitted in England. The *Amazon* and *Juno* will proceed under Orders to the same Effect; with the Transports waiting here to receive the Troops of General Burgoyne's Army, when it is ascertained at what port they are to be embarked.

These are the only Ships which the Exigencies of the present Service admit of being spared from the American Station; Tho' many of them are unequal in their Condition to the constant Employment on which they are necessarily engaged. But being yet unapprized of the Mode, in which it may be required that the Operations of the ensuing Campaign should be carried on; I can only submit the State of the Fleet to their Lordships' Consideration, with respect to the Appointments requisite in Number and Circumstance, for the future purpose intended.

The Port of New-York being insecure for the third Rates so late in the Year, the Stores sent in the *Buffalo* for the Ships of that Class, were brought in her to Rhode-Island. By removing a part of her Lading into the *Grampus*, and other Expedients, that Store-Ship will be cleared to sail for England with the *Tortoise* and *Chatham*. But as no fit Place can be provided at this port for depositing the Stores, of which a considerable part will be left in the *Grampus* after those which can be received into the Ships here have been taken out, she must necessarily be detained, until the Season admits of her Return to land the Remainder at New York.

The Commanders of the Store-Ships representing with great Justice the Weight of the Charge laid unavoidably on them, under the only Mode that can be adopted for the Issue of Stores from their Ships, in these Circumstances; With respect to the many Articles of the small Stores more especially I am to request their Lordships' Orders, that an Extra Clerk, or other qualified person, may be appointed to have Charge of the Stores on similar Occasions: As the same Necessity will very probably subsist for the Attendance of the Store-Ships and Issue of the Stores from the Ships immediately, in future Instances.

The *Lark* and *Flora* losing their Masts on their last Cruize off of Boston, added to the many other Accidents of the same kind which happened last year, will render the Scarcity in that Article of the fitting Stores a considerable Inconvenience.

In further Reply to the purport of your Letters by the *Venus*, I am to acknowledge as an Instance of their Lordships Indulgence, the adequate Salary they have been pleased to assign for Captain Duncan⁶ during his Continuance in the assistant Capacity they have authorized.

I stated in my Letter of the 28th of August,⁷ the Directions I had given upon Advice from Captain Brisbane⁸ of the Capture of the *Fox*; with my Motives on that Occasion. I have since been informed by Sir George Collier, that Captain Fotheringham⁹ was re-instated in the Ship; tho' it was then judged impracticable to put her in Condition for proceeding to Newfoundland or Europe: Her Rigging being deemed wholly unserviceable, and the Stores at Halifax too much exhausted to supply the Defect.

I shall now in Obedience to their Lordships' Commands signified in your Letter of the 23^d of August,¹⁰ give Orders for a Court Martial to be held to inquire into the Cause of the Capture of the *Fox*, as soon as the Number of Officers and Men judged sufficient for the purpose have been released; And I shall re-commis-

sion the Ship accordingly. Their further Directions respecting the *Hancock* will be complied with at the same Time.

Lieutenant Robinson,¹¹ late of the *Bristol*, has the Leave communicated to him for his Return to England; and quitted the *Bristol* before I left the Delaware.

Having been some Time before informed from Rhode-Island of the Decease of Captain Banks¹² I judged it expedient, in consideration of the many beneficial Services rendered by Captain Bourmaster¹³ in his Office of Principal Agent of the Transports, and for the Encouragement of the Officers in that Branch, to promote him to the Command of the *Renown*. But his Health not permitting him to to repair immediately to the Ship, and the Arrangement afterwards made for a considerable part of the Transports to remain at Philadelphia, requiring extraordinary Attention to have them fitted for future Employment, which his Experience in that Department more particularly qualified him to direct, I appointed Captain Dickson¹⁴ to command the *Renown*; and Captain Dawson¹⁵ (who has been distinguished by the most spirited Conduct on several Occasions, since he has served in this Country) to the *Greyhound*: Influenced in that Choice, by fresh Testimonies of the Ability which induced their Lordships to place the *Hope* as a Sloop of War on the Establishment of the Navy, in Favor of Captain Dawson.

Tho' their Lordships have intended that the Quantity of Provisions by the Convoies sent with the *Experiment* and *Venus* should amount to a proportion for 13,000 and 16,000 men respectively for four Months; One of the Victuallers having been separated from each of the Convoies on the Passage and taken by the Rebels; The Supply received has not been greater in the whole than for a Term of fifteen Weeks for 29,000 Men. A further small deduction must be made from that Computation, consequent of a Misfortune that happened to the *Juliana* Victualler;¹⁶ which in passing on to Philadelphia for supplying the Ships left in the Delaware, struck, by some Inattention, on one of the upper Range of Chevaux de Frize, which entered her Bottom, and she immediately sunk. By the particular Diligence of the Agent, Lieutenant Barker,¹⁷ the Ship was weighed and taken up to the Town. But I had not received any Account before I quitted the Delaware of the Articles of her Lading which were preserved in fit Condition to be issued in the Fleet.

The *Hope* Victualler, which separated from the *Venus*, was retaken by the *Mermaid*. But the Frigate proceeding on after the Privateer which was in Sight at the same Time, she parted from the *Hope*.¹⁸ And the Victualler not being since arrived, there is Reason to apprehend some further Accident has happened to her. A considerable part of the Bread received at New York by former Convoies, has proved very defective. The apparent Cause thereof, with the several other Matters respecting the Victualling Service, have been reported to the Commissioners in that Department.

The Paper enclosed (the Contents of which were communicated to me a few Days before I left the Delaware) contains all the Particulars I have received regarding Ships of two Decks building by the Rebels, since the Date of the Information I transmitted to their Lordships with my Letter of the 29th. of last June.

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

Howe

L, UKLPR, Adm. 1/488, fols. 116–21. Addressed at foot of first page: “Philip Stephens Esq^r/Secretary of the Admiralty.” Docketed: “[5 Janry 1778]/Rhode Island/Lord Visc^t. Howe/R, 21 Mar/(6 Inclosures).”

1. See NDAR 10: 700–702.
2. See NDAR 10: 675–76.
3. Capt. Francis Reynolds, R.N.
4. See NDAR 10: 566.
5. See NDAR 10: 357.
6. Capt. Henry Duncan, R.N.
7. See NDAR 9: 835–37.
8. Capt. John Brisbane, R.N.
9. Capt. Patrick Fotheringham, R.N.
10. See NDAR 9: 596–97.
11. Lt. Lewis Robertson, R.N.
12. Capt. Francis Banks, R.N.
13. Capt. John Bourmaster, R.N.
14. Capt. Archibald Dickson, R.N.
15. Capt. George Dawson, R.N.
16. See NDAR 10: 645, 645n, 679.
17. Lt. Thomas Barker, R.N.
18. British Navy victualler *Hope*, John Hyde, master. See NDAR 9: 588; 10: 579, 579n.

[Enclosure]

Intelligence received the 25th: December 1777.

James Morris, late Master of the *Friendship* Brig from the Island of Providence¹ for London, was taken by a Schooner Privateer² the 6th: of last September, in the Latitude of 39^o, and 50^o: West Longitude; and was carried into Boston, from whence he was released in Exchange about the middle of November

He reports, that there were forty Privateers carrying from 12 to 32 Guns (tho' mostly from 16 to 22 Guns) fitting at that port: The Rebels arming all the Captures they can make serviceable for the purpose: Among these the *Weymouth* Packet³ taken on her Return from Jamaica last July, about 300 Leagues from the Lizard. Many British Seamen enter from the Prizes, to serve in the Privateers: Of which some are the property of Persons who keep Dram-Shops in the Town.

That he saw the Keel and Floor-Timbers laid for a 74 Gun-Ship, building at North End in Boston; The Scantlings whereof appeared scarcely sufficient for a Frigate; And only 12 Men were at work upon her.

He was informed another Ship of the same Class was building at Portsmouth in New Hampshire but did not hear any further particulars concerning her.⁴

By another person released from Portsmouth arrived about the same Time at New-York, this last Ship is said to be covered in as high as the Lower Deck, and proposed to be finished in next May. It was reported that the Guns and Furniture were daily expected from France.

D, UKLPR, Adm. 1/488, fols. 126–27. Enclosure No. 3 in Viscount Howe's Letter No. 49, 5 Jan. 1778, to Philip Stephens.

1. New Providence Island, Bahamas.
2. Massachusetts privateer schooner *Eagle*, Samuel Avery, commander. See NDAR 10: 89.
3. H.M. packet ship *Weymouth*, Paul Flynn, commander. See NDAR 9: 879, 907, 947, 947n; 10: 11, 33–34, 45.
4. This 74-gun ship of the line was later named *America*.

"Disposition of His Majesty's Ships and Vessels employed in North America
under the Command of the Vice Admiral the Viscount Howe"

Duplicate

Eagle Rhode Island

January the 5th. 1778.

Rate	Ship's Names	Guns	Men	Commanders	Appointments	
3	<i>Eagle</i>	64	522	{ V. A. L ^d . Howe } { Cap ^t . Duncan } { — Curtis }	} Off Newport	
4	<i>Bristol</i>	50	367	{ R. A. S ^c . P. Parker } { Cap ^t . Caulfield }		Preparing to proceed for Jamaica
3	<i>Nonsuch</i>	64	500	Cap ^t . Griffith		To remain at Rhode Island
.	<i>Raisnable</i>	—	—	— Fitzherbert		Intended for Halifax
.	<i>Somerset</i>	—	520	— Ourry		{ Not fit for immediate Service at Sea on Account } { of Sickness }
4	<i>Chatham</i>	50	350	H ^{ble} . W. Cornwallis		Intended for England to be cleaned and refitted
5	<i>Amazon</i>	32	220	Cap ^t . Jacobs		{ To proceed with the Transports destined for } { Boston & England }
6	<i>Mermaid</i>	28	200	— Hawker }		To be employed on the Coasts adjacent
.	<i>Unicorn</i>	20	160	— Ford }		
St. Sh.	<i>Buffalo</i>	—	200	— Bromedge		To proceed to England w th . the <i>Chatham</i>
—	<i>Grampus</i>	—	230	— Reddall	{ To proceed to New York when the Season will } { admit }	
—	<i>Tortoise</i>	—	160	— Brenton	To proceed with the <i>Chatham</i> to England.	
[F. Sh.]	<i>Strombolo</i>	—	45	— Clayton	Much out of Repair, to return to New York.	
5	<i>Apollo</i>	32	220	— Pownoll }	{ Intended to cruize together on the New England } { Coasts }	
.	<i>Venus</i>	36	240	— Williams }		
.	<i>Brune</i>	32	220	— Ferguson		To be employed on the New England Coasts

At and in the Neighbourhood

6	<i>Solebay</i>	28	200	— Symonds	{ Appointed to convoy two Victuallers to Chesapeake Bay, and there remain under Captain Onslow's Orders }
A.Vess.	<i>York</i>	—	—	Lieu ^t Wallbeoff	To proceed with Dispatches for the Delaware
6	<i>Rose</i>	20	160	Cap ^t Reid	{ Arrived with a Convoy of Victuallers. Appointed to return to her Station at Huntingdon Bay }
4	<i>Renown</i>	50	350	L ^t . J ^{no} . Botham acting	{ Between the North Ferry on Narraganset Shore and the Island of Conanicut }
5	<i>Lark</i>	32	220	Cap ^t Smith	{ Between Calf Pasture Point on Narraganset Shore and Pine Hill on Prudence Island }
.	<i>Flora</i>	—	—	— Brisbane	{ Between the North East End of Prudence Island and Arnold's Point Rhode Island }
.	<i>Diamond</i>	—	—	— Feilding	{ To the Northward of Dyre's Island between Coggershall's Point Rhode Island, and Prudence Island }
Sloop	<i>Kingsfisher</i>	14	125	— Græme }	In the Sekonnet Passage
Galley	<i>Alarm</i>	8	40	L ^t Saumarez acting }	
5	<i>Juno</i>	32	220	Cap ^t Dalrymple	{ On a Cruize off Fisher's Island. Intended to proceed with the Transports under the Direction of Cap ^t Jacobs, for being cleaned & refitted in England }

of Rhode Island

5 JANUARY 1778

"Disposition of His Majesty's Ships and Vessels employed in North America
under the Command of the Vice Admiral the Viscount Howe"—Continued

Rate	Ship's Names	Guns	Men	Commanders	Appointments
4	<i>Preston</i>	50	367	{ Comm ^o . Hotham } { Cap ^t . Uppleby }	In the East River
.	<i>Centurion</i>	—	350	— Brathwaite	
6	<i>Tartar</i>	28	200	— Ommanney	} — D ^o . — Refitting
4	<i>Isis</i>	50	350	— Raynor	
6	<i>Cerberus</i>	28	200	— Symons	
.	<i>Fowey</i>	20	160	— Collins (acting)	
.	<i>Sphynx</i>	—	—	— Hunt	
.	<i>Maidstone</i>	28	200	— Gardner	
Sloop	<i>Nautilus</i>	14	125	— Collins	
—	<i>Senegal</i>	—	—	— Molloy	
Bomb	<i>Carcass</i>	—	—	— Howorth (act ^s)	
—	<i>Thunder</i>	—	—	—	
H ^t . Ship	<i>Jersey</i>	—	—	— Halsted	} — D ^o .
A ^d . Sl.	<i>Haerlem</i>	—	—	Lieu ^t . Knight	
Galley	<i>Dependence</i>	—	—	— Clark	
—	<i>Spitfire</i>	—	—	— Scott	
—	<i>Crane</i>	—	—	—	Staten Island
5	<i>Thames</i>	32	220	Cap ^t . Howe	At Sandy Hook
Sloop	<i>Swan</i>	14	125	— Ayscough	} Huntingtndon Bay
—	<i>Raven</i>	—	—	— Stanhope	
—	<i>Falcon</i>	—	—	— Harwood	} New City Island
—	<i>Scorpion</i>	—	—	— Browne	
A.Vess.	<i>Halifax</i>	—	40	Lieu ^t . Quarme	{ Lately refitted & returned to her Station in } { the Sound }
—	<i>Diligent</i>	—	—	— Farnham	Cruizing in the Sound
Sloop	<i>Dispatch</i>	14	125	Cap ^t . Mason	{ Appointed to cruize for 5 Weeks off little Egg } { Harbour and then to repair to Rhode Island }

At and in the Neighbourhood of New York
by return dated 1st January 1778.

At Halifax and on the Coasts of
Nova Scotia & New England, under
the Orders of Sir George Collier

5	<i>Orpheus</i>	32	220	Cap ^t Hudson	Ordered to Halifax to careen { At Halifax so sickly as to be unfit for } cruizing	Under the Direction of Cap ^t Hamond
.	<i>Ambuscade</i>	—	—	— Macartney		
.	<i>Rainbow</i>	44	280	Sir Geo: Collier	At Halifax { Cruizing from the West End of Saint George's } Bank and Northward to Casco Bay	
.	<i>Blonde</i>	32	220	Cap ^t Milligen		
6	<i>Milford</i>	28	200	S ^r W. C. Burnaby	{ Cruizing from St ^e George's Bank across to Casco } Bay & N ^o . ward to Damascore Isl ^d .	
.	<i>Scarborough</i>	20	160	Cap ^t Barkley		
Sloop	<i>Albany</i>	16	125	— Mowat		
.	<i>Hope</i>	8	80	— Dawson		
.	<i>Hunter</i>	—	110	— Boyle		
.	<i>Vulture</i>	—	125	— Feattus		
A.Vess.	<i>Cabot</i>	—	—	Lieut ^t Dod		
6	<i>Greyhound</i>	28	200	Cap ^t Dickson	{ Appointed to cruize from St. George's Bank over } to Cape Sable having been cleaned & refitted at Halifax.	
5	<i>Roebuck</i>	44	280	Cap ^t Hamond	In the River Delaware } At the Entrance of the Delaware } Under the Direction of Cap ^t Hamond	
.	<i>Pearl</i>	32	220	— Linzee		
6	<i>Liverpool</i>	28	200	— Bellew		
.	<i>Camilla</i>	20	160	Hon: C: Phipps		
[A.]S.	<i>Vigilant</i>	20	150	Cap ^t Christian		
Sloop	<i>Zebra</i>	14	125	— Orde		
Galley	<i>Cornwallis</i>	—	40	Lieu ^t Spry		
A.Vess.	<i>Viper</i>	10	50	— Pakenham		
St. Sh.	<i>Adventure</i>	—	40	— Tonken		
4	<i>Experiment</i>	50	320	Sir Ja ^s Wallace		

“Disposition of His Majesty’s Ships and Vessels employed in North America
under the Command of the Vice Admiral the Viscount Howe”—Continued

Rate	Ship's Names	Guns	Men	Commanders	Appointments
3	<i>S^t Albans</i>	64	500	Cap ^t Onslow	} Stationed at the Entrance of Chesepeak Bay.
5	<i>Phœnix</i>	44	280	— Parker	
.	<i>Emerald</i>	32	220	— Caldwell	
.	<i>Richmond</i>	—	—	— Gidoin	
Sloop	<i>Otter</i>	14	125	— Squire	
6	<i>Carysfort</i>	28	200	Cap ^t Fanshawe	} Stationed on the Southern Coasts from South Carolina to Augustine
.	<i>Perseus</i>	20	160	H ^{ble} . G. K. Elphinstone	
.	<i>Galatea</i>	—	—	Cap ^t Jordan	
.	<i>Lizard</i>	28	200	— Mackenzie	
A.Brig	<i>Hinchinbrook</i>	—	65	Lieu ^t Ellis	
6	<i>Daphne</i>	20	160	Cap ^t Chinnery	{ Ordered to convoy a Transport first to S ^t Augustine and afterwards to Pensacola
Sloop	<i>Swift</i>	14	125	Cap ^t Keppel	{ Appointed to convoy the <i>Eagle</i> Packet from the Delaware 300 Leagues into the Sea, and then repair to Rhode Island
6	<i>Garland</i>	20	160	Capt. Pearson	} In the River S ^t Laurence
.	<i>Triton</i>	28	200	— Lutwidge	
Sloop	<i>Viper</i>	10	110	— Graves	
Brig	<i>Canceaux</i>	—	55	Lieu ^t Schank	

Howe

D, UklPR, Adm. 1/488, fols. 128–29. Docketed: “Duplicate/5th. January 1778/Disposition of His Majesty’s/Ships and Vessels employed/in North America.” Enclosure No. 4 in Vice Adm. Viscount Howe’s letter No. 49 to Philip Stephens, 5 Jan. 1778.

NATHANIEL SHAW, JR., TO CONTINENTAL SECRET COMMITTEE

Gentlemen

New London Jan^r 5 1778

I Received a Letter from W^m Bingham Esq^r from S^t Peters Martineco, advising of his shipping to my Care Seventeen Brass ~~Cannon~~ Field-pieces, Shott, Carriages, Powder &c. by Cap^t Lamb,¹ who is Safe arrived at Boston, and desires I would retain them in my hands untill I Receive your further orders respecting them—I have given orders to have the whole delivered to John Bradford Esq^r. Con^{tl}. Ag^{ts}. and suppose he has informed you of their arival & quantity of each of the other articles—Cap^t Lamb whos to have customary freight should be glad to know what you allow for such Stores from Martineco—I am &c

LB, CtY, Nathaniel and Thomas Shaw Papers, Letter Book (Jan. 1775–July 1782). Addressed at top: “To the Secret Committee/of Congress.”

1. Capt. John Lamb, commanding the American letter of marque brigantine *Irish Gimblet*.

NATHANIEL SHAW, JR., TO THE CONTINENTAL MARINE COMMITTEE

Gentlemen

New London Jan^r 5th 1778

Inclosed is a copy of what I wrote you y^e 24th Nov^r.¹ Since that I have not Received any of your favours—I suppose by this you have heard of y^e total Loss of the Sloop *Schuyler*,² being drove on shore by a British Ship³—having nothing further to add only the Ship *Trumbull* calls daily for Supplies & must be obliged to advance a Large Sum as the Seamen time Expires and must be paid off—expect to have her out of the River this Spring early—I am [&c.]

P.S. Suppose that M^r Bradford has advised you of the Brig *Resistance* Sending in a Prize.⁴

LB, CtY, Nathaniel and Thomas Shaw Papers, Letter Book (Jan. 1775–July 1782). Addressed at the foot: “To the Hon^{bl} Marine Committee/of Congress.”

1. NDAR 10: 590–91.

2. See NDAR 10: 699, 734, 739, 745, 756, 761–62, and 824.

3. H.M. sloop *Falcon*.

4. Ship *Mermaid*, James Cockran, master, captured by Continental Navy brigantine *Resistance*, Captain Samuel Chew, commander, on 18 Dec. 1777.

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

January 1778

[alongside Cuthberts Wharf, Philadelphia]

Mond^y 5th

AM at 10 Sent a Leutⁿ 2 Gentleman & 32 Men to asist the Ship in Distress Laying down the River near Chester.—

First & Mid^{lc}. Light Airs & Cloudy Lat^o Moderate & Clear

PM at 4 Sent a Gentleman & 20 men to Extinguish a fire that Borke out in Town at 8 Boats & Men return'd that were assisting the Ship in Distress one of them the *Cathrine*^d was brought up to town & the other after Being got off the Isln^d [continued] her Voyage

D, UKLPR, Adm. 51/4311.

1. Probably ship *Catherine*, T. Boog, master, 300 tons burthen, mounting ten 6-pounder and six 4-pounder cannon, built in Philadelphia in 1771, lengthened in 1777, owned by Herries & Co. *Lloyd's Register of Ships, 1777–1778*. She is described as a letter of marque in the Master's Log of H.M.S. *Roebuck*, 5 Jan. UKLPR, Adm. 52/1964, fol. 84.



Vice Admiral Richard, Lord Howe, R.N.

JOURNAL OF H.M.S. *DELAWARE*, COMMANDER JAMES WATT

Jan^y 1778 Moored to a Wharf [at Philadelphia]
 Mond^y 5 D^o W^r. [Light Breezes & Clear W^r.]
 [AM] much loose Ice drifting up & down the River
 D^o W^r. at 4 PM sent an Officer and 30 men to extinguish a fire
 in the Town which was soon got under [*control*]

D, UKLPR, Adm. 51/239, 6.

DIARY OF ELIZABETH DRINKER

1778 Janry. . . . 5 . . . a numbe[r] of those floating Barrels of Gun-Powder continue coming down the River, they have been frequently firing at 'em to day¹. . . .

Elizabeth Drinker, *The Diary of Elizabeth Drinker*, edited by Elaine Forman Crane, et al., 3 vols. (Boston: Northeastern University Press, 1991), 1: 273.

1. This refers to the "Battle of the Kegs."

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Monday, January 5, 1778

The Committee on the Treasury brought in a report which was taken into consideration; Whereupon,

Resolved, That a warrant issue on the Treasury in favour of Samuel Lyon,¹ for 611 ²⁰/₉₀ dollars, in discharge of Daniel Tillinghast, agent in Providence, for his order dated the 13 September² last in favour of said Lyon for £183 7 4 lawful money, the Marine Committee to be accountable.

JCC 10: 21.

1. Samuel Lyon was the secretary of Commo. Esek Hopkins.
2. Not found.

MASTER'S JOURNAL OF H.M.S. *RICHMOND*, CAPTAIN JOHN LEWIS GIDOIN

January 1778 [in Chace of the Ship & Snow in y^e. Rapp^k.]
 Mond^y 5 AM at 9 Read the Articles of war & pun^d. R^d. Hawkins (Mar^e)
 wth. 12 Lashes for Neglect of Duty, Open a Cask of Beef N^o.
 2269 Con^s. 180 Sh^t. 6 & a Cask of pork Con^s. 308 Sh^t. 3 pieces—
 [Anchored in the Rappahannock River]
 Fresh Breeze & Cloudy for the first p^t. Residue Light Airs with
 Calms PM Weighd & Came to Sail as did the prize Brig
 Emp^d. working up the Rappahanock at 4 PM Came too with
 the BB^r. in D^o. River in 5 f^m. W^r. near the *Emerald* as did the prize
 Brig Veerd to ½ of a Cable, the Upper point of Carters Creek
 NWbN 1½ M^s. Musketo Point EBS 4 or 5 M^s. & Balls P^t.
 WBN. *Emerald* made the Sig^l. for our Captⁿ. Sent the Barge to
 assist in getting off a Ship which the *Emerald* had run aground
 Load^d. with Tobacco the Crew having got aShore¹ at 6 She
 Anch^d. near us she having floated,

D, UKLPR, Adm. 52/687.

1. Ship *Dragon*, Claude Bondit, master.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Monday the 5th day of January 1778—

Ordered that Mr William Holt deliver to Captain George Elliot twelve Barrels of Bread six ditto of flour, three ditto of Spirits, two Cables seven and half inch, and two Coil of two inch Rope for the use of the *Safeguard* Galley.—

DS, Vi, Navy Board Journal, 336.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board [Charleston] Monday 5th January 1778—

The Board Met According to Adjournment

Present Edward Blake Esq^r first CommissionerGeorge Ab^t. Hall, Edward Darrell, Esq^{rs}

M^r. James Wakefield was desired to Attend the Board and did Attend Accordingly—The Commissioners Agreed with him that M^r. William Sommersall should put a Valuation on an Iron Cabouse belonging to him for the use of the Brigg *Polly*—¹

An Order to M^r. M^cCully RightonM^r. Righton

Sir/

The Commissioners of the Navy direct that you send a boat to Hobcaw Tomorrow Morning to bring down what pig Iron may be at Mess^{rs}. Bagby & Mansons wharf

Navy Board 5th January 1778

By Order of the Board

Edward Blake first Commiss^r

Ordered that M^r. Sawyer² be directed to give such Receipts to the Commissary Gen^l. as he has required—

Also to purchase a Quantity of Junk—That he do Supply the *Notre Dame*³ with Bread for Six Weeks, at the rate of Five Pounds ⌘ Man ⌘ week, and make *up the deficiency with Pease & Rice*⁴

M^r. Sommersall was desired to appraise a Cabouse on board a Ship at Gibbes' wharf

A Note to Mess^{rs}. Bourdeaux⁵ & Atkinson—⁶

The Commissioners of the Navy present their Compliments to Mess^{rs}. Bourdeaux & Atkinson and will be much Obliged to them for the Loan of as many water Casks as they can possibly Spare out of the *Bellona*⁷ and her prize as a *sufficient* Number for the present Expedition Cannot possibly be purchased in Charles Town—

Navy board 5th Janu^ry 1778—

An Order was drawn on the Treasury in fav^r. of M^cCully Righton for his 2 Acco^{ts}. for Novem^r & Decem^r. £296.12—6—

Adjourned to Tomorrow Evening 4 oClock—

Salley, ed., *South Carolina Commissioners*, 128.1. South Carolina privateer brigantine *Polly*, Capt. Hezekiah Anthony, commander.

2. Elisha Sawyer.

3. South Carolina Navy brigantine *Notre Dame*, Capt. William Hall, commander.

4. Words in italics, exclusive of ships' names, are taken from the engrossed copy of the Journal of the Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779.

5. Daniel Bourdeaux.
6. Joseph Atkinson.
7. South Carolina letter of marque brig, Capt. Cross, commander.

JOURNAL OF H.M. SLOOP *GRASSHOPPER*, COMMANDER WILLIAM TRUSCOTT

Jan 1778 [S^t Martin's] S. 17.57 E Dist^{ce}. 106 Leagues
 Monday 5th Light Breezes & Clear W^r: Variation P Azimuth 5.30 Nth: at
 7 AM Saw a Sail to the NW. Gave Chace, fired 2 Six Pound
 Shot, to make her bring too found her to be a schooner from
 Casco Bay, took possession of her.¹

D, UkPLR, Adm. 51/396, part 5, 32.

1. Schooner *Beggar's Benison*, Joshua Titcumbe, master, 120 tons, crew of 10 men, from North Carolina, with lumber, sent into Antigua. Young's Prize List, 14 Mar. 1778, below.

January 6

LIEUTENANT EDMUND DOD, R.N., TO THOMAS COMPTON,
 MASTER OF THE *ROYAL BOUNTY*

N^o. 3/

Private Signals to be Observed by the
Royal Bounty for the better keeping
 Company with his Majestys Armed Brigg
Cabot Lieutenant Edmund Dod Commander

When I want to speak with you, I will hoist a Blue Ensign at the Main Top
 Gallant Mast head with or without a Gun—

Should the prisoners Mutiny on Board or that you have Reason to suppose
 they intend it,¹ you are to hoist a S^t Georges Jack at the Flagg staff at the main top
 mast head, & haul up your Foresail—

When I intend that you shall keep ahead of us all night, and that you are to
 carry a Stern Light, I will at sun set hoist a Union Jack at Fore top gallant Mast head
 and my Ensign, and fire one Gun

In the Night

Should the prisoners attempt to Mutiny, and take the Ship in the Night, you
 are to shew three Lights one above the other & burn Two false fires, at 5 Minutes
 Distance between, and cut you Jeers &^c and I will answer by Burning one False [*fire*]

Should we part Company and meet again in the Night, the Ship to Windward,
 shall shew three Lights of Equal height in the Fore shrouds which will be answer'd
 by the Ship to Leeward, shewing Two Lights one above the other, in the main
 Shrouds—

Given on board His Majestys Armed Brigg
Cabot in Halifax Harbour this 6th: Day
 Jan^y: 1778—

Edm^d: Dod—

Council Chamber Boston Feb^y 23^d: 17778 [1778]

A True Copy

Attest Jn^o. Avery D^y Sec^y

Copy, M-Ar, Revolutionary Rolls Collection, vol. 8 (Various- Charter Parties-Relating to Prisoners), p. 78.

1. The American prisoners mutinied and seized the *Royal Bounty* on 13 and 14 Jan. See Master's Journal of H.M. Brig *Cabot*, 12-13 and 14 Jan., below.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War Boston Jan^y 6th 1778

Order'd, That Cap^t Hopkins¹ deliver Col^o Joshua Davis Cordage sufficient for Halyards for the *Lincoln Row-Galley*—

Order'd, That the Com^y Gen^l² deliver M^r Homer³ for the Brig^t *Massachusetts*⁴ one Cord Wood—

Order'd, That M^r Ivers⁵ pay William Cordwell for Tinning a Kettle for Brig^t *Massachusetts* £9..-.-

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), 150-51.

- 1. Caleb Hopkins.
- 2. David Devens.
- 3. Robert Homer.
- 4. Massachusetts Navy brigantine *Massachusetts*.
- 5. Thomas Ivers.

NATHANIEL SHAW, JR., TO JOSEPH RUSSELL, JR.

New London January 6. 1778.

I have sent the barer on purpose to git your Account as I Cannot make up mine with the Owners of the *Revenue*¹ with out it and Should be Glad you would Send me by the barer, the Ballance as I am Disappointed of the money from Col^l Griffing² and am much putt to it for want—The New Courses & Top Sails of the *Rebecca*³ must be Apprizd and att foot I have Stated the Proportion of Money due to Each Vessell for the *Rebecca*— I should be Glad that when you see M^r Millir⁴ you would Desire him to make out his Acco^t and Send me and I will Send him mine. I did Intend to Come down to Bedford but am so Unwell that att Present I dare not Think of it I am Sir [&c.]

Nath^l. Shaw Jun^r

PS I hope you wont have a Visit from your New Port Neighbours but am much Afraid of it. Sell the Beaf as Soon as you have a Tolerable offer N S

[Enclosure]

The Ship ⁵ Sold for	£5750.. 0..0
The Men are to have one half	<u>2875.. 0..0</u>
Cap ^t Perse ⁶ had 33 Men whose part is	£ 988.. 5..0
Cap ^t Champlin ⁷ had 63 Men whose part	<u>1886..15..0</u>
	<u>2875.. 0..0</u>
Cap ^t Champlin had 12 Guns whose Share is	£1725.. 0..0
Cap ^t Perse had 8 Guns whose share is	<u>£1150.. 0..0</u>
	<u>2875.. 0..0</u>
Nathan Millir as Agent for Cap ^t Perse is to	
Receive for the Crew	£ 988.. 5..0
for the Owners of Perses Sloop	<u>1150.. 0..0</u>
	<u>2138.. 5..0</u>

Nath ^l Shaw Jun ^r as Agent for Cap ^t Champlin	
is to Receive for the Crew	1886..15..-
for the Owners	<u>1725.. 0..-</u>
	<u>£3611..15..-</u>

LB, CtY, Nathaniel and Thomas Shaw Papers, Letter Book (January 1775–July 1782). Addressed at top: "To Joseph Russell Jun^r/ Merch^t att Bedford."

1. Connecticut privateer sloop *American Revenue*.
2. Probably, Col. Samuel Griffin.
3. Ship *Rebecca*, captured by Connecticut privateer *American Revenue* and Rhode Island privateer sloop *United States*. See NDAR 10: 540, 540n, 622.
4. Nathan Miller, agent for Capt. Benjamin Pearce, commanding Rhode Island privateer *United States*. For more on Nathan Miller and his accounts, see NDAR 10: 540n.
5. *Rebecca*.
6. Capt. Benjamin Pearce.
7. Capt. Samuel Champlin, Jr., commanding Connecticut privateer sloop *American Revenue*.

CAPTAIN SAMUEL SMEDLEY TO NATHANIEL SHAW, JR.

Dear S^r:

Fairfield Jan^y 6th. 1778

Yours ☞ Cap^t Bartram^l Came to Hand I Shall Obey your Orders & Repair on Board the Ship² this week. Should have been there Before now was it not for hopes of Recruiting Men here more Plenty & Collecting Wheate for Bread for the Ship Whether the Latter will be Poseble or not I Cannot Tell it is but Little we have yet Collected having met with Disappointment from our Farmers Pious Conduct M^r Cables is now out in the Country Collecting Am S^r Yours

Sam^l Smedley

L, CtHi, American Revolution, Box 6, Naval Affairs, 1776–1782. Docketed in Shaw's hand: "Sam^l Smedley/Letter/January 6. 1779." It is impossible to determine whether it was Smedley or Shaw who wrote the correct year. Smedley was in Fairfield recruiting for the *Defence* in January of both 1778 and 1779.

1. Ebenezer Bartram, formerly first lieutenant of the *Defence*.
2. Connecticut Navy ship *Defence* at Boston.

ORDER FOR PAYMENT TO PATRICK HANNAN AND THOMAS CONNOLY

[Annapolis] In Council 6 January 1778

Ordered that the Western Shore Treasurer pay to Patrick Hannan one hundred twenty three pounds, Sixteen Shillings & three pence for work done to the *Chester* Galley and thirty three pounds Seventeen Shillings & six pence for the use of Tho^s. Connoly ☞ auth. passed the B^d. of Auth.

123.16.3

☞ order

33.17.6

T Johnson Jun^r

157.13.9

DS, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-10-53/83.

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

Jan^y 78

[Pepperpoint NNW,]

Tuesday 6th

at 6 AM the *Richmond* warping nearer in Shore to cover the Boats, boarding the *Snow*,¹ sent a Flag of Truce on Shore, In Rapahanock River

Moderate & fair weat^r employed taking the Cargo out of the Snow, to lighten her; at 3 PM she got off; hove up the Best Bower, & let the small Bower go; the Longboat & Cutter employed taking the Tobacco out of the *Richmond*, & carrying it on Board the Snow; some people on board the Snow repairing the Rigging, which her crew had Cut.

D, UKLPR, Adm. 51/311.

1. Snow *Elegante*, — Collenau, master, from Rappahannock River to Dunkerque, with tobacco, taken in the Rappahannock River, sent to New York City as a prize of *Emerald*. "The Crew got on Shore in their Boats." Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239–40. Her prize papers are in H.C.A. 32/317/8. *Elegante* was libelled on 28 Jan. in the Vice Admiralty Court of New York by Capt. John L. Gidoin, and was condemned on 20 Feb. as a lawful prize of *Richmond*. UKLPR, H.C.A. 49/93, fols. 212–13, and 49/94, fol. 18.

MASTER'S JOURNAL OF H.M.S. *RICHMOND*, CAPTAIN JOHN LEWIS GIDOIN

January 1778
Tuesdy 6

[Anchored in the Rappahannock River]

AM at 5 slung the Lower Yards & Cleard Ship for Action at 6 Carried out y^e Stream Anch^r & 2 Hawsers Weighd the BB^r & warpt near^r in Shore to Cover the Boats in getting off[f] a Snow Load^d. wth. Tobacco which the *Emerald* had run aground & to drive the Rebels who were Stripping her¹ Fired 4 Shot & drove the Rebels out of her, Sent the Long B^t with the Stream Anch^r.

[Anchored in the Rappahannock River]

Light Airs with Calms at Times [PM] The *Emeralds* & Our Boats Em^d. Lightning the Snow, Rec^d. out of her 33 Hh^{ds}. of Tobacco PM at 3 the Brig got off, ½ p^t weighd & dropt into our Birth again at 5 Anch^d. close by us the prize Snow,²

D, UKLPR, Adm. 52/687.

1. French snow *Elegante*. See note to Journal of H.M.S. *Emerald*, 6 Jan., immediately above.

2. The log notes on 7 Jan.: "6 AM Emp^d. Sending the Tobacco on Board the Snow & Stowing it away AM at 8 the *Emerald* made our Sig^d. for a petty Off^r: at 9 sent aShore by a Flagg of Truce 7 American prisoners the Boatsⁿ. with a Gang of hands Emp^d. Riging the Snow." The riggering of *Elegante* continued on 8 Jan., *Richmond* sending nine men on board to carry her down to Hampton Roads, and on 9 Jan. *Emerald* and *Richmond* with their three prizes dropped down the Rappahannock. UKLPR, Adm. 52/687.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Tuesday the 6th day of January 1778.—

Ordered that Mr William Holt deliver to Mr Richard Hardy thirty Bushels of salt, it being for thirty Barrels of Beef purchased of him by Mr Jn^o Peirce for the Use of the Navy.—

This Board doth recommend to his Excellency the Governour and the Honourable the Council Mr David Larkens to be a second Lieutenant in the Navy of this Commonwealth.—

Ordered that the Keeper of the public store, deliver to Captain George Elliot as much Cloth as will make himself, David Larkens and Edward King coats on their paying for the same.—

DS, Vi, Navy Board Journal, 337.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board [Charleston] Tuesday 6th January 1778—

Present Edward Blake Esq^r first Commissioner
 Geo Ab^t Hall, Josiah Smith, Edw^d Darrell, Esq^{rs}—
 A Letter to his Excellency the President¹

The Commissioners of the Navy desire to Acquaint the President that the Commissary of Stores² has informed them, that upon application to the Ordnance Keeper for 4^{lb} Shott out of the Arsenal for the Naval Expedition now fitting out, he refused to deliver them without an Order from the Continental Agent;³ They will therefore be glad that an Order may be procured for 1500 shot the Quantity wanting—

By Order of the Board—

Navy Board 6th Janr^y 1778—

Edw^d Blake first Commiss^r

Order'd That Elisha Sawyer Esq^r Commissary do purchase a Quantity of Nails, Carpenters, & Coopers Tools for the use of the Naval Department—

1. An Order ⁴ was drawn on the Treasury in fav ^r [of]	}	£242.13.4.
Sam ^l Maverick for wages due him on board the		
Brigg <i>Defence</i>		

Ordered that the Clerk do pay such of the workmen at the State Ship Yard as may want their wages—

Adjourned to Tomorrow Evening 6 oClock—

Salley, ed., *South Carolina Commissioners*, 128–29.

1. John Rutledge.
2. Elisha Sawyer.
3. Either John Dorsius, Livinus Clarkson or Abraham Livingston, Continental Agents at Charleston.
4. Words or letters in italics, exclusive of ships' names, are taken from the engrossed copy of the Journal of the Board of Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779.

JOURNAL OF H.M.S. GALATEA, CAPTAIN THOMAS JORDAN

Jan^ry 1778 d^o. [Charles Town] N 83° W 43 Ls
 Tuesday 6 at 10 [AM] Wore at 11 Saw a Sail Gave Chace
 d^o. [Charles Town] S 74° W 40 Ls
 Strong Gales and Squally ½ p^t 1 [PM] Fired a Shot & Bro^t too
 the Sloop *Speedwell* from Providence in Rhode Island to
 Charlestown S^o Carl. Laden with Apples, Potatoes, Onyons &
 Cyder Tho^s. Munro Master¹ Employed Getting the Stores out
 of the Prize

D, UKLPR, Adm. 51/4197.

1. Sloop *Speedwell*, Thomas Munro, master, 30 tons, a crew of five seamen, owned by Paine & Co. of Providence, taken in lat. 33° 18', long. 76° 28', destroyed. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239–40. *Speedwell*, 15 tons burthen, cleared from Providence on 17 Nov. 1777 for South Carolina with a cargo of 50 barrels of cider, 1000 bunches of onions and 50 bushels of potatoes. R-Ar, Maritime Papers, Outward and Inward Entries, 1776–1787, p. 56.

JOURNAL OF H.M. SLOOP GRASSHOPPER, COMMANDER WILLIAM TRUSCOTT

Jan 1778 [St. Martin's] D^o. S. 3° = 44 E Dist^{ce}. 96 Leagues

Tuesday 6th Fresh Breezes & Cloudy. at 6, AM, Saw a Sail to the NE standing to the SW. Gave Chace.
 [S^t Martin's] S. 13.05 W Dist^{cc}. 73 Leagues
 Do^c and Clear W^r at 4 PM Fired 2 Six Pound Shot, to bring the Chace too found her to be a Sloop from Carolina, bound to Martinico, took possession of her. Made sail.¹

D, UklPR, Adm. 51/396, part 5, 32.

1. Sloop *Adventure*, William Ricker, master, 50 tons, crew of seven men, from Virginia, with tobacco, sent into Antigua. Young's Prize List, 14 Mar. 1778, below.

January 7

CAPTAIN SAMUEL TUCKER TO CAPTAIN HECTOR MCNEILL

Sir

Boston Jan^y. 7. 1778

Please to Deliver M^r. Sam^l. Read present Pusser [*i.e.*, *purser*] of the Ship *Boston*, what Slops may belong to s^d. Ship, he giving a Receipt for the same & you will Oblidge Yours to Serve

Sam^l. Tucker

L, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 1, p. 25. Addressed at foot: "To Hector M^cNeal Esq^r." Docketed: "Copy of an Order/to Cap^t. M^cNeil for/the Pussers stores/Jan^y. 7. 1778."

JOHN BRADFORD TO CONTINENTAL COMMERCE COMMITTEE

Honble Gentlemen,

Boston 7th January 1778

Your Letter was handed Me only last Saturday Ev'ning by the honb S Adams¹ I immediately sent an Express to Bedford [*in Dartmouth*] to acquaint M^r Jarvis² with your Orders respecting the Loading the *Mellish*³ with all Dispatch. I receiv'd his Answer last Ev'g he writes Me he is doubtful if such a Cargo is to be purchas'd, but as y^e honbl Committee has order'd it nothing shall be wanting in his power to accomplish it—He says He should advertise to give Cash or West India Goods, & I shall be purchasing what I can here & send down to him the Mode of getting things is expensive & tedious, being oblig'd to freight in two Bottoms & cart it across an Isthmus The Brig *Tryton*⁴ is now waiting for a Wind, she is mann'd with french Sailors, & a Cap^t. Born in Guernsy,⁵ by Marriage a Nephew to Doctor Franklin, her Acct & Outfit you shall have soon yours &c

J B

LB, DLC, John Bradford Letter Books, vol. 2, p. 105. Addressed at foot: "The Honb^{le}. Commercial Committee."

1. Samuel Adams.
2. Leonard Jarvis, Deputy Continental Agent at Bedford in Dartmouth, Mass.
3. British transport ship, taken by the Continental Navy ship *Alfred* and Continental Navy sloop *Providence* on 12 Nov. 1776. See *NDAR* 7: 111, 160, 183, 271.
4. Brig *Triton*, taken by Washington's Fleet schooners, *Hancock*, Samuel Tucker, commander, and *Franklin*, John Skimmer, commander, in Nov. 1776. See *NDAR* 7: 104, 105, 137, 139, 141n, 906, 1014, 1058.
5. Peter Collas was married to Jane Mecom, daughter of Franklin's sister, Jane Mecom.

JOHN BRADFORD'S ACCOUNT FOR PRIZES OF THE CONNECTICUT STATE NAVY

M^r. Sam^l. Elliot Ag^t of Prizes for the State of Connecticut in a/c. wth. Jn^o. Bradford

D^r
1776

July To Sundries supply'd Cap ^t Harding for Brig ^a . <i>Defence</i>	£133.16.10
To Cash paid him	60.—
To 1 Cag Butter 56 ^l . @ 7 ^¼ ^d .	1.13.10
2 hamms Bacon 27 ^l @ 5 ^d .	.11. 3
2 doz port Wine @ 24/	2. 8—
a Bottle Jesuits Bark	2. 8—
26 Gall ^s . Vineager	1. 6—
12 y ^{ds} . Friese ^l @ 6/	3.12—
49 Gall ^s . Rum @ 5/4	<u>13. 1. 4</u>
	25. 0. 5
To 1 pair Pistolls dld Cap ^t Smedly	<u>4. 4—</u>

£223. 1. 3
1064. 4.10^¾
£1287. 6. 1^¾

Boston. 7th Jan^y. 1778

Errors Excepted

Jn^o. Bradford

C^r

By Brig ^a . <i>Defence</i> 's 4/16 of N ^t Proceeds of Sundries sold by JB belonging to Ship <i>L^d. Howe</i>	181. 3. 4 ^½
By . D ^o . . D ^o . 5/16 of D ^o belong ^g . to Ship <i>George</i>	900.18. 7
By . d ^o . D ^o . . of D ^o belong ^g . to Brig ^a . <i>Annabella</i>	123. 2.10 ^¼
By . D ^o . D ^o . proport ⁿ . of Sundries sold by W ^m . Greenleafe Esq ^r . w ^{ch} . was paid to JB	82. 1. 4

£1287. 6. 1^¾

7 JANUARY 1778

JOHN BRADFORD'S ACCOUNTS OF SUNDRIES SUPPLIED CONNECTICUT NAVY SHIP DEFENCE

Acco^t. Sundries supply'd Cap^t. Harding of y^e. Brig^{nc}. Defence

[Boston 7 January 1778]

To 1 doz Wine & 1 peck Oatmeal for a sick man	1..10..—
1 pair Shoes dld Dunham	.. 8..—
Cash paid John Hardline	.. 4.. 4
½ Gall ^o . Rum 3/. ½ Gall ^o . Wine 5/	.. 8..—
To Cash paid Joseph Webb Sundry Ship Chand ^y	15.. 3.. 8
10 fathoms Junk	1.. ..—
8 Gallons Rum @ 5/4	1..14.. 8
2 Gall ^s . Vineager a peck Barley 6 Bottles Wine for Sick Man	1.. 1.. 9
2 Common Tents for Boatsails—@ 66/8	6..13.. 4
1 Muskett dld by Cap ^t . Hardings ¹ ord ^r .	3.. 6..—
2 Fusees dld M ^r . Elliot @ 84/	8.. 8..—
6 Bottles wine dld Doct ^r . Windship ²	..15..—
1 broad Sword & Shold ^r . Strap dld D ^o . Cap ^{ts} order	2.. 2..—
1 hogs ^d Rum 119 Gall ^s @ 5/4	31..14.. 8
1 P ^s Irish Linnens 23 y ^{ds} dld Cap ^t . @ 4/	4..12..—
1 black Sholder Strap D ^o	1.. 6
1 doz Plumes dld M ^r . Elliot	12..—
6 Hams Bacon	1..19.. 4½
3 Barr ^s beef @ 80/	12..—..—
1 Barr ^l Oatmeal	1..—..—
1 Cask Wine 5 doz 3 @ 25/	6..11.. 3
3 Bottles Porter	4..—
5 Musketts, Bayonetts & Powder	16..10..—
48 Plumes	<u>2.. 8..—</u>
	40..12.. 7½

1 Surtout Coat Scarlett & green	4..10..—
2 pair Silk hose @ 9/ 1 p ^r th ^d D ^o 6/	1.. 4..—
1 Waistcoat & breeches to Cap ^t Smedley ³	2.. 8..—
2 pair Silk & 2 pair th ^d hose	1..10..—
2½ Bar ^{ls} . Oatmeal	<u>..12..—</u>

<u>10.. 4..—</u>
£130..11.. 6½
<u>3.. 5.. 3½</u>
£133..16..10

Commiss^o 2½ ⌘ C^t

Errors Excepted

Jn^o. Bradford Con^a. Agent

DS, Ct, Connecticut Archives, 1st Series, vol. 9, p. 231. Enclosed in John Bradford to Samuel Eliot, Jr., 7 Jan. See Samuel Eliot, Jr., to John Bradford, 9 Jan., below.

1. Capt. Seth Harding.
2. Dr. Amos Windship (or Winship) of Boston.
3. Capt. Samuel Smedley.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston January 7th. 1778.

Order'd, That M^r Ivers¹ pay Jon^a Balch for Sundries for Schooner *Starks*, as Pr
Acc^t. . . . £4. 4. 7 —

Order'd, That M^r Ivers pay Joshua Lapham for a Cap & Saddle for Schooner
Starks £1. 2/. —

Order'd, That M^r Ivers pay Isaac Phillips Esq^r for 20 Tons Stone Ballast for
Schooner *Starks* £6.-.-

Order'd, That D^r John Greenleaf deliver Doc^{tr} Fudger² Medicines for one
hundred Men on Board Brig^t *Massachusetts*—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 152–53.

1. Thomas Ivers.

2. Dr. Harris Ellery Fudger was appointed surgeon of the Massachusetts Navy brigantine
Massachusetts on 15 Nov. 1777. *Massachusetts Soldiers and Sailors of the Revolutionary War*, 17 vols. (Boston:
Wright & Potter Printing Co., State Printers, 1896–1908), vol. 6, 140.

MAJOR GENERAL JOSEPH SPENCER TO GENERAL GEORGE WASHINGTON

[Extract]

State of Rhode Island

Providence Jan^y 7th. 1778

May it please your Excellency

. . . There has Generally been about Six ships and Frigates of Force belonging
to the Enemy, Round the Channel of Rhode Island, through the summer and fall
Past: there is a large Number lately Arrived there of Transports, at least a Hundred,
and in the whole now there, upwards of 20 ships, Frigates, and Sloops of War, Eight
or nine of which of the line.¹ Lord Howe came there Last saturday;² they have late-
ly been sounding in the Channel near Warwick Neck, and we hear of some other
preparations, that Indicate some designs against us. . . .

Jo^s Spencer

L, DLC, George Washington Papers, Series 4. Addressed flush left below signature: "His Excellency Gen^l
Washington." Docketed: "Rhode Island 7th/Jan^y 1778/from/Gen^l Spencer/Ans^d 24th." The letter also
discusses provisioning problems for the army in Rhode Island and Spencer's desire to resign his com-
mand. On 24 Jan. Washington replied that he was aware Vice Adm. Howe had sailed for Newport with
more than 100 transports to winter there. DLC, George Washington Papers, Series 4.

1. The ships of the line were *Eagle*, 64 guns, *Nonsuch*, 64 guns, *Somerset*, 64 guns, *Raisonable*, 64 guns,
Bristol, 50 guns, *Chatham*, 50 guns, with the storeships *Buffalo*, *Crampus* and *Tortoise*, former third rate
ships of the line.

2. Howe arrived at Newport on Friday, 2 Jan.

NEWS FROM BURLINGTON, NEW JERSEY

BURLINGTON, Jan. 7.

On Tuesday last the schooner *Little Hope*, with part of her cargo consisting of
rum, sugar, coffee, tea, and a number of blankets, drifted from Philadelphia with
the ice above Point no Point. The day following Major Edwards,¹ with eight more,
boarded her, after having with much difficulty worked their way through the ice.
Previous to their boarding her the Captain of the schooner, with five sailors, parad-
ed as though they intended to dispute the matter; but their hearts failing them,
they saved further trouble by a ready surrender.

The same day (several vessels drifting in the ice between Philadelphia and Gloucester-Point) Capt. Robert Quigley, with twenty-four of the militia, boarded & took the transport brigantine *John*, & the armed schooner *Industry*, with thirteen English seamen, among whom are two Captains. The brigantine had several hogsheads of rum, &c. on board and the schooner some tobacco. After taking out the valuable articles, and stripping them of their rigging, sails, &c they were burnt.²

Another party of our militia, on the same day, made prize of the transport brigantine *Lord Howe*, which was also stripped and destroyed; and the day following a sloop, on her way from Chester to Philadelphia, was taken with about twenty barrels of flour on board. In these little expeditions, thirty four British seamen and soldiers were taken; and on Friday last they passed through this city, on their way to a place of security.

Maryland Journal, and the Baltimore Advertiser, 28 Jan. 1778.

1. Possibly Maj. Marshall Edwards, Lewis's Pennsylvania Battalion.

2. For more on transports adrift in the ice of the Delaware River, see Captain Andrew Snape Hamond, R.N., to Vice Admiral Viscount Howe, 1 Feb., below.

CAPTAIN JAMES WILLING TO BRIGADIER GENERAL EDWARD HAND

Sir

Fort Pitt Jan^y 7th. 1778

As I expect to bring at least five Boats from New Orleans laden with dry Goods and Navigated by 20 or 25 Men each I request the favour of you to give the Necessary Order for a sufficient Quantity of Flour to be lodged for me at the Arkansaws not less than Sixty or Seventy Bar^{ls}. of 250 lb or 300 lb each as the Men must have 1½ Rations ~~per~~ day also Twenty or Thirty b^{ls}. of Pork, so as to be there the begining of April. I will supply my Crews with the Remaining quantity of Meat necessary below, The Annexed¹ is Col^o Morgans estimate of Provisions necessary had I left this as I ought any time in October last—I am Sir [&c.]

Ja^s: Willing

L, DNA, PCC, item 159, pp. 436–37 (M247, roll 178). Addressed at the foot: "To Gen^l Hand." Docketed: "Col. Morgan's/estimate—."

1. See Colonel George Morgan to Captain James Willing, Jan. 1778, above.

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

Jan^y 1778

[alongside Cuthberts Wharf, Philadelphia]

Wednesday 7th

AM recvd a lighter of Coals

First part moderate with some rain the latter fair weath^r Not much Ice in the River

PM a Vessel with a Flag of Truce came alongside with some provisions for the Rebel Prisoners¹

D, UklPR, Adm. 52/1964, fol. 84.

1. Shallop *Polly*, Capt. Isaiah Robinson, Continental Navy, master.

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

The Commissioners of the Navy Board
of the Middle Department
Gentlemen

[York, Pa.] January 7th 1778

Your Letter of the 26th ultimo¹ has come to hand and Shall be duely attended to. As the Eastern Navy Board are in great want of flour & Iron to carry on the public business within their district we request that you will immediately purchase on the best terms in your power 2,000 Barrels flour and 100 Tons Iron and have the same transported down to little Egg Harbour and there Stored to wait the arrival of some Vessels which the Navy Board at Boston will send round. The Masters of said vessels will be directed to apply to you, and you will give Orders for the delivery of the same.

We shall expect an immediate answer from you relative to the above purchase and remain [&c.]

P:S: please to let us know if vessels can be Chartered at Egg Harbor to carry the Flour & Iron to Boston

LB, DNA, PCC, Marine Committee Letter Book, p. 119 (M332, roll 6).

1. Not found.

ORDER FOR PAYMENT TO JOSEPH MACCUBBIN

[Annapolis] In Council 7th January 1778

Ordered That the Western Shore Treasurer pay to Joseph Maccubbin Seventy six pounds Ten Shillings for Whiskey purchased for the Galley *Independence* ^{ph} auth passed the B^d.

^{ph} order

T Johnson Jun^r

DS, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-10-53/70. Endorsed: "Ent^d. E. F."

"AN INVENTORY OF THE SHIP *DEFENCES* STORES AS SHE NOW LAYS VIZ"

Annapolis the 7th January 1778

Boatswains Stores.

Hull, Masts, and Yards	Some Spars yards And Topmasts
Compleat, Bowsprit Except'd	Ditto . . . Blocks
Standing And Running Rigging,	Hooks And Thimbles
d ^o	2 Cat Blocks.
2 Bowers	1 Fish Hook
1 Stream	1 Viol And Block.
1 Kedge	2 pair of Can hooks
2 Cables Half worn	4 Marline Spicks
1 Old Steam Hawser	3 Serving Mallets
1 Towline	3 Fids
4 Scrappers	3 Palm plates
8 Sail Needles	1 Hand lead And line
1 Log line & Reel	1 Dipsea line

Boatswains Stores. — *Continued*

4 Tarr Buckets	4 Hand Spicks
10 Capstan Bars	12 Ships oars
A Barge with 6 Oars	6 Swabbs
20 Tuns Pig Iron for Balls ^t	2 Lantrons
	2 Crow Barrs

Sails

1 Jibb	1 Lower Steering Sail
1 Fore Stay sail	2 Fore topmast d ^o
1 Sprit sail Top sail	1 Top Gall ⁿ . d ^o
1 Spritsail	1 Main topmast Staysail
1 Fore Sail	1 Top Gallan d ^o
1 Fore Top sail	1 Main Sail
1 d ^o . . . Top Gall ^t Sail	1 Main Topsail
1 d ^o . . . Top Gallan Royal	1 Main Top Gall ⁿ Sail
1 Mizzen Staysail	1 d ^o . . . d ^o . . . Royal
1 d ^o . . . Topmast Staysail	1 Lower Steering sail
1 d ^o . . . Topsail	1 Topmast d ^o
1 Driver	1 Top Gallan d ^o
1 Jigger	
2 Sprits for the Barge	

Carpenters Stores

6 Setts of pump Gear	2 Chisells
1 Broad Ax.	1 Drawing Knife
1 Adds	1 Saw
1 pump Hammer	2 Tarrpauling
4 Hatch Barrs	1 Grind Stone
	1 plain

John Grant Carpen^t

Coopers Stores

16 Iron Bound water Casks	1 Cooper pump
1 Harness Tubb	2 wooden Hand pumps
1 Marking Iron	1 Coopers Adds
1 Bung Board,	1 Drawing Knife d ^o
1 pair of Compasses	1 Ax
1 Funnel	4 Draw Bucketts
4 Mess Cans & 1 pump Can	4 Mess Fidds

Joseph Dunbarr Cooper

Annapolis the 7th January 1778

Ship *Defences* Stores

Brought forward

Cooks Stores

1 Large iron Hearth	2 Copper Kittles
1 Small Iron pott	1 flesh fork

Cape Hen^y West Dist^{cc}. 2 Leagues.

Mod^t breezes and cloudy at 2 PM Fired several Shot & Bro^t too the Chace A Brig from Guadeloupe bound to Virginia^l Shorten'd Sail & Bro^t too Main Topsail to the Mast, sent a Boat for the Prisoners & a Petty Officer & six Men to Navigate her to New York. At 5 In first Reef Topsails & made Sail at 7 the Brig parted Company at 8 In 2^d. & 3^d. Reef Fore & Main Topsails and 2^d Reef Mizen Topsail. At ½ past 11 Close Reef'd the Topsails and Handed them Bro^t too under the Main Sail.

D, UKLPR, Adm. 51/694.

1. French brig *Genevieve*, Pierre Tourounet, master, owned by Casamajor & Co. of Guadeloupe, a crew of 17 seamen, mounting 4 carriage guns, from Guadeloupe alleged to St. Peter's (St. Pierre and Miquelon), with rum, salt &c., sent to New York City. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239–40. *Genevieve* was declared a recapture on 9 Feb. by the Vice Admiralty Court of New York, claimed by Robert Dale & others, but her cargo was condemned as a lawful prize. UKLPR, H.C.A. 49/94, fols. 4–5. Her prize papers are in UKLPR, H.C.A. 32/340/16 where her master's name is given as Pierre Tournet.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Wednesday the 7th day of January 1778.—

Ordered that the Keeper of the public Magazine, deliver to Mr Isaac Mercer one hundred weight of Gunpowder, six Quires of Cannon cartridge Paper and three quires of musket ditto for the use of the *Norfolk Revenge* Galley.—

Ordered that a Warrant issue to Captain John Barret for one hundred pounds upon account for the purpose of furnishing necessaries for the use of the *Hero* Galley.—

Ordered that Mr William Holt deliver to Mr Richard C. Graves a quantity of salt from the forge not exceeding fifty Bushels for the Purpose of Barrelling Pork for the use of the Navy.—

Ordered that Mr James Davis make the necessary Repairs wanting to the Vessells *Molly* and *Virginia* employed in Trade for this Commonwealth.—

DS, Vi, Navy Board Journal, 337–38.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board [*Charleston*] Wednesday 7th January 1778

The Board Met According to Adjournment

Present Edward Blake Esq^r first Commissioner

Geo. Abb^t Hall Josiah Smith Edw^d Darrell

Tho^s Savage Jn^o Edwards Tho^s Corbett Esq^{rs}—

A Letter from Secr^y of The Prevy Council—

January 7th 1778

Sir/

By order of his Excellency the president,¹ I am to inform you, that Cap^t Biddle² has resigned the Command of the Ship *Gen^l Moultrie*, and that it is his direc-

tion with the advice of the prevy Council, the Commissioners of the Navy do appoint a proper person, to Succeed to the Command of her—

I am Gen^l
Y^r. Hbl^e. Serv^t.

Edw^d Blake Esq^r first—
Commiss^r. of the Navy Board }

(Signed) Jn^o Colcock. Sec^y. P^y C^l—

A Valuation of 4 Carriage guns 4 pounders Borrowed by this State from Mess^{rs} Mey & Cripps³ and put on board the Brigg *Polly*⁴ Comanded by Cap^t. Anthony,⁵ being refer'd to us We do therefore appraise the Same at Seven Hundred pounds the Pair—Given under our Hand, at Charles Town this 7th January 1778

(Signed) { Will^m Logan—
Will^m Somarsall

A Valuation of a Cabouse

It being Refer'd me to Value a Cabouse on board the Brigg *Polly* Comanded by Cap^t. Anthony I Appraise the same at One Hundred pounds Current Money of this State

Charles Town Jan^y. 7th. 1778

(signed) W^m Somarsall

*Adjourned to tomorrow, 10 O'Clock.*⁶

Salley, ed., *South Carolina Commissioners*, 129–30.

1. John Rutledge.

2. Capt. Charles Biddle of Philadelphia. Charles Biddle, *Autobiography of Charles Biddle, Vice-President of the Supreme Executive Council of Pennsylvania, 1745–1821* (Philadelphia: E. Claxton and Co., 1883), 105. Biddle states erroneously that Vice President William H. Drayton offered him the command of the ship *Volunteer* which was commanded by Capt. Philip Sullivan.

3. Florian Charles Mey and John S. Cripps, merchants at Charleston.

4. South Carolina privateer brigantine serving in the South Carolina Navy for the naval expedition with frigate *Randolph*.

5. Capt. Hezekiah Anthony.

6. Words in italics, exclusive of ships' names, are taken from the engrossed copy of the Journal of the Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779.

DECLARATION OF MOSES NATHANS

Copy

[Jamaica 7 January 1778]

M^r. Moses Nathans, from the Cape,¹ last from the Mole,² Saith: —That on his Arrival at the Cape Dec^r. 13th. he found a great Number of Soldiers there, the Barracks full, and a great Number of Officers in the Town, on enquiry he was informed, that Soldiers arrived there almost every day—that on the 15th. or 16th. of December a Number of Soldiers arrived there about 6000.—as he was informed.—that he saw them—that the Current news of the Town was, that the Troops were in the pay of Spain and intended against the Island of Jamaica.—That a Spanish Man of War, was then there, on board of which it was said, Money had been brought to pay the said Troops.

That there were five French Frigates there at one time, and when he left the Cape about December 22nd. there remained only two.

That he sailed from the Mole the 5th. Instant Janry and Landed at Cow Bay on the 7th. Janry.—

Copy, UKLPR, C.O. 137/73, fols. 68–69. Docketed: “Copy of a Declaration/of Moses Nathans/In Gov^r. Dalling's (N^o 13)/of the 13th. Jan^y 1778./ (5)/d^r.”

1. Cap Français [Cape François], Saint-Domingue.
2. Môle Saint-Nicolas, Saint-Domingue.

DEPOSITION OF DOMINICK FRENCH, JOHN SPURRITT AND HOPKIN LEWELLIN

DOMINICA BEFORE Charles Winstone Esquire
 One of His Majesty's Justices of
 the Peace for the Island of
 Dominica.

PERSONALLY appeared Dominick French late Master of the Ship *Whim*, belonging to the Port of Liverpool in the Kingdom of Great Britain, and owned by Thomas Case of Liverpool aforesaid Merchant, John Spurrutt late Chief Mate of the said Ship *Whim*, and Hopkin Lewellin late Second Mate of the same Ship, And jointly and severally made Oath as follows And first the said Deponents jointly say, That on the Twenty Ninth day of January One Thousand Seven Hundred and Seventy Seven The said Ship sailed from the said Port of Liverpool for the Coast of Africa and after taking in a Cargo of Slaves and Rice at the Island of Bannanoas on the Coast of Africa the said Ship sailed from thence on the Seventeenth day of November now last past bound to the Island of Barbadoes And these Deponents further say that on the Twentieth day of December now last past being in the Latitude of Barbadoes the said Ship *Whim* was taken by an American Brigantine of Twelve or Fourteen Guns called the *Fairfield*¹ whereof one James Hovey was Master, and carried into Carbay² in the Island of Martinico on the Twenty Fourth day of the same Month of December And these Deponents also jointly say That on Saturday the Third day of this instant January they took their Passages from the Port of St- Pierre's in the said Island of Martinico on board of a French passage Schooner to be landed on this Island, the said Schooner being bound to the Island of Guadeloupe to call in her way at this Island and upon these Deponents going on board the said Passage Schooner they discovered two Negro Boys on board, which the Deponents knew to be part of the Cargo of the said Ship *Whim* And the Deponent Dominick French further deposeth That upon his Arrival at Roseau in this Island on Sunday last the Fourth Instant he went to His Excellency Governor Shirley and related the Circumstance of the Two Negro Boys (part of the said Ships Cargo) being on board the said Schooner or French Packet and prayed His said Excellency to have said Schooner stopped by the Fort that the Deponent might recover back the said two Negro Boy Slaves for the Owner of the said Ship *Whim*, this Deponent apprehending that the property of the said Slaves was not altered by the illegal Capture and Sale aforesaid, which request His said Excellency was pleased to comply with, and the said Schooner was in consequence thereof fired at and brought to by the Fort at Roseau and the said two Negro Boys were landed from on board the said Schooner and carried by this Deponent before Charles Winstone Esq^r one of the Members of His Majesty's Council and a Justice of the Peace for the said Island of Dominica who told this Deponent he might take the said two Slaves into his possession as the property of the Owner of the said Ship *Whim*. And all these Deponents jointly swear that the two Negro Boy Slaves aforesaid were two of the Slaves of the Cargo of the said Ship *Whim* at the time of the Capture by the Rebels And that the Rebel Colours of America were hoisted on board the said Brigantine *Fairfield* & her Prize the said Ship *Whim*, when they sailed

into Carbay in Martinica aforesaid, at which Bay there were two more Prizes lying, one of which had Rebel Colours flying And that there is a Fort at Carbay aforesaid mounting Four Guns, and garrisoned by a Commandant & Soldiers who these Deponents apprehend & believe were in the Service of His most Christian Majesty the French King, And that the next Day being Christmas Day, the Commandant and several other Gentlemen of Martinico went on board the Rebel Privateer called *Fairfield*, for the purpose as these Deponents heard and believe of purchasing the Cargo of Slaves of the Ship *Whim*, which Cargo was landed on the Twenty Sixth of December in the Morning, & disposed of by the Rebels to the French Inhabitants at very low Prices AND this Deponent Dominick French for himself further deposeth that on his Arrival at the Town of Saint Pierre in Martinico aforesaid on the Twenty Seventh of December last he took with him the English Interpreter M^r Michell & waited on the Person in Command at S^t Pierre's, who this Deponent was informed was the Lieutenant Governor,³ and demanded from him restitution of the Ship *Whim* & her Cargo of Slaves this Deponent alledging that the two Nations of France & Great Britain were in amity together, that the Lieu^t Governor asked of this Deponent where the Ship *Whim* was, whether in the Port of S^t Pierre's or Fort Royal, the Deponent answered no, that She was in a Bay situate between those Ports. the Lieutenant Governor then told this Deponent he never took cognizance of anything not done in the Ports, that there were Guarda-Coasta's out, who were to take care no illegal Trade was carried on. And then the Lieutenant Governor said to this Deponent through the Interpreter, that no Prizes were allowed to stay in the Ports of Fort Royal or S^t Pierre's more than Twenty Four hours, that the French Nation was in friendship with all other Nations, and would grant them every necessary Succour. That this Deponent being under a promise to return on board the Rebel Privateer in the Afternoon of the Twenty Seventh of December, with the Master of her, was met with by several Gentlemen in Saint Pierre's who advised this Deponent not to return on board. that this Deponent mentioned to them, as he had given his promise he must do so, on which they said they supposed he was not thereby prevented from seeking his liberty—And advised him to go to the Interpreter, and apply with him to the Lieutenant Governor for his Liberty, and discharge from Confinement by the Rebels. that this Deponent accordingly waited on the Lieutenant Governor and he sent the Interpreter to a M^r Bingham⁴ who acts (as the Deponent understands) as Agent for the Rebels at Saint Pierre's, to give his the Lieutenant Governor's Compliments to M^r Bingham, and request of him to discharge this Deponent. That M^r Bingham accordingly complied, & wrote a Letter to Hovey the Captain of the Privateer, in consequence of which this Deponent was discharged by him.

Dom^k French
John Spurr
Hopkin Lewellin

Sworn before me this
7th day of January 1778
Cha^s Winstone

D, UKLPR, C.O. 71/7, fols. 40–41. Docketed: "The Deposition of Cap^t/French and his first &/Second Mate, relative to/the Capture of the Ship/*Whim* by an American/Privateer called the *Fairfield*/ whereof one James Hovey/was Master.—/In Gov^t Shirley's of 9th: Jan^y 1778./ (3)/d^r." Enclosure no. 3 in Gov. Thomas Shirley to Lord George Germain, 9 Jan. 1778.

1. Rhode Island privateer brigantine *Fairfield* was commissioned on 28 Oct. 1777 and was owned by Amos Hubbard and others of Providence.
2. Carbet.
3. Commandant La Perrier.
4. William Bingham.

January 8

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y. 8th. 1778—

Order'd, That Nath^l. Baker for Sundries for Brig^t *Massachusetts*¹
 as Pr Account be paid £ 9..19.. 7½
 also on Acc^ot. of d^o. for Row Galley² £ 4.. 9.. 9½
 £14.. 9.. 5—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), p. 154.

1. Massachusetts Navy brigantine *Massachusetts*.
2. Massachusetts Navy row galley *Lincoln*.

NATHANIEL SHAW, JR., TO ROBERT MORRIS

Sir

New London Jan^r 8 1778

I Received your kind favour th the bearer M^r Ross¹ and am much obliged to you for the acquaintance of so worthy a person—By fitting out many of the Continental Vessells I am largely in Advance and have been very unlucky in not having any of the Prizes coming into this Port, I expected Cap^t Chew² in the *Resistance*³ those that he should take into this port, and in consequence of that have not made Application for the Money—I beg you will let me know by a Line if this New Board⁴ will have Power to Settle Acco^{ts}. pay &^c. or whether I must be obliged to come to your State & you'l oblige Sir &^c.—

LB, CtY, Nathaniel and Thomas Shaw Papers, Letter Book (1775–1782). Addressed at foot: “To Robert Morris Esq^r/Pennsylvania—.”

1. Richard Ross, express rider for the Continental Congress.
2. Capt. Samuel Chew, Continental Navy.
3. Continental Navy brigantine *Resistance*.
4. Continental Navy Board of the Eastern Dept.

DEPOSITION OF ENSIGN SANDS NILES

Province of New York

Court of Vice Admiralty.

The Deposition of Sands Niles¹ in the Cause of John Tabor Kempe Esquire his Majesty's Advocate General for the Province of New York at and by the Relation of Harry Harwood² Esq Commander of his Majesty's Sloop of War the *Falcon* on Behalf of himself and the other Officers and the Crew of the said Sloop of War and all others interested therein against the armed Sloop *Schuyler*³ her Apparel and Furniture, taken upon the Standing interrogatories filed in this Court.

First. To the first Interrogatory this Deponent saith that he was born in Stonington in Connecticut—that he has lived there for the greatest Part

of seven Years last past, and that he is a Subject of the united States of America.

Secondly. To the second Interrogatory this Deponent saith that he was present at the Taking of the armed Sloop *Schuyler*.

Thirdly. To the third Interrogatory this Deponent saith that the said Sloop was taken to the Eastward of Satauket Harbour,⁴ on the tenth Day of December last—that the Reason of her being taken was that she was transporting about Sixty three armed Men, from Connecticut to Long Island in the Province of New York—that the said Sloop was taken by his Majesty's Sloop of War the *Falcon* commanded by Harry Harwood Esquire.

4 To the fourth interrogatory this Deponent saith that the Name of the Master of the said Sloop is John Carr⁵—that he was appointed to the Command of the said Sloop by the Board of War of the united States of America—that the said John Carr took Possession of the said Sloop at New London in Connecticut—that the said John Carr was born in Irèland and that his last fixed Place of Residence was at Philadelphia in Pensylvania

5. To the fifth Interrogatory this Deponent saith that he cannot materially depose.

6 To the Sixth Interrogatory this Deponent saith that he was on Board the said Sloop *Schuyler* when she was taken—

7. To the Seventh Interrogatory this Deponent saith, that the Name of the said Sloop is the *Schuyler*—that she has been called by that Name as long as he the Deponent has known her—

8. To the Eighth Interrogatory this Deponent saith that he cannot materially depose.

9. To the ninth Interrogatory this Deponent saith, that the said Sloop the *Schuyler* belongs to and was fitted out by the continental Congress

10

11

12 To the tenth, eleventh, twelfth, thirteenth, fourteenth and fifteenth

13 Interrogatories this Deponent saith that he cannot materially depose.

14

15

16: To the Sixteenth Interrogatory this Deponent saith that when the *Falcon* was coming up to the said Sloop the said John Carr bundled up a Number of Papers which the Deponent believes were the Papers of the said Sloop and then made his Escape.

17

18

19 To the 17. 18. 19. 20th: Interrogatories, and to the first, second, third,

20 fourth and fifth additional

1 Interrogatories this Deponent saith that he cannot

2 depose.

3

4

5

Taken the 8 Day of
January 1778.

D Mathews⁶ Reg^r

D, UKLPR, H.C.A. 32/450/9.

1. Ensign, Ely's Regiment, Connecticut Militia.
2. Comdr. Harry Harmood, R.N.
3. Continental Navy sloop *Schuylcr*.
4. Setauket, Long Island.
5. Lt. John Kerr, Continental Navy.
6. David Mathews, register of the Vice Admiralty Court of New York.

OFFICERS OF THE PENNSYLVANIA NAVY TO
THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

TRENTON, Jan'y 8, 1778.

*To the Honourable the President of the Supreme Executive Council of the State of
Pennsylvania:*

HONOUR'D SIR:—We, the Subscribers, Officers in the Pennsylvania State Fleet, beg leave to remind you and your Honourable Council, tho' with reluctance, well knowing the Multiplicity of Business you must have on hand, but Self and the uncertainty of human affairs, prompts us, and doubt not you will give a few minutes attention to what we Wish you may not think unreasonable.

It is with Concern that, although we have done everything in our powers, so far as our Capacities would serve, and hazarded our Lives in Support of the Glorious cause of Liberty and Independence, Do find that there is not any provision made by your Honourable Council for any of us, our Men or Families, in case of being kill'd or maimed in the service. We would not presume to say that it has been in some Measure the cause of so much Desertion, but have reason to believe it has, so should see propper to take the premises into consideration, and allow a pension as in your Wisdom may seem meet, it would give alacrity to both Men and Officers on another Campaign and relieve the distressed of the Former.

JOHN RICE,
THO'S MOORE,
WM. ALLEN,
JOHN BRICE,
NATHAN BOYS,
HUGH MONTGOMERY,

WILLIAM BROWN,
GEORGE GARLAND,
ISAAC ROACH,
JNO. McFATRICK,
WM. POTTS,
JOHN HARRISON.

Pennsylvania Archives, 2d ser., 3: 161.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO COMMODORE JOHN HAZELWOOD

In Council

Lancaster January 8. 1778

The enclosed is triplicate of my last letter to you—Yesterday Captain Blewer¹ of the State Navy-board called upon Council, the above letter will serve as an answer to part of his business

It is the opinion of Council that if the Cannon filling (the touch holes with lead) Stores &c^a. be removed ten or fifteen miles from the water; but distributed in many places so that the quantity in either, may not be an object worth the attention

of the enemy; it may answer better, taking every circumstance in view, than sending them forty or fifty miles, and deposited in one place; or part of the cannon might be sunk in the river; for, as the season is far advanced, and there is difficulty in procuring sufficient teams especially with expedition; it will therefore be advisable to return them almost as soon as they are safely secured.

M^r William C. Bradford² left this the other day and took with him four thousand pounds for the Commissary³ and three thousand pounds to pay the boats crews &c^a; when the treasury is replenished a further sum shall be sent. Capt^m Blewer mentioned to Council that many of the men belonging to the boats were married and their wives in a good deal of distress for the want of provisions; and probably if they went off, their husbands would follow: If the State Navy board and yourself should be of Opinion that furnishing some of those Women with rations, will be of utility to the state, Council will not object

I am also requested by Council to inform you that they ha[ve] had an eye towards the extraordinary expence which you must necessarily have been at and will still continue whilst you have the command of the fleet have allowed you to draw rations from the time of your appointment w^{ch} you will see by the enclosed resolve—

Council have no doubt of every exertion of yours and the State Navy board, to secure the Stores &c^a. belonging to the fleet as well as attention to the seamen I am very respectfully [&c.]

Thomas Wharton jun^r
Pres^t

The resolve above mentioned Council is desirous of reconsidering the result of which will be forwarded to you in a few days—

L, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Addressed at foot: "Commodore Haslewood."

1. Joseph Blewer.
2. Paymaster, Pennsylvania Navy.
3. William Crispin, Commissary, Pennsylvania Navy.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER BRABAZON CHRISTIAN

January 1778
Thursday 8th

Lashed alongside a Wharf at the upper part of the Town of Philadelphia
Mod^t Breezes and hazey with some Rain & Snow employed occasionally came on board 14 Men who deserted from the Rebels with 2 Armed Galleys¹

D, UklPR, Adm. 51/1037, fol. 6.

1. Two Pennsylvania Navy guard boats (half galleys), commanded by Captain Nathan Boys and another officer, on loan as privateers for use in the lower Delaware River. See William Bradford to President Thomas Wharton, Jr., 24 Jan., below.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Thursday, January 8, 1778

A letter, from the navy board of the eastern department, dated 16 December last,¹ to the Marine Committee, was laid before Congress and read.

Ordered, That it be referred to the Marine Committee. . . .

The Marine Committee, to whom was referred the letter of the 18 November, 1777,² from the navy board for the eastern department, brought in a report,³ which was taken into consideration;

Resolved, That, considering the necessity of the case, the encouragement given by the said board, to man the ship *Providence*, be approved:

That the bounties given to seamen by the resolve of Congress of the 29 March, 1777,⁴ is not to be stopped out of their wages, but deducted from their prize money, where any future prize money is obtained:

That the said navy board be supplied with a number of blank commissions, and that they be empowered to grant commissions to officers not above the rank of lieutenants, where vacancies may happen, and the good of the service absolutely requires that they should be immediately filled, but not otherwise:

That the commissary general of purchases be directed to give an order upon the late commissary, J. Trumbull, for 500 bushels of salt, in favour of the navy board in the eastern department, unless they should be already provided therewith.

Resolved, That the remainder of the report be postponed.⁵

JCC 10: 28–29.

1. Not found, but see “Votes and Resolutions of the [*Continental*] Navy Board of the Eastern Department,” 16 Dec. 1777. NDAR 10: 743–44.

2. Not found, but see “Votes and Resolutions of the [*Continental*] Navy Board of the Eastern Department,” 18 Nov. 1777. NDAR 10: 529.

3. DNA, PCC, Report of the Marine Committee, 8 Jan. 1778 (M332, roll 6, fol. 30).

4. See NDAR 8: 223.

5. See Journal of the Continental Congress, 20 Mar., below.

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

Jan^y: 1778

Thursday 8th.

[Cape] Henlopen NWbN 473 Miles

AM at 3 Light Airs and Cloudy. ½ p^r: 7 Saw a Sail bearing WNW. we made Sail and Gave Chace, Sent a Boat onb^d: found her to be a Brig from Turks Island Bound to Bermudas Loaded with Salt. ¼ p^r: 9 made Sail ¼ p^r: 10 Saw a Sail bearing NWBW. which we take to be a Schooner. ½ p^r: 11 the Schooner Tacked and Hauld her Wind. at Noon the Chace bore NE 6 Miles—

Ditto NNW¾W 440 Miles

Fresh Gales and Cloudy W^r:

at 2 PM fired a Gun and brought too the Chace She proved to be a Sloop Named the *Morning Star* 5 days from Great Egg Harbour for Hispaniola with flour and Tobacco on Account of the Reble Congress¹ took 8 Men out of her, and sent 2 petty Officers and 8 Men On board her. at 4 made Sail the Sloop in Company. ½ p^r: 5 Close Reefed the Main & fore Topsail and Handed the Mizen D^o: the prize SBW 2 Miles.

D, UKLPR, Adm. 51/331, fol. 112.

1. Sloop *Morning Star*, Job Carr, master, from Great Egg Harbor to St. Eustatius, with flour and tobacco, sent to New York City. Howe's Prize List, 30 October 1778, UKLPR, Adm. 1/488, fol. 485. She was libelled on 28 Jan. in the Vice Admiralty Court of New York and condemned on 20 Feb. 1778. UKLPR, H.C.A. 49/93, 214 and 49/94, 19–20. Her prize papers give the master's name as Job Kerr and her destination as Curaçao. Ibid., 32/404/7.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Thursday the 8th day of January 1778.—

Ordered that Mr William Nicholson foreman at the Chickahominy shipyard be allowed ten shillings per day for his Labour.—

DS, Vi, Navy Board Journal, 339.

JOURNAL OF H.M.S. *GALATEA*, CAPTAIN THOMAS JORDAN

Jan^{ry}: 1778

Thursd 8

d^o. [Charles Town] S 76° W 37 L^s.

at 12 [AM] Saw a Sail Gave Chace Fired 2 Shot & Bro^t too the Sch^r *Favorite* from S^t Cruize bound to Ocrecock Sam^l Smith Master^l at 5 Struck TGM Read the Articles of War & Punished. Hugh Murphy. Rob^t Trice & Cons^t. Driscole with 2 Dozⁿ. Each for Drunkeness & Neglect of duti

d^o S 55° W 30 L^s.

Strong Gales with Thunder Lightning & Rain—

D, UKLPR, Adm. 51/4197.

1. Schooner *Favorite*, Samuel Smith, master, owned by D. George & Co. of St. Eustatius, a crew of eleven seamen, bound from St. Croix ("Santa Cruz") for North Carolina with salt, taken in lat. 33° 14', long. 76° 38', sent to St. Augustine. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239–40.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board [*Charleston*] Thursday 8th Jan^y 1777.¹ [1778]

The Board Met According to Adjournment

Present Edward Blake Esq^r: first Commissioner

Josiah Smith, Jn^o. Edwards, Edw^d Darrell, } Esq^{rs}—
Geo Ab^t Hall, Tho^s Savage Tho^s Corbett }

Captⁿ Sullivan² attended the Board and reported he had been on board the Ship *Gen^l Moultrie* & found the said Ship to be in his Opinion a Much fitter Vessel for the present Intended Expedition then the Ship *Volunteer*—And also thought she may be got ready for Sea Sooner than the *Volunteer*—

Adjourned to 4 oClock this afternoon—

Salley, ed., *South Carolina Commissioners*, 130.

1. Letters or numerals in italics are taken from the engrossed copy of the Journal of the Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779.

2. Capt. Philip Sullivan.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board [*Charleston*] Thursday afternoon 8th January 1778

The Board Met According to Adjournment

Present Edward Blake Esq^r: first Commissioner

Tho^s Corbett, Josiah Smith, Edward Darrell, } Esq^{rs}—
Tho^s Savage, Geo Ab^t Hall, John Edwards, }

A Letter to his Excellency the President¹

Navy Board 8th January 1778—

Sir/

This Board Yesterday Evening received a Letter from the Secretary of the prevy Council by your Excellency's Order informing them that Captⁿ Biddle² had resigned the Command of the Ship *Gen^l Moultrie* & desiring they would appoint a proper person to Command her—They beg Leave to acquaint your Excellency that upon enquiry of the Different Captains of the Vessels going upon the intended Expedition it appears to them impracticable that Men can be Obtained sufficient to Compleat the Complement for the Three Briggs & the Two Ships, they have therefore applied to Captⁿ Sullivan to take the Command of the Ship *Gen^l Moultrie* with his Officers & Men, which he has agreed to do—They therefore recommend that the Ship *Volunteer* may be discharged from the Service, That Captⁿ Sullivan be appointed to the Command of & his Officers & Men turned over to the Ship *Gen^l Moultrie*—

By Order of the Board

Edward Blake first C[ommiss^r]

The Commissary³ of the Naval Department⁴ having informed [*the*] [*F*]irst Commissioner that he could not possibly get a Waggon to [*Ca*]rry Powder to Broughtons Battery, tho frequently applied for—the following Letter was wrote

Navy Board January 8th 1778—

Sir/

The Vessels are in want of their powder to take on board this Evening or in the Morning, the Commissary has Informed the Board he Cannot possibly get a Waggon to Carry it to Wilkins's fort (unless it can be done they will be under the Necessity of Applying to the president, or the Vessels must wait) they therefore beg that you will Order one on that Service Immediately—by Order of the board

Edw^d Blake first Commiss^rTo Mich^l Kaltiesen Esq^r—⁵A Letter to Captⁿ. James Doharty—Navy Board 8th Janr^y 1778—Captⁿ. James Doharty

Sir/

By M^r. Henry Talbert you will receive Two Thousand Pounds, out of which You'll please pay the Men belonging to the *Beaufort* Gally (to the time the pay Bill left with the Navy Board is made out) and take proper Vouchers for all the Money you pay—The remainder (after paying off the people belonging to the Gally) You'll please apply to the purchase of good pork for the use of the Naval Department

By order of the Board

Edward Blake first Commiss^r

You'll please Observe that all pay Bills, and Other Accounts delivered against the Public must be Attested—

Orders were drawn on the Treasury in favour of

Captⁿ. James Doharty for the use of the*Beaufort* GallyEdward Taylor for 37^C & 3^{qrs} of Iron for the use of
the Naval Department—a £50 [Ⓢ] C^t }

£2000 ———

1887..10

—————
£3887..10—

Adjourned to Tomorrow Evening 6 oClock—

Salley, ed., *South Carolina Commissioners*, 130–32.

1. John Rutledge.
2. Capt. Charles Biddle of Philadelphia. See *Journal of the South Carolina Navy Board*, 7 Jan., above.
3. Letters in italics, exclusive of ships' names, are taken from the engrossed copy of the *Journal of the Commissioners of the Navy of South Carolina*, October 9, 1776–March 1, 1779.
4. Elisha Sawyer.
5. Wagonmaster General of South Carolina.

THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE,
THURSDAY, JANUARY 8, 1778

CHARLESTOWN, January 8.

The *Carysfort*, Capt. Fanshaw, and *Perseus*, Capt. Elphinston, are still cruising in the neighbourhood of our bar. We cannot learn they have taken any prizes since our last, but a brig from Martinico, and a Bermudian sloop.¹

Capt Cross, in the letter of mart Brig *Bellona* richly laden, arrived on Sunday, in 7 weeks from Nantz together with the ship *Glorious Memory*, William Stewart, late master, bound from Antigua for St. U[b]es and Corke, which he took near Bermuda on the 9th of last month. Capt. Cross and his prize were chased almost all Saturday by the *Carysfort*, *Perseus* and a sloop, each of which fired several shot at him.²

When Capt. Cross left France, every preparation, indicating an approaching rupture, continued to be made. He informs, that the *Alexander*, Blundell;³ the *Porgey*, Willis; and the *Mary*, Todd, from this port for France; and the *Lexington* privateer, Capt. Johnson,⁴ with some other American vessels, had been taken by the enemy's cruizers; and that the *Cæsar*, Moncrieff, from this port for Amsterdam, was lost in the Texel.

Capt. Clement Conyers, jun. lately arrived here from St. Eustatius, informs us, that being commander of the sloop *Owner's Delight*, belonging to this port, he was taken in the night of the 6th of November last by Hugh Stevenson, of Antigua, in the schooner *Revenge*, mounting 8 carriage and 8 swivel guns, fitted out and commanded by himself, who carried him into St. Christopher's. Mr. James Anderson, of this place, was on board the *Owner's Delight* as part owner and supercargo; by his letters, and from Capt. Conyers's account we learn, that they received the most polite and humane usage from Capt. Stevenson, as well as from his first Lieutenant, Mr. Whipple: Their treatment of them was so uncommonly kind and generous, that they cannot help desiring this account may be published.

Last night Capt. Horn of the brig *Minerva*,⁵ arrived in town. He left Providence, in Rhode Island, on the night of Dec. 24, and on Friday last at 8 o'clock in the morning, a little to the southward of Cape Fear, fell in with a British frigate, an armed brig, and an armed sloop. The weather being very calm, the frigate sent her barge, having a swivel in her bow, and all her crew armed, to Capt. Horn's vessel, which having no guns, the captain and crew, in all eight persons, took to their boat, and arrived at Long Bay on the next morning.—

1. Sloop *Hetty*, David Tims, master, from Bermuda to Charleston. See *NDAR* 10: 835, 836n.

2. See *Journal of H.M.S. Perseus*, 3 Jan., above.

3. Ship *Alexander*, Thomas Blandell [Blundell], master, taken by H.M.S. *Enterprize* in the Bay of Biscay. See *NDAR* 10: 911.

4. Continental Navy brigantine *Lexington*, Capt. Henry Johnson, commander, was taken by H.M. cutter *Alert* on 19 Sept. 1777. See *NDAR* 9: 651–52.

5. Brig *Minerva*, John Horne, master, 30 tons burthen, mounting no guns, a crew of six men, bound for South Carolina, with a cargo of 67 bushel barrels of cider, 60 bushels of apples and 300 bushels of potatoes, cleared from Providence on 18 Nov. 1777. R-Ar, Maritime Papers, Outward and Inward Entries, 1776–1787.

PAY ABSTRACT OF THE MEN ON BOARD CONTINENTAL ARMED BOAT *RATTLE TRAP*

Pay Abstract of the following Men sent on Command with Cap^t. James Willing on board the Continental arm'd Boat *Rattle Trap* destined for New Orleans from the Date of their respective Enlistments untill the 8th Day of January 1778—

Mens Names	Company	Regiment	Commencing	Ending	
Daniel Whitacre Corp ^l	Cap ^t . Harrison ¹	13 Vir ^a . Reg ^t	1776 Dec. 25	1778 Jan. 8 th	£34. 7. 6
John Walker	"	"	1777 Jan ^y . 1st.	D ^o	30.13. 4
Leven Sprigg Corp ^l	"	"	1776 Decem. 28	D ^o	34. 2. 0
Richard Murray	"	"	1777 Jan ^y . 22	D ^o	29.—.—
John Ash	"	"	Feb ^y . 20 th .	D ^o	26. 8. 4
John Henwood	"	"	Jan ^y . 1st	D ^o	30.18. 4
Lawrence Kenan	"	"	Feb ^y . 7	D ^o	27.13. 4
Solomon Walker	"	"	July 1 st	D ^o	15.13. 4
Nicholas Walker	"	"	D ^o	D ^o	15.13. 4
Jacob Wheat	"	"	March 4	D ^o	25. 8. 4
James Taylor	"	"	Jan ^y . 9	D ^o	30.—.—
Marcus Foley	"	"	Dec ^r . 8	D ^o	2.10.—
Lazarus Ryne	"	"	Feb ^y . 1	D ^o	28. 3. 4
Philip Hup	"	"	Jan ^y . 2	D ^o	30.11. 8
Richard Roddy	"	Jan ^y . "	Jan ^y . 21	D ^o	29. 1. 8
Nathaniel Kennison	"	"	March 7 th 1776	D ^o	25. 3. 4
Henry Hoyt. Corp ^l	Cap ^t . Scotts ²	"	Dec ^r . 19	D ^o	34.18. 4
Henry Hawk	"	"	May 19 to Oct ^r . 24	—	17. 5.—
John Marney. serg ^t	Cap ^t . McCormacks ³	"	Nov ^r . 19 D ^o . —Jan ^y . 8	D ^o	37. 8.—
Thomas Love Corp ^l	"	"	Decem ^r . 26 th Feb ^y . 9	D ^o	30. 5.—
				Amo ^t . Carried forward—	£534.19. 2

Copy, D, PHarH, Records of the Comptroller General.

1. Capt. Benjamin Harrison.
2. Capt. David Scott.
3. Capt. George McCormick.

LIEUTENANT DE VAISSEAU MARQUIS DE VERDUN DE LA CRENNE
TO GABRIEL DE SARTINE

a Bord de la *Renommée* en rade du port au prince
le 8 janvier 1778

Monseigneur

j'ai l'honneur de vous rendre compte que j'ai mouillé en cette rade le 2 de ce mois, pour y prendre des vivres pour mon equipage; n'en ayant plus que jusqu'au six de ce mois; les vivres que lon doit m'envoyer de france ne sont point encor arrivés et monsieur l'intendant ni moi n'avons encor rien aucunes nouvelles a cet egard, mais lon a pris le parti de me donner deux mois de vivres, que lon a pris sur ceux qui ont été envoyés pour la *boudeuse*, et que lon remplacera par une egalle quantité de ceux que lon envoyer pour la *Renommée*. j'espere être prêt a mettre a la voile demain au soir pour aller continuer ma croisiere sur le mole s^t nicolas—

je n'ai rien rencontré d'interessant dans ma derniere croisiere sur le mole s^t nicolas, que deux bricks anglais le 22 de decembre—lun nommé le *Badger* de 16 canons commandé par m^r *everitt* ayant le grade de *master and commander* ce qui equivant au grade de capitaine de fregate;¹ lautre le *loëstoff's prise* commandé par m^r *jordan* lieutenant de vaisseau² partis l'un et l'autre de La jamaïque le 12 de decembre je leur ai signifié a l'ordinaire que je ne souffrirais pas qui le etablis- sent leur croisiere pres de nos côtes et je les ai accompagnés depuis le cap a foux jusqu'a 10 lieuës au nord nordouest du mole s^t nicolas ou je rencontraï la fregate la *dédaigneuse* qui croise ainsi que moi dans ce parage j'ai l'honneur d'être avec respect Monseigneur [&c.]

Verdun de La Crenne.

[Translation]

on Board the *Renommée* in the road of Port-au-Prince
the 8th January 1778

My Lord

I have the honor to report to you that I anchored in this road on the 2nd of this month, to take in provisions for my crew, not having enough to last beyond the 6th of this month; the provisions to be sent to me from France have not yet arrived, and neither the Intendant nor I have yet received any news in this regard, but he has decided that he will give me two month's provisions from those which had been sent out for the *Boudeuse* and that they will be replaced with an equal quantity from those to be sent for the *Renommée*. I hope to be ready to sail tomorrow evening to continue my cruise off Mole Saint-Nicolas.

I met with nothing of interest on my last cruise off Mole Saint-Nicolas, except two English brigs on the 22nd of December: one named the *Badger* of 16 guns commanded by Mr. Everitt, having the rank of master and commander which is equivalent to capitaine de fregate;¹ the other the *Lowestoffe's Prize* commanded by Mr. Jordan, lieutenant,² both having sailed from Jamaica on the 12th of December I signified to them that I would not tolerate their cruising near our coast, and I accompanied them from Cap-à-Foux as far as 10 leagues to the north northwest of Mole Saint-Nicolas, where I met the frigate *Dédaigneuse*, who was also cruising in this latitude as was I. I have the honor to be with respect My Lord [&c.]

Verdun de La Crenne.

L, FrPNA, Marine B⁴ 140, fol. 204. Notation at top: "M Verdun de La Crenne./."

1. Lt. Michael John Everitt.
2. Lt. Charles Jordan.

EXTRACT FROM THE JOURNAL OF FRENCH NAVY FRIGATE *TOURTERELLE*,
CAPITAINE DE VAISSEAU FRANÇOIS, CHEVALIER DE LA LAURENCIE

[*Marie-Galante*] Le 8 J'ai mis à la voile dans le Canal de la Dominique, [il] y avait un Corsaire Anglais que j'ai apperçu courir sur un de nos batteaux allant à la Martinique, j'ai été à leur rencontre et ayant approché à portée de la voix le Corsaire, je lui ai déclaré que je m'opposerais à cequ'il vistitat aucun bâtiment en ma présence il a fait route sur le champ pour le Roseau.¹

Les courans portant bas, je suis venu du côté de St^e Pierre et du Fort Royal.

[Translation]

[*Marie-Galante*] On January 8 I sailed into the Dominica Passage; there was there an English privateer that I had seen chase one of our boats going to Martinique. I was at their encounter and having approached the privateer within speaking distance, I declared to him that I would oppose his searching any ship in my presence; he immediately sailed for Roseau.¹

The currents carrying us down, I came along the coast from St. Pierre to Fort Royal.

Copy, FrPNA, Marine B⁴ 140, fol. 87. "Extrait du Journal de la campagne La *Tourterelle*."

1. Marginal notation: "Départ."

January 9

CAPTAIN SIR GEORGE COLLIER, R.N., TO THOMAS COMPTON

N^o. 1/

By Sir George Collier Commander
of his Majestys Ship *Rainbow*, Senior
Officer in the Harbor of Halifax &
having the Direction of His Majestys
Ships and Vessells employed on the
Coasts of Nova Scotia New England &c

You are to proceed to Sea under the Convoy of his Majesty's arm'd Brig *Cabot*,¹ taking the strictest Care not to part Company, but to keep as near her as the Wheather will admit of, in the Station allotted you by Lieutenant Dod²—

You are to Victual the Rebel Prisoners at two Thirds the Allowance granted by his Majesty to the Seamen of His Navy, the Quantity to be allow'd them will be exhibited in a Paper given you with these Orders—

In case of parting Company with the Convoy, You are to proceed immediately to Rhode Island where you are to Acquaint the Commanding Officer of the Kings Ships there of your Arrival, and receive his Orders for your further proceedings

Given on board His Majestys
Ship *Rainbow* in the Harbor of
Halifax the 9th: January 1778—

Geo Collier

Council Chamber Boston Feb^y 23^d 1778

A True Copy

Attest. Jn^o: Avery D^y Sec^y

Copy, M-Ar, Revolutionary Rolls Collection, vol. 8 (Various—Charter Parties—Relating to Prisoners), p. 77. Addressed at foot: "To/M^r: Thomas Compton/Master of the/*Royal Bounty* Cartel." Docketed: "Copys of Papers/Instructions &c from/S^r: Collier to Cap^t/Compton of the *Royall/Bounty*."

1. See Master's Journal of H.M. Brig *Cabot*, 12–13 and 14 Jan., below.
2. Lt. Edmund Dod, R.N.

JOHN BRADFORD TO THOMAS MORRIS AND WILLIAM LEE

Gentlemen,

Boston 9th Jan. 1778

This serves to inclose the Invoice & Bill of Loading for a Cargo shipp'd on Board the Brig *Tryton*¹ Peter Collis² by Order of the Commercial Committee of Congress to your Address which I wish safe to hand and to a good Markett, the Seed is of the best Quality & excellently well cleans'd, the Ash is also of the best Quality. I expected to have got this Vessell away a Month before but have been detain'd by Want of Seamen, you will please to advance the Cap^t £22..7 Stg to pay four Men whom I am obliged to pay hard Money. You have also Bills Loading for Eleven Tons of very clean chipp'd Logwood which goes on my own Account if you have shipp'd me any Tea by Cap^t Harris of the *Pacquet*,³ you will pay yourselves and ship the Amount of the Wood in the best Bohea Tea, excepting a small Chest of Hyson. the Committee mentions nothing more respecting the Disposal of the Brig & Cargo than that you are to dispose of the Cargo to the best Advantage and apply the Proceeds as directed by them and to load the Vessell with Salt, & send her back immediately to this Port. We have no News of Importance—Burgoin with his Army remain in the Vicinity of the Town very harmless Neighbours how long they may remain here is uncertain, having nothing material to add, I salute with the Compliments of the Season & am yours

J B

LB, DLC, John Bradford Letter Books, vol. 2, p. 106. Addressed at foot: "Mess^{rs}: Morris & Lee." On 10 Jan. Bradford wrote Morris and Lee requesting that they advance to Capt. Peter Collas £80 for his primage and to allow him 3s. 4d. for his daily expenses. PPAmp, Benjamin Franklin Papers, vol. 47, no. 99. Primage is a small payment made by shippers to the captain of a ship for his special care of their goods.

1. Brig *Triton*, taken by Washington's Fleet schooners, *Hancock*, Samuel Tucker, commander, and *Franklin*, John Skimmer, commander, in Nov. 1776. See *NDAR* 7: 104, 105, 137, 139, 141n, 906, 1014, 1058.

2. Peter Collas.

3. Massachusetts Navy trading brigantine *Penet*, John Harris, commander.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston, Jan^y: 9th: 1778—

Order'd, That the Ship *Johnson*¹ be sold Cap^t Williams² with her Appurtenances agreeable to Inventory at £4050..—.—

(Prize Acco^t)

Order'd, That M^r Com^y Devens³ deliver Cap^t Chapman⁴ for Brig^t *Nantz*:⁵ —

600^{hd} Bread,

½^{Cwt} Sugar—

½ B^l Flour

12^{lb} Coffee—

½^{Cwt} Rice

20^{lb} Butter—

4 Barrels Beef	1 Gallon Oil—
2 d ^o . Pork	1 Box Candles—
1 Quintal Fish	15 G ^{lls} . N ^c Eng ^d Rum
20 Bushels Potatoes	
1 Bushel Beans	

Order'd, That Cap^t Hopkins⁶ deliver Cap^t Chapman for Brig^t *Nantz* . . . ½
Chaldron Sea Coal—

Order'd, That Rob^t Pierpont⁷ Esq^r pay M^r Ivers⁸ for Hire of Brig^t *Favorite*⁹ from
August 26th. to Oct^r 26th. 1777—

two Months . . . @ £87..10/. P^r Month £175..—..—

also, for the same Vessel employ'd

as a Cartel 2 Months . . . @ £195..— 390..—..—

£565..—..—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), 156-59.

1. British letter of marque ship *Johnson* was captured by the Massachusetts Navy brigantine *Massachusetts*, the Massachusetts privateer schooner *Active* and the Massachusetts privateer brigantine *Speedwell* on 18 July 1777. See NDAR 9: 862, 867; 10: 15, 105-6, 470.

2. George Williams.

3. David Devens, commissary general for the Board of War.

4. Capt. Joseph Chapman.

5. Massachusetts State trading brigantine *Nantes*.

6. Caleb Hopkins.

7. Former Massachusetts Commissary of Prisoners.

8. Thomas Ivers.

9. Massachusetts State trading brigantine *Favorite*.

SAMUEL ELIOT, JR., TO JOHN BRADFORD

Sir

Boston 9th Jan^y 1778

I rec^d the Accounts sent me bearing date 7th Jan^y 1778.¹—it is easier to imagine, than to describe my surprize at receiving them in so loose a manner—permitt me, to ask you, if you think the State of Connecticut, together with the Officers and People of the *Defence* are to be put off with a loose C^t of neat proceeds &c^t of the several Vessells taken?²—As it is but just, in behalf of the State, I now demand an Account of all the Stores taken taken in the *George*, *Annabella*, and *Lord How*.²—together with an account of the several disposals, of the Stores so taken, or (if so order'd by my constituents) the Stores themselves, as they were convey'd away not only without my consent, but contrary to my express order, as Witness Francis Dana Esq^r and Major Chase—

The Arms, Ammunition and Warlike Stores I do not mean to include in the above, as they were sent to his Excellency Gen^l Washington, only so farr as to have a regular account of the appraisement &c

I observe the accounts are clos'd, the Porterage and many other charges arising in unloading the *George* & *Lord How* were paid by me, and I think cannot be included in the Settlement—The Charge of Commission is a matter I shall say nothing about at present.—I shall transmitt your accounts to his Excellency Gov^r Trumbull by the first safe Conveyance I remain [&c.]

Sam Eliot J

Copy

Copy, Ct, Connecticut Archives, 1st Series, vol. 9, p. 233. Addressed at foot: "John Bradford Esq^r/favord by Cap^t Parker." Capt. Timothy Parker commanded Connecticut Navy ship *Oliver Cromwell*.

1. See John Bradford's Account of Sundries Supplied Connecticut Navy Ship *Defence*, 7 Jan., and John Bradford's Account for Prizes of the Connecticut State Navy, 7 Jan., above.

2. For more on *Defence's* role in the capture of *George*, *Annabella* and *Lord Howe*, see *NDAR* 5: 563, 576, 618-19, 619-20.

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

January 1778
Friday 9

NE point of B^k: Isl^d:1 SbE 3 or 4 miles

A.M. watch Hill NW 1 Mile, TK^d ship Saw a Sail to the Southward gave Chace at 11 spoke with a Snow,² she prov'd to be a frenchman, took 22 men out of her, sent 2^d: Lieut and a Patty Officer & 9 men On board, y^c: Snow waring Round, she fell on our L^d: Q^r: & carried away Our driver Yd and boom—

South End of Block Island NEbE 3 leagues—

D^o: W^r: [Fresh Gales and hazy w^r:] PM saw a Sail to the NE got the Spare Fore topsail yd across for a driver Boom—hauld up the Courses and lowerd the topsails for the Snow at 4 passd by his Maj^{ty}: Ship *Rose*, at 5 spoke with an Armd Sloop *York* from R. Island, sent a boat on b^d: of her ½ p^t: 5 Light House³ NEbN 3 or 4 miles dist—at ½ p^t: 7 anchor'd in 15 ½ fths with Small Bower in⁴ & veerd ½ Cable, Found Rid^g: Here his Majestys Ship *Eagle*, Visc^t Howe (Admiral of the White &c. (*Bristol*) S^r: P^r: Parker, R^r: Admiral of the Blue, *Chatham* (*Nonsuch*, *Reasonable*, *Somerset*, *Brune*) *Amason*, *Solebay Unicorn* and a Number of Transp^{ts}:—

D, UkLPR, Adm. 51/4229.

1. Block Island.

2. Snow *David*, from Nantes to New London, with arms, clothing, cordage &c., was taken on 9 Jan. off Long Island and was sent into Rhode Island as a prize of the *Juno*. Howe's Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fol. 486. Her master was Jean David according to her prize papers. UkLPR, H.C.A. 32/303/4.

3. Rhode Island Lighthouse at Beaver Tail Point.

4. Blank in manuscript.

"EXTRACT OF A LETTER FROM PHILADELPHIA, JAN. 9, 1777 [1778]."

"The city has lately been entertained with a most astonishing instance of the activity, bravery and military skill of the royal navy of Great Britain. The affair is somewhat particular, and deserves your notice. Some time last week two boys observed a keg of a singular construction, floating in the river opposite to the city, they got into a small boat, and attempting to take up the keg, it burst with a great explosion, and blew up the unfortunate boys.¹ On Monday last several kegs of a like construction made their appearance²—An alarm was immediately spread through the city—Various reports prevailed; filling the city and the royal troops with consternation. Some reported that these kegs were filled with armed rebels; who were to issue forth in the dead of night, as the Grecians did of old from their wooden



David Bushnell

horse at the siege of Troy, and take the city by surprise; asserting that they had seen the points of their bayonets through the bung-holes of the kegs. Others said they were charged with the most inveterate combustibles, to be kindled by secret machinery, and setting the whole Delaware in flames, were to consume all the shipping in the harbour; whilst others asserted that they were constructed by art magic, would of themselves ascend the wharfs in the night time, and roll all flaming thro' the streets of the city, destroying every thing in their way.—Be this as it may—Certain it is that the shipping in the harbour, and all the wharfs in the city were fully manned.—The battle began, and it was surprizing to behold the incessant blaze that was kept up against the enemy, the kegs. Both officers and men exhibited the most unparalleled skill and bravery on the occasion; whilst the citizens stood gazing as solemn witnesses of their prowess. From the *Roebuck* and other ships of war, whole broadsides were poured into the Delaware. In short, not a wandering chip, stick, or drift log, but felt the vigour of the British arms. The action began about sun-rise, and would have been compleated with great success by noon, had not an old market woman coming down the river with provisions, unfortunately let a small keg of butter fall over-board, which (as it was then ebb) floated down to the scene of action. At sight of this unexpected reinforcement of the enemy, the battle was renewed with fresh fury—the firing was incessant till the evening closed the affair. The kegs were either totally demolished or obliged to fly, as none of them have shewn their *heads* since. It is said his Excellency Lord Howe has dispatched a swift sailing packet with an account of this victory to the court of London. In a word, Monday, the 5th of January, 1778, must ever be distinguished in history, for the memorable BATTLE OF THE KEGS.”³

Pennsylvania Ledger: or the Philadelphia Market-Day Advertiser, 11 Feb. 1778.

1. For more on David Bushnell's experiment with floating kegs, see *NDAR* 6: 1507.

2. Monday, 5 Jan., the alleged date of the Battle of the Kegs.

3. This account, which was published under a Burlington, N.J., 21 Jan., dateline, is attributed to writer and satirist Francis Hopkinson, as is a ballad based on the event, “The Battle of the Kegs,” 4 Mar., below. Moses Coit Tyler, *The Literary History of the American Revolution* (New York: G. P. Putnam, 1897), 148.

ABRAHAM VAN BIBBER TO GOVERNOR THOMAS JOHNSON, JR.

Dear Sir

Baltimore 9th January 78

M^r Crockett has Agreeable to yr Desier ingaged Captⁿ Roggers¹ to take the Command of the Schooner² you proposed giving him—this will be Delivered to you by Captⁿ William M^cFadden whome I have A verry good opinion of, he has A desier to gett into A good boat I have Advised him to yr servis & mentioned the boat *Dolphin*³ to him & to go too Martineque. If you will send her wi^t orders to be sold I will give A good price for her there—or if you will sell her here I would give A good price for her here, if you incline to send her & its not Convenient to load & Dispatch her from Annapoles I would Render you any servis in that way from here, I am exseedingly sorry the Ship *Defence* is to be Sold here, for gods Saike if in yr power prevent it. my hopes has long been that that Ship would pay the States debt in the westinges. My p^r [*partner*]⁴ sais he maid severrell proposels that he thought and intended would tend towards paying that Debt. Viz that he would hold A part of any of yr Vessells & Dispatch them &^c—but that you informed him naught

could be don in that way, nor could he learn of Any thing intended to be sent out but the *Lidia* & Schooner, that Ship I beleve you will join me in opinion will not gett out while those times hold—you will not I hope think me troblesum or Empatient w^t out Suffitient cause & I know of no other then yr Self to Adress myself concerning this busness, I thought while I was in Annapoless that it was the most ardent wish & intention of the Assembly to have that Debt paid, and still hope you have sum Ledgeable Sceem in adjitation that will Affect it—I am [&c.]

Abm. Van Bibber

P S A sloop in sight Said to be from S^t Martains w^t A load of salt & goods if She has A news Extranerry will forward it to you

yr A V B

L, MdAA, Maryland States Paper (Red Books), S 989, 4585-37. Addressed: "His Excell^y Thomas Johnson Esq^r/Annapoless." Docketed: "9 Jan^y 1778/Abraham Vanbibber." Notation below address reads: "the Sloop Mentioned w^t in is from Corroso [*Curaçao*] w^t 2000 bushels of Salt & Dry goods, this is her 3^d Voige w^t Salt w^t in 12 mounths & now her Cargo is worth £40000, from no Capite in A maner."

1. Capt. John Rogers, Maryland Navy.
2. Maryland State trading schooner *General Smallwood*.
3. Possibly Maryland Navy schooner *Dolphin*.
4. Either Benjamin or John Crockett, Maryland merchants and privateer owners.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Friday the 9th day of January 1778.—

Ordered that a Warrant issue to Benjamin Carter Waller for the use of Thomas Whiting esq^r for forty three pounds fifteen shillings, for the use of Jn^o. Hutchings esq^r for fifty two pounds fifteen shillings, for the use of Edward Archer esq^r for fifty four pounds seventeen shillings and six pence, and for the Use of Warner Lewis esq^r for thirty three pounds fifteen shillings for their Attendance as members of the Navy Board from the second day of November 1777, to the ninth of January 1778 inclusive.—

DS, Vi, Navy Board, 339.

CAPTAIN WILLIS WILSON TO GOVERNOR RICHARD CASWELL

Sir, Edenton [*N.C.*] 9th. Janry 1778.

I waited on the Virginia Navy Board some time past, and informed them the impossibility of getting men for the *Caswell*, at the pay they limited me to, which is twenty dollars bounty, & half a dollar per day, provided they ship for three years.¹ They informed me it was not in their power to advance the pay, & instructed me to follow such orders as I might receive from your Excellency from time to time. I think proper to acquaint your Excellency that the merchants give such exorbitant pay for seamen, that it's entirely out of my power to procure them at the price above mentioned.

your Excellency's orders how to act, shall be strictly attended to by your mo. Ob. hble. Servet.

Willis Wilson.²

LB, Nc-Ar, Governors Letter Books I.1, Gov. Richard Caswell Letter Book, 1775–1779, p. 404. Addressed at the foot: "Gov: Caswell."

1. For pay authorized by the North Carolina Senate, see *NDAR* 10: 802.
2. Capt. Willis Wilson, of Portsmouth, Va., commanding Virginia Navy galley *Caswell*.

THE NORTH-CAROLINA GAZETTE, FRIDAY, JANUARY 9, 1778

NEWBERN, January 9, 1778.

Since our last arrived here the schooner *Rachel*, Captain Smith, from Martinico; by whom, and by several other vessels from thence, we have an account, that Capt. Ord,¹ in the *Retaliation* privateer,² belonging to one of the northern states, has taken the *Lord Howe* privateer, of 16 guns,³ and carried her into Martinico; also that Capt. Monro,⁴ in a privateer belonging to Rhode-Island,⁵ had engaged, off Antigo, a large Jamaica ship of 20 guns, and would have taken her, but by some accident she blew up, and but three men were saved out of her whole compliment.

- 1. Capt. George Ord.
- 2. Pennsylvania privateer brig *Retaliation*.
- 3. See *NDAR* 10: 732.
- 4. Capt. James Munro.
- 5. Rhode Island privateer ship *Blaze Castle*.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board [*Charleston*] Friday 9th Jan^y 1778.

The Board Met According to Adjournment¹

Present Edward Blake Esq^r first Commiss^r— . .
 Tho^s Savage, Tho^s Corbett, Edward Darrell } Esq^{rs}—
 Josiah Smith, John Edwards }

The Board agreed that Five Hundred pounds should be paid to the Pursers of the *Gen^l Moultrie*, *Polly*, & *Fair American*, to provide Stores for the Captains & Officers of said Vessells—

Agreed to deliver the Ship *Volunteer* to the Owners and Direct the Commissary² to receive all the Stores supplied the Said Ship—And that the first Commissioner do write a Letter of thanks to the Owners of said Ship—

The first Commissioner Accordingly wrote the following Letter

Navy Board Charles Town Jan^y 9th 1778

Gentlemen

The Navy Board finding it impracticable to man all the Vessels Intended for the Expedition against the British Men of War now Cruizing on the Coast, have resolved to discharge the Ship *Voluntier*, and deliver her with her Stores to the Owners—I am also desired to return you the thanks of the Board for your very Public Spirit in so readily offering the said Ship *Volunteer* for the Service of the State—

I am Respectfully Gent^l—
Your Most Obed^t Serv^t—
Edward Blake first Commiss^r

To the Gentlemen Owners
of the Ship *Volunteer*— —

Adjourned to Tomorrow Evening 6 oClock—

Salley, ed., *South Carolina Commissioners*, 132.

- 1. Words or parts of words in italics, exclusive of ships' names, are taken from the engrossed copy of the Journal of the Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779.
- 2. Elisha Sawyer.

ORDER BOOK OF 1ST SOUTH CAROLINA REGIMENT

[Headquarters, Charleston]

[Extract]

Orders by Major Scott¹ Jan^y: 9th: 1778 Cap^t Drayton² Cap^t for the Day tomorrow, Lieu^{ts}. Williamson³ and Weatherly⁴ for Duty tomorrow, Lieu^t Clifford for the Barrack Guard tomorrow.—

Gen^l Orders, Parole Putnam—

one Cap^t one Subaltern 1 Serj^t. & 29 Rank and file from Col^l. Roberte's Reg^t⁵ to hold themselves in Readiness to go on Board some of of the Vessels in this State now preparing for the Navy Expedition⁶. . . .

LB, ScHi, Regimental Order Book of Captain Saunders, 1777–1783 (call no. 34/217). Roger Parker Saunders (Sanders) was a captain in the 1st South Carolina Continental Regiment.

1. Maj. William Scott, 1st South Carolina Continental Regiment.
2. Capt. Charles Drayton, 4th South Carolina Continental Regiment.
3. Probably Lt. John Williamson, 1st South Carolina Continental Regiment.
4. Lt. Isaac Weatherly, 1st South Carolina Continental Regiment.
5. Col. Owen Roberts, commanding the 4th South Carolina Continental Regiment.
6. South Carolina privateer ship *General Moultrie* and brigantines *Notre Dame*, *Fair American* and *Polly*, which were ordered to join Continental Navy frigate *Randolph* on a cruise.

GOVERNOR MARQUIS DE BOUILLÉ TO GOVERNOR VALENTINE MORRIS

A La Martinique le 9 Janvier 1778

Monsieur

J'ai reçû la lettre que votre Excellence m'a fait l'honneur de m'ecrire, relative-ment à deux reclamations, dont l'une pour des pretendues prisonniers anglais que vous dites être détenues aux fers, dans nos prisons, apres l'avoir été à bord des bati-mens americains par lesquels ils ont été pris Je ne pue faire droit à une parielle reclamation qui porte à faux, puisqu'il n'existe et ne peut exister d'autres prison-niers anglais qui ceux qui le sont, ou par les decrets de la justice, conformement à nos loix, et Sur lesquels Je n'ai aucun droit, ou ceux qui le sont par mes ordres pour des faits de police et à l'egard desquels Je me ferai un plaisir d'user d'indul-gence, d'après la recommandation de votre Excellence le porteur de votre lettre vous dira comme moi, que c'est Sans fondement qu'on vous a engagé aporter des parielles plaintes.

Vous me faites l'honneur de me renouvelés vos plaintes sur la protection que Je donne aux americains, ou rebelles comme vous voudrez les nommés, elle n'est autre aussi que J'ai eû l'honneur de vous le mander plusieurs fois, que celle que nous devons à tous les peuples et que le droit des gens nous empeche de leur refuser. J'ai fait connaitre a Me[ssrs.] les Gouverneurs anglais, lors de mon arrivés dans cette Colonie, les principes de conduite que Je tiendrais dans la Circonstance actuelle, conformement à ceux adoptés par ma Cour, et Je ne m'en suis pas écarté.

J'ai donné ordres au Gouverneurs de St Lucie de faire chercher le batiment que vous me marquez avoir été pris par les americains, et de faire droit à votre Excellence reclamation si ce batiment est découvert¹

J'ai L'honneur d'être avec une haute Estime et parfaite consideration, &c^a.

/Signed/

Le Marq: De Bouillie

[Translation]

Sir

At Martinique the 9 January 1778

I have received the letter your Excellency did me the honor of writing, concerning two claims, one of which was for the so-called English prisoners who, you say, are being held in irons, in our prisons, after having been held on board American ships by whom they had been seized. I cannot accede to such a claim, which is irrelevant, since there does not exist, and cannot exist any English prisoners other than those already being held, either by order of a court, in conformity with our laws, and over whom I have no jurisdiction, or those who are prisoners by my orders for police action, and with regard to whom it would be a pleasure for me to exercise leniency, according to your Excellency's recommendation, the bearer of your letter will tell you, as I would, that it is without foundation that you were encouraged to submit such claims.

You do me the honor of renewing your complaints regarding the protection I give the Americans, or rebels as you are wont to call them. It is no different from what I have had the honor of reporting to you several times, that it is the same protection we owe all people and which the law of nations prevents us from denying. I informed the English Governors, upon my arrival in this Colony, the principles of conduct that I would adhere to in this present situation, conforming to those adopted by my Court, and I have not deviated from them.

I have issued orders to the Governor of St. Lucia to have a search made for the ship you indicate to me has been seized by the Americans and to accede to your claim if this ship is found.¹

I have The honor to be with high Esteem and perfect respect, &^a

/Signed/

The Marq: De Bouillie

Copy, UKLPR, C.O. 260/5, fol. 73. Notation: "January the 9th & 13th. Copy of Marquis de Bouillie & Commandant Laperieres letters to/General Morris on his reclamation/of a vessell belonging to St Vincent.—" Docketed: "In Gov^r. Morris's of/15th Jan^y 1778./ (2.)." Enclosure no. 2 in Governor Valentine Morris to Lord George Germain, 15 Jan., below.

1. St. Vincent provision sloop *Two Friends*. See Governor Valentine Morris to Governor Marquis de Bouillé, 3 Jan., above.

January 10

MAJOR GENERAL EYRE MASSEY TO GENERAL SIR WILLIAM HOWE

[Extract]

Sir,

Halifax 10th January 1778

The delay of the *Cabot* obliges me to be again troublesome to you.

... I have ordered three sloops and a schooner, with coals to go with this convoy¹ which have been ready to sail for eight and twenty days; & would have sent you more, could I have got vessels.

I beg you will not suffer any Contracts to be made for Coals, without my knowing of it first: as there are proposals going from this, that will not answer.

At this time there are twelve hundred Chaldrons dug up, which Captain Clarke will ship at the same rate he has done.

I think it necessary to inform your Excellency, that the Pyrates² which have done all the mischief on the Coast of this Province, appear as fishing boats, and have concealed arms: and all the Sea Officers have said, that Lord Howe has desir'd, that they shall not be molested: for they take the Merchantmen, which the Ships of War speedily retake: in this situation appear'd the Pyrate which the *Gage* lately took.³

This, please to keep to yourself, as I got this intelligence from the Master of the *Gage*, who is the best Pilot for the Eastern Coast, as well as Guide, in case of a landing; and whom I have found faithfull upon all occasions. . . .

Eyre Massey

L, UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 7, no. 861.

1. H.M. brig *Cabot's* convoy which arrived at Newport on 21 Jan. Mackenzie, *Diary* 1: 237.

2. Massachusetts privateers.

3. See *NDAR* 10: 696, and Major General Eyre Massey to General Sir William Howe, 2 Jan., above.

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

January 1778.
Saturday 10

South part of Nantuc[ket] Shoal N 37 E 11 Lg^s
at 7 AM saw a Sail in the NE. made Sail and gave Chace, soon after saw another Sail to the Eastw^d. made the *Venus* Signal to Chace her, at 10 fired a Shot at the Chace, who brought too; A Brig¹ from Newberry Port in Ballast, bound to Maryland, took out her people, and put a petty Officer and 6 men on board her, repeated the *Venus* Signal to Chace to the E^t at noon made Sail, and gave chace to the Sail in the East. *Venus* & Prize in Company.

South part of Saint George's Bank

N 74 E dist. 15 Leag^s.

Fresh Gales and hazey. 4 PM finding we did not near the Chace, She being near the Shoals and Night coming on, left of[*f*] chace and wore to the East^d.

D, UKLPR, Adm. 51/52, part 2, fol. 2.

1. Brig *Friends*, Hugh Hill, master, owned by Stephen Hooper, from Newburyport to Maryland, in ballast, taken on 10 Jan. near St. Georges Bank, later burned. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 486. On 13 Jan. *Apollo's* Journal records: "[6] AM find the Prize a great incumbrance; sent our Boats on board her, and took out her Sails, Provisions &c^a and set her on fire." UKLPR, Adm. 51/52, part 2, fol. 2.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 10th 1778

Order'd, That M^r Ivers¹ pay George Williams Esq^r for sundry Expences going to Salem to divide Goods in Prize Brig^t *King George*,² as Pr Acc^t. . . . £16..12../.—

Order'd, That M^r Com^y Devens³ deliver Rich^d Derby Esq^r two peices Russia Duck in return for two p^s furnishd by him for the Brig^t *Massachusetts*.⁴—

Voted, That George Williams Esq^r be desir'd to proceed to Salem, & purchase the Brig^t *King George* upon the best Terms in his power.—

Order'd, That M^r Ivers pay Gibbins Sharp for Sundries

for Brig ^t <i>Favorite</i> ⁵ as Pr ^r Acc ^t .	£24..—..—
also for sundry Work &c ^c on board Brig ^t <i>Nantes</i> ⁶	44.. 8.. 4
& for Sundry work &c ^c on board Brig ^t <i>Massachusetts</i>	<u>78..17.. 4</u> <u>£147.. 5.. 8</u>

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 160–61.

1. Thomas Ivers.

2. Brigantine *King George* was taken by the Massachusetts Navy brigantine *Massachusetts* on 8 Oct. 1777. See NDAR 10: 65, 65n.

3. David Devens.

4. Massachusetts Navy brigantine *Massachusetts*.

5. Massachusetts State trading brigantine *Favorite*.

6. Massachusetts State trading brigantine *Nantes*.

GOVERNOR NICHOLAS COOKE TO GOVERNOR JONATHAN TRUMBULL

(Copy—)

State of Rhode Island &c^c

Providence Janu^r 10. 1778—

Sir

Since I had the Honour of addressing your Excellency last Three Persons belonging to Salem made their escape from the Enemy's Fleet at Rhode Island who inform that Lord Howe arrived at Newport Harbour on Saturday last with a Fleet of 20 Sail of Transports including a Frigate¹—That there is at present in the Harbour of Newport 9 Ships of the Line² a Number of Frigates Ships & Sloops of Warr to the amount of Twenty Sail and 180 Transports Five of our People who were taken some time past on board a Privateer and carried into Newport Harbour were taken with the Smal Pox and put upon Coasters Harbour which is a smal Island a little North of Newport. they made their escape from that Place on Wednesday Night last they confirm the above account and add that for several Days before they made their escape the Enemy were collecting a large Number of Flatt Bottomed and other Boats between said Coastres Harbour and a Place called Coddingtons Cove—By other Intelligence we learn that the Enemy had selected out a Body of their best Troops in order to go on some private Expedition—that We are daily in expectation of their attempting some part of this State.—Thursday arrived of [f] Kinimicut Point³ about Six Miles below this Town a large Brig a Flagg of Truce with Cloathing for General Burgoins Army⁴ On Friday a Flagg return'd here⁵ which had been sent by General Spencer with the Paymaster of General Burgoin's Army for the Cloathing & she was stopd at the uper Ship and not sufferd to go within Twelve Miles of the Town of Newport which has not heretofore practised which induces us to believe the Accounts to be true—that preperations are making for some Expedition upon the main Land.—I need not mention to your Excellency the necessity of hasting your Troops forward—and haveing your Militia in readiness to assist us in case of need I am [&c.]

Nich^s. Cooke

L, DLC, George Washington Papers, Series 4. Addressed at bottom: "Gov^r. Trumbull—." The draft of this letter is at RHi, Rhode Island Historical Society Manuscripts, no. 540, vol. 3, 39. A similar letter to Maj. Gen. Nathanael Greene, 13 Jan., is printed in *The Papers of General Nathanael Greene*, edited by Richard K. Showman, et al. (Chapel Hill: University of North Carolina Press, 1980), 2: 256–58.

1. H.M. frigate *Brune*, convoying about 30 transports from the Delaware River, arrived on Friday, 2 Jan. H.M.S. *Eagle* with Vice Adm. Howe anchored in Newport harbor the same day. See Diary of Captain Frederick Mackenzie, 2 Jan., above.

2. The ships of the line in Newport harbor were H.M.S. *Eagle*, 64 guns, H.M.S. *Nonsuch*, 64 guns, H.M.S. *Somerset*, 64 guns, H.M.S. *Raisnable*, 64 guns, H.M.S. *Bristol*, 50 guns, H.M.S. *Chatham*, 50 guns, and the former ships of the line (now storeships) H.M.S. *Buffalo*, H.M.S. *Tortoise* and H.M.S. *Grampus*.

3. Conimicut Point.

4. A flag of truce brig with clothing for Gen. Burgoyne's army sailed from Newport for Providence on 6 Jan. It was under the charge of Lt. John Piper, assistant quartermaster general at Newport. Mackenzie, *Diary* 1: 234.

5. This flag of truce arrived at Newport on Thursday, 8 Jan., with letters from Gen. Burgoyne. Mackenzie, *Diary* 1: 234.

COMMANDER PHILIP BROWNE, R.N., TO GOVERNOR JONATHAN TRUMBULL

Scorpion off New City Island [N.Y.]

Jan^y 10th. 1778

Pursuant to Orders from Commodore Hotham commanding His Majesty's Ships at New York, I do hereby give notice, that if any Flag of Truce be sent hereafter, from any part of the Main, to any part of Long Island, contrary to the notice already given of the Vice Admiral Lord Howe's intentions in that respect, the vessel bearing such Flag will be detain'd, and the Persons belonging to her treated as spies—

Philip Browne Captⁿ
of His Maj. Sloop
Scorpion

L, Ct, Jonathan Trumbull Papers, vol. 8, pp. 41e-f. Docketed: "10th Jan^y 1778/Cap^t Philip Browne of The/*Scorpion*—declaration/No Flaggs to Long-Island/Spies—/rec^d 18th. inst^a."

CONTINENTAL MARINE COMMITTEE TO WILLIAM SMITH

William Smith Esq^r
Sir,

[York, Pa.] January 10th 1778

Two thousand Barrels flour & 100 Tons Iron is wanted to send to the Eastward for the use of the Navy—as flour hath become scarce and dear in the Jerseys and all that can be got there will be wanted for the Army, it is doubtful whether we can ensure that quantity to be delivered at Egg Harbour to be shipped on board Vessels to be sent from the Eastward, we desire your opinion whether that quantity cannot be procured on reasonable terms either in Maryland or Virginia contiguous to some secure port on the Eastern Shore where vessels can come to & return from without danger from the enemy if it can we desire your advice who to employ for that purpose and shall order vessels accordingly.—We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 120 (M332, roll 6).

CAPTAIN JOHN BARRY TO THE CONTINENTAL CONGRESS

Gentlemen

York [Pa.] Jan^y 10th 1778

Having been Ordered to attend Congress to answer a Complaint of the Navy Board,¹ I now beg leave to lay before your Honors the following Facts, which I can prove, and which I hope will set my conduct in a fairer point of view in the Eyes of your Honors than in that which the Navy Board have placed it.

On or about the 24th of November last² I received an order from the Board desiring a Return of the men on Board my Ship the *Effingham*, which I instantly complied with. Two or three days afterward verbal orders came ~~from the Board~~ to white Hill, for Captain Read and myself to attend the Board at Bordenton immediately—this we complied with travelling two miles in the midst of a heavy Rain

Having waited on M^r Hopkinson he gave orders in writing to prepare our Ships immediately for Sinking or Burning, which he delivered to me as Senior officer,³ and I on going out communicated to Captain Read—we returned to White Hill where our ships lay, and began to clearing them of their Stores and materials, but As Cap^t Read was in want of hands he went up the next day to Bordenton to hire some, and on his return informed me that M^r Wharton had told him the Frigates Should be sunk that night or next morning—It is necessary for me to inform your Honors that previous to the receipt of the orders for Sinking Captain Read and myself had taken every measure to defend our vessels from all attempts of the Enemy, and those measures we are morally certain woud have been effectual in repelling any force the Enemy could have Sent up the River to take possession of, or to destroy our Ships—the *Washington* had on Board 13 Guns 12^s 6^s & 4 pdrs I had on board my ship Ten Guns—part of those Guns we had collected from the merchant vessels then up at Bordenton which they readily gave us for our defence. we had also got enrolled 80 Good men on board each of our Frigates, partly collected from the said merchant vessels and ready for action on the Shortest notice, besides we had expectations of getting men from the shallops that were coming down from Trenton, I had one of my Boats with a 3 pounder in her, and Captain Reads Barge ready for look out Boats. added to this a heavy fresh then in the River occasioned by the great Rain which fell at that Time made it impossible for the Enemys Boats to come up—Being consious of the Secure Situation of our ships we thought it our duty to expostulate with the Navy Board before they were rashly destroyed, and for that purpose we waited on the said Board, and communicated the precautions we had taken, and added that was General Washington fully acquainted with the Security of the Ships he would not order them to be Sunk, and further that they might be made ready for Sinking should the wo[r]st happen—I then offered to go to his Excell^y the General, and give him full information of all that had been done—M^r Hopkinson answered us that the Board had already wrote the Gen^l the Ships should be Sunk, and that sooner than they should disobey one Jot of his orders they would rather the whole Thirteen Frigates should be Sunk. I think it necessary at this period to exculpate myself from a charge which the Navy Board in the Extract of their letter furnished me by order of Congress has laid against me viz “In the presence of several Strangers he in the most indecent Terms refused to execute our orders” Now I do aver that the following conversation passed only in the presence of Captain Read and the Board, M^r Hopkinson acquainted us that His Excellency the General had been informed by a Lad from Philad^a that the Enemy were preparing Boats, and the Frigates might possibly be their object—I assured Him that Boats could not board us—He replied, He would take General Washington[’s] opinion sooner than mine—I told him I did not doubt that, but that nevertheless I knew more about a ship than General Washington and the Navy Board together, and they that ordered my Ship Sunk unless by direction of the Marine Committee I should protest against—That I was

Commissioned by Congress to command her, and therefore expected to be consulted before she was destroyed—M^r Hopkinson replied you shall obey our orders—upon which I left him—I leave to your Honors to judge wherein are the indecent terms in which I refused to execute the Orders of the Board.

I immediately repaired to my Ship, got all clear, and acquainted the Board of it the 30th Novem^r Last. A few Hours afterward M^r Hopkinson came down to White Hill with an order to Haul the Ships on Shore and Sink them by Sunsett—this was at a rong Time of the Tide, yet the orders were punctually obeyed. not satisfied with giving orders M^r Hopkinson came on board my Ship himself, and as soon as she Struck the Ground he ordered the Plugs out and the water run in so fast we could not heel the Ship to the Bank, in consequence of which she lay down on her Beam Ends and was very near oversetting—The next morning I went to Bordenton and acquainted the Board with the situation of the Ship—I was told it was a misfortune and that we must do the best to remedy it. I informed them nothing on my part should be wanting—The Board then gave me verbal orders to hire all the hands I wanted, which I found to be a very difficult matter being obliged to coax them and pay extravagant wages—I made two Efforts at different Time to raise the Ship, but without success. Having concluded on making a third Trial I had occasion to send to the Board for some things which were necessary for that purpose, when I received for answer that M^r Hopkinson would come down and raise her himself—This insult I overlooked having the getting up of my Ship much at Heart. Accordingly I took all the Purchases I could think off and got every thing Ready. About 10 Oclock I sent up to the Navy Board for as many of Col^o Nichola's Invalids⁴ as they could send. the day having then cleared up (it snowing in the morning) pretty moderate—In the interim I collected all the Seamen I could and began to heave upon the purchases. About One OClock a Sergeant and 6 or 7 men of the Invalids came to my assistance. I think it necessary to acquaint your Honors that in the Two former attempts to raise the Ship I had from 20 to 25 of these men and I was much disapointed to see so few of them come on this occasion, and asked the Sergeant the reason—He told me that Mess^{rs}. Hopkinson & Wharton had ordered him to bring such of the men as were well cloathed—However with this Supply I set to work with as much ardor as possible. After Some Time M^r Hopkinson came running out saying “Captain Barry, doth she rise”—“No sir how can she rise when you keep the People back—”Poh says he “you are always Grumbling”—“what do you say” “go along” says he “and mind your business, you Scoundrel it is a Lie!—”says Barry “What do you tell me I lie—he replied “it was a lie in them that said So”—I then called the Sergeant who brought the men—when he repeated that the Board had given him orders to bring the well cloathed men down—Upon which M^r H: told me he would bring me to an account for this—my answer was “d—n you I dont value you more than my duty requires”—“Sir says he “you never minded your Duty”—I immediately told him he was “a Liar” and that the Continental Congress knew I had minded my Duty—and added that had he minded his Duty as well—this Ship would not be in her present condition”—M^r Hopkinson retired, and I pursued my business until one of the Purchases gave way—

This, Gentlemen, is a true relation as nearly as I can recollect, and I submit to your Honors judgment how far my Conduct has been blameable—I shall only add, that it has been a principal Studdy with me to behave with the greatest respect to

the Navy Board ever since their appointment and I will just suggest to your honors whither ~~Captains of the Navy ought~~ the good of the Service does not require the Captains of the Navy to be treated as ~~Gentlemen~~ with respect complacence,⁵ and as Gentlemen?[?] so long as they Observe their Duty—For my part I should think myself unworthy of the Commission the Honorable Congress has been pleased to give me could I tamely put up with different Treatment. I have the Honor to be gentn.⁶

Copy, PPISPM, Barry-Hayes Papers. Docketed: "Copy of A Narative/to Congress/1778."

1. *NDAR* 10: 832.

2. Barry's recollection of the date is in error for events described in this report occurred before 10 Nov. 1777. *NDAR* 10: 453–54.

3. Francis Hopkinson wrote to Capt. Barry on 2 Nov. 1777 ordering the frigate *Effingham* to be sunk. *NDAR* 10: 377.

4. Col. Lewis Nicola, Invalid Regiment.

5. Complacence, meaning an inclination to oblige.

6. The letter was read before Congress on 13 Jan. 1778 and forwarded to the Marine Committee.

INVENTORY OF STORES FROM THE BRITISH TRANSPORT BRIG *SYMMETRY*

List of Camp Equipage Military Stores, Baggage &c. taken in the Brig^t. *Symetry*¹

Cap ^t Deliverd Gen ^l <u>Sullivans Division</u> —	Remain at <u>Wilmington not dld.</u>	Sent to Faggs Manor <u>Meeting house</u>
195 Musquets	5 Musquets	532 Musquets—
180 Bayonets		190 Bayonets—
	20 Fusils or Rifles	21 fusils or Rifles
206 Bayonet belts		400 Buff belts—
57 Cartridge belts		69 Cartridge belts
54 Waist belts		55. Waist Belts
247 Gunslings		44 Gunslings
35 HairKnapsacks	a Cask Bell Tents & Drum Cases	12 Bell Tents
9 New Drums & Cases	4 Drums & Cases	20 Drum Cases
143 Cartouch boxes		38 Cartouch boxes
142 Regimental Coats		200 Setts Cartouch
116. Waistcoats		boxes & sets of
203 pair Breeches		Belts complete.
440 shirts		925 Cartouch boxes
490 pair Stockings		old Fashiond.
466 Neckcloths	a Cask Kettles & Canteens	56 Camp Kettles
	about 30 loose	424 Tin Canteens
	Kettles	
337 Pair Shoes	about as many on hand of Shoes—	1066 New Knapsacks
	A Number of Marquis or Officers Tents & beding not sorted—	230 New Ticklenburg Tents—
	the marquis Orderd to Faggs Manor	117 worn d ^o . fit for use
		38 old ditto—
		3 ps Sail Duck

2 ¼ bbs pitch
Spare Sales of y^c
Brig

Cont^d Over
Deliverd Gen^l
Sullivans Division

Cont^d over
Remain at the store
in Wilmington—

Cont^d Over
Sent to Faggs
Manor Meeting

A number of musquets
& Cannon Cartridges—
19 Soldiers Bed Cases
about 3 pipes Wine
six or Eight hhds of
Rum, a Case port
—the Brig^t
Provisions & Stores
orderd to the
Commissaries—
3 boxes of Medicines
not full or much to
spare from y^c. Division

20 pack Saddles in
complete order
4500 Musquett
Cartridges
25 scythes fitted—
53 old hangers
1 Cask Grenadier &
1^t Infantry
Accoutrements
A Number of Tent
poles Pinns &
Mallets—

A number of Packages
near 200 Chiefly
Officers
Trunks & Chests of
the 10 & 15th. Reg^t. of
Foot Guards of
British which
contains Clothing
Camp Equipage &
Stores for private
Use of considerable
Value

NB. as the Trunks Liquours and Marquis were not examined fully—the account of
them is not exact

Moor Hall Jan 10. 1778
Clement Biddle
C G F²

DS, DLC, George Washington Papers, Series 4. Docketed: "Estimate of the Brig^t/Symmetry's Cargo/taken
at Wilmington"; "Estimate of/Symmetry's Cargoe/at/Wilmington/Jan^y: 1778."

1. Captured on 27 Dec. 1777 by General Smallwood's battalion near Wilmington. For more on the
capture of the transport brigantine *Symmetry*, see *NDAR* 10: 816, 818, 825, 826, 833, 834.

2. Lt. Col. Clement Biddle, Commissary General of Forage, Continental Army.

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

January 1778.
Saturday 10th.

Cape Henry N 33°. 26' Dist^{ce}. 16 Leagues
At 8 AM Saw a Sail to the Westward let a Reef out of the
Topsails and gave Chace At 10 Departed this Life John
Phillips Seaman; at noon saw Land bearing SWBW 5
Leagues, gave over Chace, punishd W^m. M^cFadgan with 12
Lashes for neglect of Duty.

The land of the Maiden Paps West 4 Leagues. [Lat.
36°.20'N]

Fresh breezes and fair Wea^r. Tack'd Ship & shortend Sail
At 1 PM saw a Sloop to Eastw^d. made Sail & gave Chace at
3 Committed the body of the deceased to the deep At 5
the Chace ESE ½ E at 6 lost sight of her, Shortend Sail
and took the 2^d and 3^d Reefs in the Topsails; At ½ past 7 saw
a Sail to SE^t. O^t [out] all Reefs & set Stud^{gsl}. mod^t. breezes
& hazy, at 9 Fir'd a Shot and Bro^t. too a Brig from
Nantucket bound to Carolina in Ballast.¹ Shortend Sail &
Bro^t. too Main Topsail to the Mast, sent a B^t. onb^d. the Prize,
Unbent her Sails, took them & the Prisoners out &
destroyed her.

D, UKLPR, Adm. 51/694.

1. Brig *Polly*, Ebenezer Jenkins, master, owned by Seth Jenkins & Co. of Nantucket, a crew of 7 seamen, from Nantucket to North Carolina, in ballast, destroyed at sea. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239-40.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Saturday the 10th day of January 1778.—

Mr George Stewart appointed, muster Master, pay master and purchasing commissary to the Gallies *Accomack* and *Diligence* stationed at the Eastern Shore; appeared and entered into Bond with Southy Simpson gent his security for duly expending and disbursing all sums of money as may come to his hands, purchase all such Liquors and provisions as the said Gallies may require, muster the men belonging to the said Gallies once in every month at least, pay the Officers and sailors off once in every three months, and render an exact Account or accounts of all his proceedings upon oath by virtue of the said appointment; and in consideration of the said services the Board doth agree to give him one hundred and fifty pounds per annum.—

Ordered that a Warrant issue to Mr George Stewart for one thousand pounds upon account for the purpose of furnishing necessaries for the Gallies *Accomack* and *Diligence* building at the E Shore—

DS, Vi, Navy Board Journal, 340.

JOURNAL OF H.M. SLOOP *DILIGENCE*, COMMANDER THOMAS DAVEY

January 78

Haneauga [*Great Inagua Is.*] SEBs off shore 5 [Leagues]

Saturday 10th D^o W^r. [Modt. Breezes & Clear W^r.] at ½ past 4 AM Spoke a Ship from Boston bound to Cape Nichola. sent an Officer & 8 Men to take charge of her¹

D^o [Haneauga] SBE 5 or 6 Leagues

D, UKLPR, Adm. 51/250.

1. Ship *Minerva*, — Morton, master, from Boston, with lumber &c., taken by *Diligence*. Gayton's Prize List, 26 Feb. 1778, UKLPR, Adm. 1/240.

DECLARATION OF B. J. CLEMENT

[*Port-au-Prince, 10 January 1778*]

Le Soussigné Capitaine du Brigantin la *belle provencale* de La Martinique, venant de la traite des noirs à la Côte d'afrique, Declare a Monsieur de feron Capitaine des Vaisseau¹ commandant La fregate du Roy La *boudeuse* Et sur la Rade du port au prince qu'Etant au vent de L'isle S^{te} Lucie, j'ai été visité par un Corsaire bateau de quatorze canons (le dimanche septieme jour de decembre) dont je ne sçais pas Le nom. il portait pavillion amerquain, mais il n'Etait presque armé que de francais, mes gens aïam même Reconnuë cinq á six Matelots de leur connoissance, ént^r'autre le maître d' Equipage Sortant du navire le s^t *Louis* du hâvre, condanné á la martinique, que ce corsaire Ma obligée de metre mon Canot á la mer avec une mer assés grosse, sans avoir Egard a mes Representations en qualité de négrier que pendant une heure de tems quil a employé a faire visiter mon batimant par Ses gens, il m'a fait perdre un tems présieux pour doubler la pointe du Nord de la ditte isle, la nuit Etant survenuë Et en même tems vent de NNE & de Nord ce qui m'a obligé de revirer de bord et ma fait démâter de mon petit mât de hune, que le lendemain huit j'ai arrivée par le Sud de la ditte isle, ou j'ai atteint mouillage, par 20 braces vis a vis la Riviere Dorée ou j'ai fait regréer un autre petit mat de hune que sur les onze heures du soir, endormi de fatigue, j'ai été éveillé par un boulet qui a tombé a la mer Pres de mon gouvernail; C Etait un autre Corsaire anglais, ameriquain d'huit Canons, même cérémonie pour le canot, et il m'a fallu, de fera, envoyer mon Congé de L'amiral a bord de lui par mon lieutenant le S^t d'anguy, quil a gardé a Son bord, tandis que Ses gens Sont venue me visiter. Declare en autre que la Cap^{te}. (nommée Monnirau)² S'est fait passer pour Royaliste anglais, a mon Sudit officier, Et quil a seu faire convaincre a ce jeune homme que j'Etai chargée le lettres de plusieurs Cap^{te}. anglais faisant leur traite a la côte, Et qu'en concequence il m'a menacé de m'Enlever mes papiers Si je ne lui deliverais ces lettres, ce que j'ai été obligés de faire, pour me les faire rendre: ce corsaire, d'ailleurs faisant toujours route, Et moi démâté a l'ancre, declare encore que le lendemain de mon départ de S^t Lucie (le 18 decembre) j'ay été Rencontre á environ quatre a cinq Lieues sous le vent de la martinique par la petite fregate anglaise le *Cygnat* de 16 Canons,³ Et que le quatre de ces present mois, pres de la Pointe de jean rabel, une autre petite frégate de la même Nations Nommée La *Diligente*⁴ m'en á fait de même, Declare de plus que ces deux petites fregates ne mont point obligée, comme les anglais ameriquains, de metre mon Canot á lá mer qu'elles m'ont envoyé abord, deux officiers que se sont comportes, vis avis de moi, avec la plus grande politesse, ne m'ayant dailleurs interrogé que pour sçavoir des nouvelles

Tout ce que je viens de declarer cy dessus est tiré de mon journal de Navigation et d'apres la plus exactte verité, fait á bord de la *Belle Provencale* ce 10 de janvier mil sept cent soixante & dix huit.

B. j. Clement, du jardin, Bergeron d'anguy

Nous officier du sus dit Batiment Certifions que le Contenu de la presente declaration du Sieur Clement nôtre Capitaine est tres veritable. a bord du dit Navire ce jour et an que dessus signée

Du jardin

Bergeron D'anguy

Cette declaration m'a esti faite le 11 j^{er} 1778 je certifie quelle est Conforme a l'original dont je suis resaisi au port au prinse a bord de la fregatte la *Boudeuse* ce 23 j^{er} 1778

le ch^{er} ferron du quengo
com^{de} la ditte fregatte

[Translation]

The undersigned master of the brigantine the *Belle Provencale* of Martinique, coming from the slave trade on the coast of Africa, declares to Monsieur Ferron [*du Quengo*], commanding the King's frigate the *Boudeuse* in the Road of Port-au-Prince, that being to the windward of the Island of St. Lucia, I was searched by a Privateer vessel of fourteen guns (on Sunday the seventh day of December) whose name I do not know. She was flying the American flag, but was manned by almost all Frenchmen. My crew even recognized five or six seamen they knew, among others the boatswain from the ship the *St. Louis* of le Havre which was condemned at Martinique. That this privateer forced me to put my ship's boat into the water in heavy seas, ignoring my Protests as a slave trader; that for one hour he spent searching my ship with his crew, made me lose precious time to weather the North point of said island, night having overtaken us along with a wind from the NNE and North which obliged me to tack and caused me the loss of my small topmast. That on the next day the eighth I arrived on the South side of said island, where I succeeded in mooring in 20 fathoms opposite the River Dorée where I had another topmast rigged. That about eleven o'clock in the evening, while asleep from fatigue, I was awakened by a cannon shot which fell in the sea near my rudder; it was another American privateer of eight guns, the same formality ensued for the ship's boat and he required me to send my Pass from the Admiral on board his ship with my lieutenant, Mr. d'Anguy, while his crew came to search my ship. Declares also that the captain (named Monnirau)² pretended to be an English Royalist to said officer; and that he was able to convince this young man that I was charged with letters of several English captains trading on the coast. Consequently he threatened to take away my papers if I did not deliver these letters to him, which I was obliged to do in order to have my papers returned. This privateer, furthermore, was under way while I was dismasted at anchor. Declares further that the day after my departure from St. Lucia (18th December) I fell in with the small English frigate the *Cygnat* of 16 guns³ approximately four to five leagues to the leeward of Martinique, and that on the 4th of this present month, near Jean Rabel Point, another small frigate belonging to the same country named the *Diligent*⁴ which did the same to me. Declares also that these two small frigates did not force me to put my ship's boat in the water, as the Americans did, that they sent on board two officers, who behaved towards me with the greatest politeness, questioning me only to learn news.

All that I have declared above is drawn from my log book and follows the most exact truth. Given on board the *Belle Provencale* this 10th day of January one thousand seven hundred seventy eight.

B. J. Clement; du Jardin; Bergeron d'Anguy

We the officers of the above said ship certify that the contents of the within declaration of Mr. Clement, our Captain, is quite true. On board said ship this day and year as above, signed

du Jardin
Bergeron d'Anguy

This declaration was made before me on the 11th January 1778. I certify that it is a true copy of the original which I reacquired at Port-au-Prince on board the frigate the *Boudeuse* this 23rd January 1778.

the Chevalier Ferron du Quengo
commanding said frigate

Copy, FrPNA, Marine B⁴ 140, fol. 109.

1. Actually lieutenant de vaisseau.
2. Perhaps Capt. Nathaniel Monro, commanding the American privateer sloop *Henry*. See *NDAR* 10: 810–11.
3. H.M. sloop *Cygnets*, Comdr. Robert Stratford, commanding.
4. H.M. sloop *Diligence*, Comdr. Thomas Davey, commanding.

“FROM THE SUPPLEMENT TO *THE JAMAICA GAZETTE* OF JANUARY 10.”

Kingston. The Ship *Jean*, capt. Spyers, who arrived here from the coast of Guinea, on Tuesday last, the beginning of December, fell in with an American privateer, to the windward of Barbadoes, with whom he was closely engaged for upwards of four hours, when the privateer thought proper to shear off, being greatly damaged in her hull and rigging; the *Jean* lost seven men in the action.

A gentleman just arrived from Martinico informs us, that the above privateer, named the *Fly*, captain Mansfield, of 14 carriage guns and 190 men, put into St. Pierre, the 6th of December, to refit. She had 12 men killed, and 18 wounded. Capt. Mansfield's right arm was shot off, the first lieutenant received a musket ball through his shoulder, and two swivel balls through his arm, the second lieutenant was blown up by a powder flask, which the boatswain was preparing to throw on board the *Jean*.¹

London Packet; or, *New Lloyd's Evening Post*, 28 Feb.–2 Mar. 1778.

1. For another account of this engagement, see *NDAR* 10: 732.

EXTRACT OF A LETTER FROM MONTEGO BAY, JAMAICA

London.

A letter from Montego Bay, dated Jan. 10, says, “By Capt. Jacks, who arrived a few days ago from the Grand Caimanas, we are informed, that the crew of the *Camel* privateer, James Pine, Commander, belonging to Charles-Town,¹ landed on the west end of that Island the 14th of December, and plundered the inhabitants, both men, women, and children, of all their cloaths and furniture, not leaving them so much as a plate, knife, or fork, &c. killed their live stock of all kinds; carried off two Negroes, four puncheons of rum, three casks of wine, some barrels of flour, cordage, block, &c.”

Lloyd's Evening Post and British Chronicle (London), 9 Apr. 1778.

1. South Carolina Navy brigantine *Comet*, Capt. James Pyne, commanding.

JOURNAL OF H.M.S. *ARIADNE*, CAPTAIN THOMAS PRINGLE

January 1778
Saturday 10

Englishmans Head NBS 4 Leagues
Little winds & fair.
English Harbour NE 3 Leagues—

At 1 PM saw a sloop and a Schooner, coming up along the shore of Gaudaloupe with Rebel Colours flying. at 3 came up so close to the Schooner that I could see she was a loaded vessel & the Sloop and armed one. Fired several shot at the sloop which occasioned several of her men to Jump overboard & swim to the shore—but she being about 1/8 part of a Mile to the windward of us, Escaped between the Island of Guave & Gaudaloupe—the passage of which the Pilot was unacquainted with. The Schooner during this was making off the other way. Tacked about & stood after, but cou'd not come up with her before she run on shore. at 4 pm made sail & stood to the Northward.

The prize in Company.—

D, UklPR, Adm. 51/60.

JOURNAL OF H.M.S. *GREYHOUND*, CAPTAIN ARCHIBALD DICKSON

January 1778
Saturday 10th

Deseada S 14^o W 235 Leag^s:
at ½ past 6 AM saw a sail in the SE Q^r: made Sail & gave Chace at 9 AM fir'd 2 nine pounders & 3 three pounders to bring her too, which prov'd to be a Brigg from Boston bound to Surinam,¹ sent a Mate & 5 Men on board her and took out Seven Prisoners.²

D^o. S 12^o W 201 Leag^s:
First & Middle parts Mod^t: & Cloudy, Latter Fresh Gales & Squally with Showers of Rain at times.

D, UklPR, Adm. 51/420.

1. Brig *Industry*, Joseph Kennicut, master, 90 tons, crew of 9 men, with fish and tobacco, sent into Antigua. Young's Prize List, 14 Mar. 1778, below.

2. *Greyhound's* Journal states that the prize remained in company and was carried into Antigua on 18 Jan. UklPR, Adm. 51/420.

January 11 (Sunday)

CAPTAIN SIR GEORGE COLLIER, R.N., TO THOMAS COMPTON

No. 2/

Private Instruction

If the Prisoners should happen to take the Command of the Ship from you¹ & carry her into Boston,² You are in that Case to apply to M^r: Robert Peirpont

(Commissary for Prisoners) shew him this paper & demand a Return of those Subjects of his Majesty, in Exchange, held at Boston in Captivity—

Geo Collier

Rainbow [at *Halifax*]

11th: January 1778—

Council Chamber Boston Feby 23^d. 1778

A True Copy

Attest Jn^o. Avery D^r Sec^y

Copy, M-Ar, Revolutionary Rolls Collection, vol. 8 (Various— Charter Parties—Relating to Prisoners), p. 79. Addressed at foot: “To M^r: Compton master of the Cartel Ship/*Royal Bounty*.”

1. The American prisoners mutinied and seized the cartel ship *Royal Bounty* on 13 and 14 Jan. See Master’s Journal of H.M. Brig *Cabot*, 12–13 and 14 Jan., below.

2. *Royal Bounty* was carried into Marblehead on 24 Jan. See *The Continental Journal, and Weekly Advertiser* (Boston), 29 Jan., below.

MASTER’S JOURNAL OF H.M.S. *LARK*, CAPTAIN RICHARD SMITH

Jan^y: 1778

Sunday 11

At Anchor in Providence River Near Warwick Neck
 AM Row’d Guard Sent y^e Longb^t for Water
 At Anchor in Providence River Near Warwick Neck
 Light Breezes with Snow at 8 PM fresh Breezes with Sleet
 Saw a Sail Bearing W^t Made y^e Sig^l as it was not Answerd
 Made it again, the Tender got under Sail & Stood after y^e
 Strange Sail at ¾ past Saw aNother WNW, Slip^d the Cable &
 Stood after her, the Tender Spoak us haveing Run y^e Chase
 aShore at 10 Anchor’d aBrest of y^e Vessel aShore hoisted
 out y^e Barge & Sett fire to y^e Chase She Was a large Schooner
 in Ballast,¹ the Rebles fir’d Musketrss at the Barge but Did no
 Damage

D, UKLPR, Adm. 52/1826.

1. Probably, the schooner *Sally*, Benjamin Sisson, master, 20 tons burthen, bound for South Carolina, in ballast, which cleared from Providence on 17 Dec. 1777. R-Ar, Maritime Papers, Outward and Inward Entries, 1776–87, p. 60.

MASTER’S JOURNAL OF H.M.S. *DIAMOND*, CAPTAIN CHARLES FEILDING

Jan^y: 1778

Sunday 11th.

[anchored off *Dyer Island*]

[AM] Emp^d. Occasionally and a party on Shore Brooming
 Exercised Small Arms
 First and Middle parts mod^t Breezes with Snow and Sleet
 Latter mod^t and Cloudy PM at 8 broug^t too a American
 Sloop from Swansea¹ attempting to get to sea

D, UKLPR, Adm. 52/1699.

1. Sloop *Prudence*, Abraham Simmons, master, owned by Simmons & Gardner, from Swansea, Mass., with fish, lumber, onions and potatoes, taken off *Dyer Island*, sent into Newport as a prize of H.M.S. *Diamond*. Howe’s Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 486.

JOURNAL OF H.M.S. *UNICORN*, CAPTAIN JOHN FORD

January 1778
Sunday 11

Moor'd as before. [in Rhode Island Harbor]

[AM] emp^d: receiving a new Cable from the *Grampus*, and 10 Punch^{ns} of Bread from one of the Victuallers.

Moor'd as before. [in Rhode Island Harbor]

First part mod^t: & fair W^r: middle & latter parts strong Gales & Squally with Snow, and Rain, at 3 PM weigh'd our small B^r: Anchor in order to see it was clear, when in endeavoring to clear it, we drove alongside of the *Chatham*, at 6 PM got clear, & rec^d: orders from Lord Howe to get under Way, the Advance Ships firing Signal Guns as an Alarm to prevent some Rebel Vessels from making their Escape out of the River, at 10 slip'd our Cable & Sign^l: from the *Eagle*, & came to Sail, at ½ past 10 saw a Sail & gave Chace, fir'd a Number of Guns with round & Grape & small Arms at the Chace,¹

Monday 12

at 2 AM run her on Shore near Stoney Town,² Tack'd Ship & stood to the Eastw^d: at 7 AM saw the Chace (which was an arm'd Brigg)³ within some Breakers & another arm'd Vessel within her,⁴ at 8 saw 2 Sail⁵ to the Eastw^d: gave Chace, at 10 they ran aShore under a Fort on Point Judith, which fir'd at us, Tack'd Ship. after returning them a few Guns.

[off Point Judith, R.I.]

Mod^t: & clear W^r: at 6 PM abreast of Secunnet Passage, stood off & on all Night

D, UKLPR, Adm. 51/1017, fol. 230.

1. Probably, sloop *Hawke*, Stutely Williams, master, 30 tons burthen, mounting no guns, with a crew of 7 seamen, bound from New London to South Carolina, with 2 hogsheds of fish, which cleared from Providence on 31 Dec. 1777. R-Ar, Maritime Papers, Outward and Inward Entries, 1776-87, p. 60.

2. Stonington, Conn.

3. Brigantine *Industry*, Isaac Field, master, 30 tons burthen, mounting 4 guns, with a crew of 12 seamen, bound for South Carolina, with 52 barrels of cider, which cleared from Providence on 3 Jan. R-Ar, Maritime Papers, Outward and Inward Entries, 1776-87, p. 61.

4. Possibly, brigantine *Britania*, Josiah Haynes, master, 40 tons burthen, mounting no guns, with a crew of 7 seamen, bound for Surinam, with 60 hogsheds of tobacco, 1,500 feet of pine boards, 3,000 hoops and 92 shaken casks, which cleared from Providence on 22 Dec. 1777. R-Ar, Maritime Papers, Outward and Inward Entries, 1776-87, p. 61.

5. Probably, sloop *Sally*, Daniel Aborn, master, 20 tons burthen, mounting no guns, with a crew of 6 seamen, bound for St. Croix, with 20,000 hoops and boards, 500 red oak staves, &c., which cleared from Providence on 3 Jan., and brigantine *Sally*, John Voce, master, 50 tons burthen, mounting no guns, with a crew of 5 seamen, bound for South Carolina, with 23,000 feet pine boards, which cleared from Providence on 5 Jan. R-Ar, Maritime Papers, Outward and Inward Entries, 1776-87, p. 61.

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

January 1778
Sund^y: 11th.

[alongside Cuthberts Wharf, Philadelphia]

AM at 4 sent an officer & 17 Men in the half galley to reconnoitre the River down to Mudd Isl^d.¹ at 9 the Galley went on Shore on the Jersey's & destroy'd a Breast work and guns

belonging to the Rebels. d^o. the Half galley, Officer & Men
 Return'd after distroying some guns that were Left on Board of
 the Remains of Vessells the Rebbels Burnt
 Light airs & fair with snow & frost
 P.M. Employ'd in Cleaning the Ships decks

D, UKLPR, Adm. 51/4311.

1. Probably former Pennsylvania Navy armed boat *Thunder* which deserted to the British in September 1777.

“EXTRACT OF A LETTER FROM WILMINGTON, DATED JANUARY 11, 1778”

“Last week the Jersey Militia took a prize, and began to unload her; the ice came down so thick that they were obliged to leave her. She drifted to the Delaware Shore, when she was boarded by the Militia, and unloaded of the following articles, viz. 47 Hogsheads of Jamaica Spirits 6 years old, 51 pieces of linen, 18 bales of broad cloth, a large quantity of shalloons, 17 chests of tea, 60 dozen of stockings, silk, worsted and cotton, 24 dozen of gold and silver laced hats, boxes of glass, 100 doz. of claret and porter, and some pieces of oznabrgs. A number of small craft have been taken; two topsail vessels were burnt by the New-Jersey troops above us,¹ a large ship in going down a few days ago, got on shore at Reedy Island.² the militia collected with a field piece; their attempts have as yet proved ineffectual; but as Capt Kirkwood³ is down with a party of our men, I flattr, myself we shall get her.”

Dunlap's Maryland Gazette; or the Baltimore General Advertiser, 20 Jan. 1778.

1. For more on British transports drifting with the ice in the Delaware River, see Captain Andrew Snape Hamond, R.N., to Vice Admiral Viscount Howe, 1 Feb., below.

2. See News from Burlington, 14 Jan., below.

3. Capt. Robert H. Kirkwood, Delaware Regiment.

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

January 1778
 Sunday 11th.

Ditto [Cape Henlopen] NW ½ N 294 Miles
 AM at 9 Saw a Sail bearing NWBN^o: made Sail and gave
 Chace at 10 fresh Gales and Squally W^r: at ½ p^c: 11 fired 8
 shott & brought too the Chace, She proved to be a Schooner
 who hoisted Danish Colours and had all Englishmen onboard,
 Bound to America¹ took 4 Men out of her and Sent 2 petty
 Officers & 4 Men Onboard Her—

Ditto N 50 W 193 Miles
 Hard Gales and Cloudy PM at 1 in 3rd. Reefs and Handed
 the Topsail & Mains^l: and Set the foresail the 2 prizes in
 Company.² at 3 Handed the foresail & Set the Main & Mizen
 Staysails. at 5 Ballanced the Mizen and Set it. and Set the Main
 Topm^c: Staysail. at 11 Set the foresail at Midnight Moderate
 and Cloudy in Company as above.

D, UKLPR, Adm. 51/331, fols. 112–13.

1. Schooner *Willing Maid*, John Thomas, master, from Curaçao to North Carolina, with salt, sent to New York City. Howe's Prize List, 30 October 1778, UKLPR, Adm. 1/488, fol. 485. She was libelled on 23 Jan. in the Vice Admiralty Court of New York and condemned on 13 Feb. 1778. UKLPR, H.C.A. 49/93, fols. 211–12 and 49/94, fols. 12–13.

2. Sloop *Morning Star* and schooner *Willing Maid*.

ORDER BOOK OF 1ST SOUTH CAROLINA CONTINENTAL REGIMENT

[Extract]

Head Quarters Charles Town Jan^y 11th day 1778—

Gen^l. Orders Parole Success, Ordered that 1 Cap^t. 2 Subalterns 2 Serjeants & 48 Rank & file from y^e 1st Reg^t. 1 Cap^t. 2 Subalterns 2 Serj^t. and 48 Rank and file from y^e 2^d Reg^t. 1 Cap^t. 1 Subaltern 1 Serj^t. & 30 Rank & file from y^e 4th Reg^t. 1 Subaltern 1 Serj^t. & 19 Rank & file from y^e 5th Reg^t. be in Readiness tomorrow Morning to go on Board the Vessels¹ Drawn for—Each Reg^t. to provide their men with 18 Rounds each & 50 Rounds per man to be put into a Military Chest on board the vessels they go in The Cap^t. and Subalterns who are to Command the different parties, are to meet tomorrow morning at the New Barracks to draw for the Vessels they are to go on board The officers Commanding parties are to take Care to keep Good order and Discipline amongst their men And prevent them from giting into any Disputes with the Sailors, & assist the Cap^s. of the Vessels to the utmost of their power, in attacking the Enemy, Any officer who Chuses to Change his Tower of Duty may have Leave by acquainting First the Commanding officer of their Respective Reg^t.—The names of the Officers going on this command are to be Given in to the Gen^l.

LB, ScHi, Regimental Order Book of Captain Saunders (call no. 34/217). Roger Parker Saunders (Sanders) was a captain in the 1st South Carolina Continental Regiment.

1. South Carolina privateer ship *General Moultrie*, and brigantines *Notre Dame*, *Fair American*, and *Polly*.

January 12

MAJOR GENERAL EYRE MASSEY TO GENERAL SIR WILLIAM HOWE

Sir,

Halifax January y^e. 12th. 1778—

Last night arriv'd here the *Favourite*¹ Brig a Cartell from Boston: which has brought most of the Officers of the *Fox*,² Cornet Grant and four Men of y^e. 16 Dragoons and Sevrl of Frasers Officers with a few Men, the whole in great distress for Clothing, M^r. Ogleve³ of Frasers Reg^t.⁴ deliv'd me the enclos'd from L^t Col^o. Campbell⁵ which he pray'd I would open, I did in the presence of Maj^r Small,⁶ and as I had Captain Baron and Doctor Cullen exchange'd, and that through a Correspondence with General Ward,⁷ who I knew last War, I have now inform'd him, that if he orders L^t Col^o. Campbell on board any Frigate cruising in Boston Bay, sendg him to Rohde Island or to Halifax, I have pledg'd my Honor, your Excellency will send L^t Col^o. Ethen Allen in Exchange for him, which be so kind as to order—

By the *Favourite* last night I find L^t Gen^l Burgoyne and his Army are still at Cambridge. Why Sir George Collier does not send the Flag of Truce⁸ to Boston, he best knows, but he has neither consultd the Lieu^t Governor⁹ on that or anything else my plan was for the Cartell to have Remain'd under the Convoy¹⁰ in the Bay, and send a Boat, thats if there was not Man for Man given up, She should return to Halifax, or go the Grand Army—

Upon Recollection of my last letter to your Excelcy, wherein I hint to You, the great Mischief that is done on this Coast, by the fishing Boats having a Protection,¹¹

I most humbly pray, You will not think me impertinent in such a Report, I did not mean to say his Lordship¹² show'd the least Countenance to such Rebbels, but to show the necessity of more small Vessels here.

I have orderd Lieu^t Needham to Cloth the Men who arriv'd last night, which are about Thirty, I ought to Send Your Excellency the Return of those people, but cannot get it, as the *Cabot* is just underway, and I am [&c.]

Eyre Massey M. Gen^l

L, UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, no. 867. Docketed: "Major Gen^l Massey/to/Gen^l Sir W. Howe/Halifax 12th Jan^y 1778/enclosing a letter from Col: Campbell/to Gen^l Howe/Rec^d. by [blank] 27th March."

1. Cartel brigantine *Favorite*, Lt. John Brown.
2. H.M.S. *Fox*, Capt. Patrick Fotheringham, commander, captured by the Continental Navy frigates *Hancock* and *Boston* on 7 June 1777.
3. Probably Quartermaster William Ogilvie.
4. 71st Foot [Fraser's Highlanders].
5. Lt. Col. Archibald Campbell, Fraser's Highlanders.
6. Maj. John Small.
7. Maj. Gen. Artemas Ward.
8. Flag of truce (cartel) ship *Royal Bounty*, Thomas Compton, master.
9. Rear Adm. Marriot Arbuthnot.
10. H.M. brig *Cabot's* convoy.
11. See Major General Eyre Massey to General Sir William Howe, 10 Jan., above.
12. Vice Adm. Viscount Howe.

MASTER'S JOURNAL OF H.M. BRIG *CABOT*, LIEUTENANT EDMUND DOD

January 1778
Monday 12th At Anchor in Halifax Harbour
at 10 AM hove Short and Made the Signal for Sailing at 11 D^o
Drove Veair^d away a Cable & Broug[ht] up
At Anchor in Halifax Harbour
Light Airs & Clear at 12 PM fired one Gun & Come to Sail
with a Convoy of 10 Merch^t Vessels & the *Royal bounty*¹ Cartell
at 4 Sambro head SW 5 or 6 Miles Sambro light House WBS
at 12 the Convoy all in Sight at Merdⁿ Convoy all In Sight—

Tuesday 13th Cape Sambro Light N ½ E^t Dist. 25 lg^s.
First part Light Breezes and Clear Middle Thick W^r with
Snow Latter fresh Breezes & Clear at 5 PM Made the
Signal for the Convoy to Come under our Stern & Bore Down
to the Cartel that the prisoners Began to Mutiny Bore Down
to her Supres'd the Mutiny at 8 Close Reef^t the T. Sails
One off the Conv[o]y left the Fleet at 10 Bore Down & fired
a Shot at the Cartel for Goweing ahead at 12 the Conv[o]y
in Sight

D, UKLPR, Adm. 52/1636, fol. 28.

1. Ship *Royal Bounty*, Thomas Compton, master. She was formerly a Greenlandman from Leith, which was captured near the Shetland Is. in July 1777 by the Massachusetts privateer ship *American Tartar* and recaptured on 22 Sept. by H.M.S. *Diamond* and tender *Buckram*. *Royal Bounty* was sent into Halifax where she was sold on 13 Dec. See NDAR 9: 562, 950, 950n.

NEWS FROM PORTSMOUTH, NEW HAMPSHIRE

PORTSMOUTH, Jan. 12

By a Letter from on Board the *Portsmouth* Privateer commanded by Capt. John Hart, of this Town, dated Bilboa, Nov. 25, 1777, we learn, that he was out on a Cruize, and fell in with the *Squirrel* Man of War, of 20 Guns,¹ convoying a Fleet of Merchantmen from Newfoundland. The *Portsmouth* engaged the *Squirrel* three Hours and got off with the Loss of seven of her Men, whose Names are not yet known, excepting — French of this Town.

The Freeman's Journal, or, New-Hampshire Gazette (Portsmouth), 13 Jan. 1778.

1. H.M.S. *Squirrel*, Capt. Henry Harvey, commander.

MASTER'S JOURNAL OF H.M. SLOOP *HAERLEM*, LIEUTENANT JOHN KNIGHTJan^y 1778

[anchored in Newport Harbor]

Monday 12

AM Adm^l made the Sig^l for weekly acct^s at Noon Got the Topsail and Cross jack Yards up came onb^d a Pilot weigh'd and came to Sail

[in Newport Harbor]

Mod^l and Cloudy PM Standing out of Road Island¹ at 1 past his Maj^{ty}s Ship *Juno* at 2 haul'd our wind round Brantons Reef² and Stood to the Eastward at 3 Road Island light house NWbW at 6 Came too with the small Bower in Pennekees³ Harbour in 4 fm^s veerd to ½ of a Cable the N^o. Point of Cuddyhunk⁴ WSW Body of Gull Island NEbN and the Body of Pennekees NNW sent the whale Boat on shore to Naswanna Island⁵ with the Pilots and took of[f] 2 Whale Boats

D, UKLPR, Adm. 52/1789, part 8, fol. 225.

1. Rhode Island.
2. Brenton's Reef.
3. Penikese I.
4. Cuttyhunk I.
5. Nashawena I.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Newport. Rhode Island]

12th Jan^y Thaw. Mild weather. Wind N.

About 9 o'Clock last night the Signal for an Enemy was made by the advanced ships up the Bay,¹ which was soon after answered by Lord Howe in *The Eagle*; who at the same time made a Signal for the *Unicorn* to Slip. She soon got out to the harbour's mouth; and about 12 o'Clock a good deal of firing was heard to the Westward.² Nothing appears this Morning but a Frigate coming in. Tis now said that two of the Rebel Frigates³ went down the Naraganset passage, past the *Renown* last night.

A Rebel Sloop⁴ came through Bristol ferry last night, and was not discovered until she came abreast of the *Diamond* stationed near Dyer's Island, who immediately sent a boat on board and took her. It appears she came from Swansea, and was bound to Hispaniola with a Cargo of Fish, Onions, Apples, &c., and had five men on board.

Sailed the *Neptune* Armed Schooner for New York.

Mackenzie, *Diary* 1: 235.

1. See Master's Journal of H.M.S. *Lark*, 11 Jan., above.
2. See Journal of H.M.S. *Unicorn*, 11–12 Jan., above.
3. Continental Navy frigates *Warren* and *Providence*. The report was erroneous.
4. Sloop *Prudence*, Abraham Simmons, master. See Master's Journal of H.M.S. *Diamond*, 11 Jan., above.

THE NEW-YORK GAZETTE: AND THE WEEKLY MERCURY,
MONDAY, JANUARY 12, 1778

New-York, January 12.

The Rebel Privateer brig called the *Active*,¹ Capt. Williams,² lately taken by his Majesty's Frigate the *Mermaid*, is cast away on the coast of New-Jersey; the Vessel is lost, and the Crew consisting of about 20 Men, are now Prisoners with the Rebels. . . .

Yesterday Morning was sent in here by his Majesty's Ship the *Phœnix*, Capt. Parker,³ the French Brig *La Geniviere*,⁴ from Guadaloupe, said to be bound for Mequelon, in Newfoundland; but was taken the 7th Instant, on the Coast of Virginia.

The Prize-master says, that no less than 12 Sail of Rebel Vessels were taken in one Day off the Carolinas, by his Majesty's Ships on that Station, and sent to Augustine.

1. Massachusetts privateer brigantine *Active*. See NDAR 10: 528, 528n.
2. Capt. John Foster Williams.
3. Capt. Hyde Parker, Jr., R.N.
4. Brig *Genevieve*, Pierre Tourounet (Tournet), master, from Guadeloupe to St. Pierre and Miquelon Is. See Journal of H.M.S. *Phoenix*, 7 Jan., above.

PROCLAMATION OF GENERAL SIR WILLIAM HOWE

By His Excellency Sir WILLIAM HOWE, K.B.
General and Commander in Chief, &c. &c. &c.

PROCLAMATION.

WHEREAS a considerable Quantity of Naval Stores is known to be in this City, the Property of which has not been thoroughly ascertained; and whereas Importations have been made of sundry Articles which may be wanted for His Majesty's Service. It is hereby required, that all Persons having in their Possession, and not in actual Use, Cordage, Anchors, Cables, Sails, Sail-Cloth, Twine, Pitch, Tar, Rosin, Turpentine, Masts, Yards, Spars, Oars, Plank and Ship-Timber, do report to the Quarter-Master-General, as soon as possible after the Publication hereof, and before the 19th Day of this current Month, the Quantity of each Article; declaring upon Oath, how long the same has been in their Possession, and the Names of the real Proprietors thereof; distinguishing, to the best of their Knowledge, the Time of the Importation, and also distinguishing the Articles manufactured here: It is further required, that no Naval Stores are to be disposed of, by Sale, or otherwise, from this Date, without Permission in Writing from me; or, in my Absence, from the Commanding Officer of His Majesty's Troops in this City.

All Persons failing to report as above directed, or who may be found removing or selling any Part of the said Stores, after the Date, or contrary to the Spirit and Intent of this Proclamation, shall be liable to forfeit the same.

Given under my Hand at Head-Quarters in Philadelphia,
the 12th Day of January, 1778.

W. HOWE.

By His EXCELLENCY'S Command,
ROBERT MACKENZIE, Secretary.

[*Philadelphia*] PRINTED by JAMES HUMPHREYS, JUNR. in *Market-street*, between *Front* and *Second-streets*.

Broadside. The document is headed by the Royal Arms. There is a manuscript version of this proclamation in UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, no. 866.

HENRY STEVENSON TO GENERAL SIR WILLIAM HOWE

The following hints from a real Friend to Government are Most humbly submitted to His Excellency General Sir William How, Knight of the Bath & Commander in Chief of His Majestys Forces in America &c &c &c

Toward the last of March after the Equinoctial Gales are over, I woud humbly recommend [*blank*] Troops to Cheseapeake Bay, to Baltimore Town on Patapsco River for the following reasons—'Tis the only Town of any consequence the Rebels now possess, from Boston to Charles Town, Its astonishing the Commerce that is carried on there, tis from Baltimore mostly the Rebel Army is supplied with Provisions and Ammunition, the latter is supplied from the French and Dutch by Two Inlets on the Eastern Shore of Maryland & Virginia One called Sinapuxent, the other Chingotegue. (both to the Northward of Cape Charles) and transported in small Craft to Baltimore; The whole Trade of the Bay centres there; 'tis but Thirty Miles from Annapolis, the Rebels Seat of Government, (where His Excellency the General has been) laying nearly central between the two grand Rivers, Patowmack, & Susquahanah, and commands a fine Country for some hundred Miles North West—You wou'd secure the Eastern Shores of Maryland & Virginia, and the Three Lower Countys on Dellaware by which the Inhabitants will chearfully supply the whole Army, (under His Excellency) with more provisions than they can consume for three Years besides Fish in great abunda[*nce*]

The Inhabitants of the Eastern Shore of Ma[*ryland*] (a few Oliverians excepted)¹ have always been friendly to good Government, and have not been much disturb'd 'till lately. Those on the Western Shore who have been much distress'd by the Saints² will have an opportun^y of becoming free and will have an opportunity of retaliating their persecutions—I wou'd recommend Two Sloops War, one in Chester; the other in Great Choptank Rivers, with Three or four Tenders, which will support a Trade with the Eastern Shore. Two or three Ships about the Capes, blocks up their whole Trade, of Maryland and Virginia, in that case the Rebels small Trading Vessels will have no other place to take shelter in, except Egg Harbour, in the Jerseys or the Carolina's—

From intelligence I have lately received, there lies in the Bason of Baltimore, a Fine Frigate, of 28 Guns, call'd the *Virginia*, Two New Frigates, an old 18 Gun Ship

call'd the *Defence*, a fine New Brig call'd the *Sturdy Beggar* of 14 Guns with other privateers, Galleys & small Craft, which greatly Annoy the British Subjects—

At this Town of Baltimore (well known to Sir Rob^t Eden, the late Governour) about Twenty Independants kept the whole province in Confusion and there dictated, to the Congress, and burn'd the Hessian Colours taken at Trenton, headed by Hancock—There is between 18 & 19 feet Water in Potapasco River with soft Ground, Caton, one of Lord Howes pilots, whom I sent off with three others know's the River well—

About two miles below the Town on Weston point there is a Fort mounted with Guns, two of which are 32 pounders which I can have spiked; also a Boom across the North East Branch, but the best way woud be to run the Shipping two miles higher up in the North West Branch, where the ships may lay within 30 yards of the Shore, and land the Troops on a fine dry place called the Ferry point and March into the Town or Fort without opposition—When in possession of Baltimore you are in a most plentiful Country, it lies only 80 Miles from Carlisle, their Capital & principal Magazine.

The sending Troops to Baltimore early in the Spring, wou'd prevent the Southern Malitia being obliged to join Washington's Army, and who, wou'd enter into the New Levies under His Excellencys Command, Thousands of whom wou'd rejoice at an opportunity of assisting His Majestys Army—

H^y Stevenson

Philadelphia

Jan^{ry}. 12th. 1778

Coppy

Stevens's Facsimiles, vol. 24, no. 2076. "In the Sackville Manuscripts is a letter from M^r Stevenson to Lord George Germain 13 September 1780 representing services rendered to the army in America and desiring assistance from the Government. The 'Hints' given here in Facsimile are there referred to thus:— 'I presented the Outlines of a Plan to General Howe through Sir William Erskine which was much admir'd, & would have been put in Execution had General Howe continued in command. I likewise shew'd it to M^r William Eden & sent it to his Brother Sir Robert.'" Ibid.

1. *Oliverians*: a reference to the followers of Oliver Cromwell. Stevenson is suggesting a comparison between the American insurrectionists and the Puritan revolutionaries who sought to overturn the monarchy during the English Civil Wars of the seventeenth century.

2. *Saints*: Continuing his reference to the Puritans in the English Civil Wars, Stevenson implies that the principal supporters of the American Revolution are dissenters from the Church of England, principally Congregationalists, Baptists, and Presbyterians.

JOURNAL OF H.M.S. ROEBUCK, CAPTAIN ANDREW SNAPE HAMOND

January 1778

Mond^{ry}. 12th.

[alongside Cuthberts Wharf, Philadelphia]

A.M. at 1 came down the River from the Rebels two half galley's & Surrended¹ at 6 Sent an Officer & 17 Men in the half galley to finish destroying the guns in the Rebel wrecks² at 12 the Officer and men return'd—D^o. W^r. [Light airs & fair with snow & frost] PM Employ'd repairing & Blacking the Ships Rigging

D, UkLPR, Adm. 51/4311.

1. Two Pennsylvania Navy armed boats under the command of Capt. Nathan Boys whose crews deserted with them from Coopers Creek. See William Bradford to President Thomas Wharton, Jr., 24

Jan., below. They were either two of the armed boats *Argus*, *Fire Brand*, *Resolution*, *Tormentor* or *Vulture*. John W. Jackson, *The Pennsylvania Navy, 1775-1781* (New Brunswick, N.J.: Rutgers University Press, 1974), 340-41.

2. The half galley was sent on 13 Jan. to continue the destruction of the guns in the wrecks. UKLPR, Adm. 51/4311.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Monday, January 12, 1778

Resolved, That the president inform Governor Caswell, of North Carolina, of the purport of the said examination, and request him to examine the persons who came over in the vessel with J. Folger, and inform Congress of every circumstance that may come to his knowledge respecting the said despatches:¹

That the Board of War be directed to confine the said John Folger in close prison, till advice can be received from Governor Caswell, or till further orders from Congress. . . .

Whereas, Congress have received information that a sloop named the *Pennsylvania Farmer* is arrived at Baltimore from Curoçoa, with a load of salt, the property of Mr. Gerardus Beekman, a citizen of the State of New York, but now with the enemy in the city of Philadelphia: and whereas, the delegates representing the State of New York have applied for the interposition of Congress, that proper measures might be taken for seizing the salt; and whereas the public service will suffer the most material injury if the most expeditious measures are not adopted for securing this cargo for the use of the United States:

Resolved, That the governor and council of the State of Maryland be desired forthwith to take measures for securing the said salt for the use of the United States, and to cause the same, without delay, to be delivered to the commissary general of purchases, or any of his deputies; and in case the information given to Congress should be ill founded, and that the cargo above-mentioned should be *bona fide* the property of any faithful citizen of these states, or of any foreigner, that the governor and council of the State of Maryland be desired to seize the same, as well as all other quantities of salt, and to cause the same to be delivered, agreeable to the directions above mentioned.

JCC 10: 42-43.

1. For the theft of the dispatches intended for the Continental Congress by Joseph Hynson, see William Bell Clark, *Lambert Wickes, Sea Raider and Diplomat: The Story of a Naval Captain of the Revolution* (New Haven, Conn.: Yale University Press, 1932), 354-55.

PRESIDENT OF CONGRESS TO GOVERNOR THOMAS JOHNSON, JR.

Sir.

York Town [Pa.] 12th Jan^y. 1778.

I had the honour of writing to Your Excellency the 1st Inst. by Post. I remain without any of Your Excellency's favours.—

Inclosed is an Act of Congress¹ of this date calculated for securing a quantity of Salt lately arrived at Baltimore for public use, as that article is & from all appearance will be most extremely wanted for the Army service, Congress are anxiously desirous of securing every Cargo that is or shall be imported. The term, "secure" in the Resolve, Your Excellency may be assured comprehends the Idea of purchasing

if this shall be judged to be a means preferable to an Act of power.—I have the honour to be [&c.]

Henry Laurens,
President of Congress.

L, MdAA, Maryland State Papers (Red Books), S 989, 4566-42. Addressed at the foot: "His Excellency/Gov^r. Johnson/Maryland—." Docketed: "Ltr from President of Congress &/Resolve abt seazing Salt/in Baltimore Jan^y. 12th 1778/B."

1. See Journal of the Continental Congress, 12 Jan., immediately above.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy^l Board [Charleston] Monday 12th January 1778—

The Board Met According to Adjournment

Present Edward Blake Esq^r first Commissioner

George Abb^t. Hall, Tho^s Corbett—Esq^{rs}—

The following Orders were drawn on the Treasury in fav^r of—

Dan ^l ONeille for the use of the Rope walk	£4000	—
John Moore wages due on board the Floating Battery	154.	17. 6
Jn ^o . Calvert Advanced by him for the different Rendezvouses	4095	—
William Trusler Sundry Acco ^{ts} for Beef viz		
Brigg <i>Comet</i>	£728.	14. —
Pilot Boat <i>Trial</i>	69..	19 —
<i>Rattle Snake</i>	176..	4.. 6
Floating Battery	39.19.	6
<i>Beaufort Gally</i>	188,,	6..—
Ship Yard	223,,	14 —
Pilot Boat <i>Eagle</i>	150..	2 —
Brigg <i>Notre Dame</i>	735..	14. 6

2312..13. 6
£10,562..11..—

Adjourned to Tomorry Evening 6 oClock

Salley, ed., *South Carolina Commissioners*, 133.

1. Words in italics exclusive of ships' names are taken from the engrossed copy of the Journal of the Commissioners of the Navy of South Carolina, October 9, 1776– March 1, 1779.

JOURNAL OF H.M.S. *PERSEUS*, CAPTAIN GEORGE KEITH ELPHINSTONE

January 1778

Ch^s. Town Lighthouse NNW 10 Lgs

Monday 12th:

at 5 AM His Majesty's Ship the *Lizard* joined company, at 8 gave chace to a Sail to the Westward by Signal; at 10 Saw the Land ahead, at Noon in chace with the *Carysfort* and *Lizard*.

N^o. Edisto WNW 4 Leagues

Moderate breezes and clear, PM still in chace, advancing close to the Shore, hoisted out the Boats and Sent them ahead to Sound; at ½ past the chace ran aground; came too with the Best Br^r in 4½ f^{ms}: carried out the Stream Anchor and warped the Ship closer in Shore to the chace, at 2 began

to fire on her (she hoisted Rebel Colours) and kept it up untill half past 4, then Manned and Armed the Boats and sent them with the *Lizards* to Board the Chace, which was an Armed Brig, keeping up a smart fire on the Boats, called them Back, fired at the chace preceding the Sending the Boats, one hundred and twenty five nine pounders; at 8 hoisted in the Boats, weighed and made Sail, and joined the *Carysfort* and *Lizard*,

Tuesday 13th: at Midnight the *Lizard* Seized the Rebel Brig *Ann* from Newbury to Ch^s. Town:¹ at Noon the *Carysfort*, *Lizard* and prise in Company; Spoke a Sloop and Schooner.

D^o: NW 8 or 9 Leagues

Fresh gales and hazy the first and middle parts, latter moderate and clear; PM Cut off from the B^t B^r: Seven, and Small B^r: four fathoms; of bad Cable; Mustered the Ships company; the prize parted company;

D, UKLPR, Adm. 51/688.

1. Brig *Ann*, Edward Edwards, master, with bricks and lumber, from Newburyport to Charleston, taken off Stono Inlet, sent to St. Augustine, capture credited to *Lizard*. Howe's Prize List misdates this capture as 1 Jan. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 238-39.

MINUTES OF THE GEORGIA HOUSE OF ASSEMBLY

House of Assembly

Monday, January 12th: 1778.

Resolved,

That if the Commanding Officer of the Continental Troops in this State will draught such a number of Men from the several Batallions as will Man the Row Gallies, this House will make their pay equal to the pay of the Men now on board the said Gallies for such time as they shall serve on board the same.—

Ordered,

That the said Resolve be communicated to the General¹ and Council that the necessary steps may be taken to carry the same into execution

Extract from the Minutes

J^s: Wood Jun^r: Clk.

LB, DNA, PCC, item 73, p. 149 (M247, roll 87).

1. Maj. Gen. Robert Howe.

January 13

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[Boston] Tuesday Jan^y 13. 1778

In the House of Representatives. Upon the Petition of Daniel McNeill¹ and Thomas Harris² setting forth their having entered into Bonds with this Court for the prosecuting a Cruize for Twenty five Days under the Command of Capt. John

Manly, and for which they gave Bonds to the Amount of Six thousand Pounds which Bonds are put in suit and the Cause is now pending before the Court of Common Pleas for the County of Suffolk. The said Court is hereby required to Continue the Action untill the next Term, to the end that the Parties may have an opportunity to settle the same in the manner that has been proposed if they see fit.

In Council Read and Concurred.

Consented to by Fifteen of the Council.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records, 1777-1778), pp. 231-32.

1. McNeill commanded the Massachusetts privateer schooner *America* (16 guns) during her cruise with the Continental Navy frigates *Hancock* and *Boston* in May and June 1777. See *NDAR* 8: 375, 435, 436, 452, 918, 1006-7, 1007n, 1024, 1024n.

2. Harris, a merchant at Boston, was the principal owner of *America*.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 13th. 1778—

Order'd, That M^r Com^y Devens¹ deliver Cap^t Bartlett Holmes for Schooner *Hannah*,²

1^{Cwt}..0^{gr}..—^{lb} Bread,

10^{lb} Candles &

1 quarter Fresh Beef—

2 Bush^l Potatoes.—

1/2 Cord Wood—

Order'd, That M^r Ivers³ pay Sam^l Gore for Sundry paint^s

for the Laboratory as P^r Acc^t

472..11.. 4

also, for d^o for Brig^t *Freedom*⁴

2..18..—

£475.. 9.. 4

Order'd, That Eben^r Ruddock for Wharfage Ship *Adams*⁵ as p^r Bill, be p^d
 £4..16.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), 162-63.

1. David Devens, Commissary General of the Massachusetts Board of War.

2. Massachusetts State trading schooner *Hannah*.

3. Thomas Ivers.

4. Massachusetts Navy brigantine *Freedom*.

5. Massachusetts State trading ship *Adams*.

GOVERNOR NICHOLAS COOKE TO REAR ADMIRAL SIR PETER PARKER

S^r.

Providence Jan^y: 13th 1778.

We have sent you William Edwards late Master of the British Ship of War *Syren*, in order to be exchanged for the late Master of the Continental Ship *Hancock*¹— We have likewise sent the Surgeon,² & four other Persons late belonging to the *Syren* w^{ch} you will please to Credit us for—

We have not yet rec^d. any of the Prisoners we wrote for from Halifax—As soon as that is done, We will send you the Remainder of the Officers of the *Syren*, (the Cap^t. excepted)³ & some other Officers belonging to the British Navy, whom We have Prisoners.— M^r Hurd & Goodwin who have had Two Men sent for their exchange, I request may be sent up by the first conveyance—I am—

Df, R-Ar, Letters from the Governor (1778-1779), vol. 3, p. 2. Docketed: "Lre to S^r P. Parker/Jan^y 13th. 1778."

1. John Diamond, Master, Continental Navy.
2. James Hellyar, Surgeon, R.N.
3. Capt. Tobias Furneaux, R.N.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Newport. Rhode Island]

13th Jan^y Slight frost last night. Soft day. Wind S.

The *Unicorn* returned into Port. She saw nothing the night of the 11th, but a small Schooner at which she fired a good many Cannon shot,¹ and at length drove her ashore within point Judith, but in a situation where she durst not follow her. It is imagined she must have suffered considerably by the fire of the Ship.

An address was presented this day by the Principal Inhabitants of Newport, to Lord Howe, on his arrival in this Port.

Mackenzie, *Diary* 1: 236.

1. Probably schooner *Hawke*, Stutely Williams, master. See Journal of H.M.S. *Unicorn*, 11–12 Jan., above.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[Extract]

At a meeting of the Governor and Council of Safety held at Hartford January 13th, 1778.

Voted, To draw on the Committee of the Pay-Table in favour of John Smith, lieut. of the ship *Oliver Cromwell* in the service of this State, for the sum of one hundred and fifty pounds, lawful money, to be by him improved in paying the wages of the men he has inlisted and may inlist to serve on board said ship, and to account.

14 Jan^y, order delivered to sd Lieut. Smith. . . .

Hoadly, ed., *Public Records of the State of Connecticut* 1: 510.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN THOMAS READ

Thomas Read Esquire
Sir

[York, Pa.] January 13th 1778

The present situation of the Frigate *Washington* of which you are Commander rendering it very uncertain at what time she may be brought into service, and the desire you have to be active in the service of your Country having induced you to take the Command of the Continental Brig *Baltimore* we now direct that you repair immediately to Baltimore where the said Brig^t lies and as we intend that she shall be fitted out as a packet and under your direction you will without loss of time proceed upon that business and we trust your good judgment will direct the most frugal & beneficial way of manning that vessel. We have wrote to M^r Jonathan Hudson to assist you in the execution of this business,¹ and as the Agents at Baltimore were formerly directed to supply him with any articles in their possession belonging to the public which might be suitable for fitting this Vessel, you will apply to him to know what has been done and what may be had from the Public Stores. We now authorize you to purchase any materials Canon or Stores which may be wanted for fitting this Vessel and to engage on the best terms in your power a proper compli-

ment of men for manning her, but we recommend to you to observe the greatest frugality in all cases—Mr Hudson will assist you, and we would have you advise with him every matter—he will pay off accounts which may arise in the course of the business.—

We would have you get your officers from those already engaged in the service but at this time unemployed. When the Brig is ready to take on board a Cargo you will advise the Commercial Committee who will order her a lading and direct your voyage which you are to obey. The Public dispatches which it is intended you shall carry will also be sent down in due Time, and before you sail you must furnish this Committee with a Compleat inventory of every thing on board your Vessel signed by yourself and officers together with a return of the men on board and the terms on which they are engaged. We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, pp. 120–21 (M332, roll 6).

1. See Continental Marine Committee to Jonathan Hudson, 13 Jan., immediately below.

CONTINENTAL MARINE COMMITTEE TO JONATHAN HUDSON

M^r Jonathan Hudson
Sir

[York, Pa.] January 13th 1778

This will be delivered you by Thomas Read Esquire Commander of the Continental frigate *Washington* now laid up at Bordenton in the Delaware, who being anxious to be active in the service of his Country, we have appointed to the Command of the Brig *Baltimore* and have determined that she shall be fitted out under his direction. He now goes down to your place for that purpose, and we have directed him to apply to you for assistance and advice¹ in all cases which we hope you will readily give him. You will get from the Agents any public Stores, Cannon, or Materials in their possession which may be suitable for this Brig, and also concert with Captain Read the best and cheapest mode of procuring what is wanted. You will pay all accounts which may arise in the execution of this business, and have them certified by Captain Read where he contracts.

Mess^{rs}. Purviances² have lately informed us that they had delivered you sail Canvas for the use of the Brigantine—you will please to enquire of them for the Cannon Muskets &c left in their care out of one of the Continental Vessels laden'd the last Spring at Baltimore which may now answer, and we hope you have made considerable progress in procuring the Cordage that will be wanted. We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 121 (M332, roll 6).

1. See Continental Marine Committee to Captain Thomas Read, 13 Jan., immediately above.

2. Robert and Samuel Purviance, Jr., merchants at Baltimore.

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

January 1778

[Cape] Henlopen NW $\frac{3}{4}$ W 160 Miles

Tuesday 13th.

AM at 7 Saw a Sail in the NE Quarter out 2nd. Reefs Topsails & made Sail punished Geo: Hookings with one Dozen for Neglect of Duty. the Sloop in Company.¹ at Noon Tack'd.

Ditto NW $\frac{3}{4}$ W 156 Miles

Fresh Gales and Cloudy Saw our prize Sloop bearing SSE distance 3 Lgs. Still in Chace. PM at $\frac{1}{2}$ p^m: 1 fired a Shot and

brought too the Chace She proved to be a Brig from Surnam Bound to Boston Loaden with Molasses.² took 7 Men out of her. and Sent 2 petty Officers and 6 Men onboard Her. at 3 our prize Sloop Joined us. $\frac{3}{4}$ past [3] made sail the Sloop & Schooner in Company. at Midnight backed the Mizen Tops^{ls}: for our prizes.

D, UklPR, Adm. 51/331, 113.

1. Sloop *Morning Star*.

2. Brigantine *Sally*, Thomas Vollantine, master, from Surinam to Boston, with molasses and coffee, sent to New York City. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, fol. 485. She was libelled on 28 Jan. 1778 in the Vice Admiralty Court of New York, UklPR, H.C.A. 49/93, 213-14. *Sally* was ordered appraised as a recapture on 20 Feb. with *Experiment* receiving the recaptor's share of $\frac{1}{2}$ of the ship's value. Her cargo was condemned as lawful prize on the same day. *Ibid.*, H.C.A. 49/94, 19. *Sally's* prize papers give her master's name as Thomas Vallintine, *Ibid.*, H.C.A. 32/447/13.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Tuesday the 13th day of January 1778.—

Frances Massuerre¹ personally appeared before the Board, and resigned his Commission as second Lieutenant of the Ship *Tartar* which is ordered to be filed.— Mr Richard Herbert foreman at the Chickahominy shipyard personally appeared before the Board, and agreed to take twelve shillings and sixpence per day in full of his expences and services at the said yard, which is allowed him, he obliging himself and his apprentices Markham Wood, William Wood and Malachi Manning to continue there for the space of one year from this day.—

DS, VI, Navy Board Journal, 341.

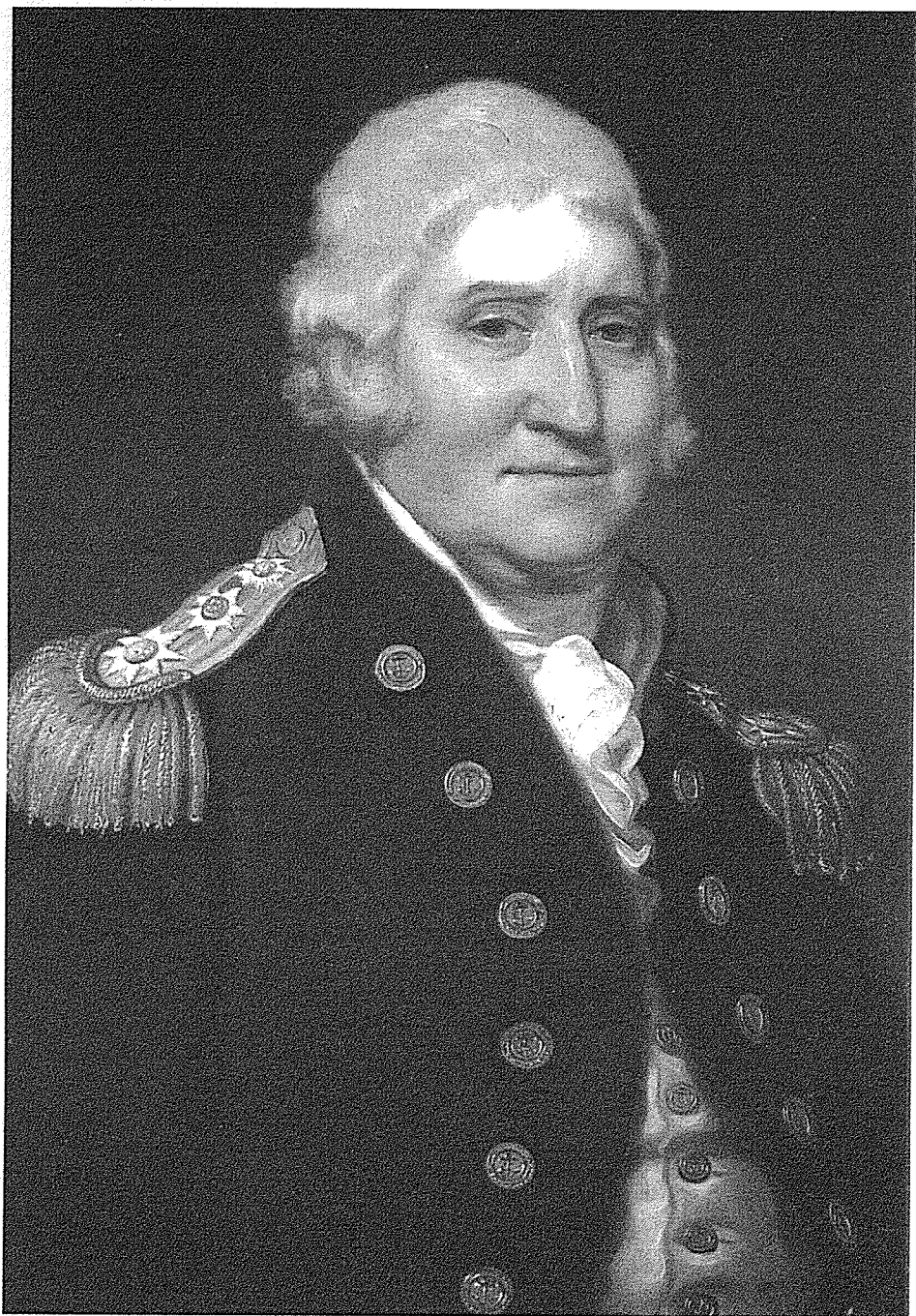
1. Francis Messcares [*Messieres, Messuere, Messares*].

CAPTAIN BENJAMIN CALDWELL, R.N., TO GOVERNOR PATRICK HENRY

Sir

Emerald, Hampton Road, 13th January 1778.

Having been lately in the Rapahanock, where numbers of Negroes came on board; and as it is not my wish or Intention to distress Individuals, I sent them all on Shore, upon condition, that they should not be ill treated or punished for running away, which I had the strongest Assurances of, from their masters that came for them; yet not withstanding these promises, I have too much reason to fear, they have been extremely ill treated; as many of them came on board two Nights after, they had been returned; complaining much of ill usage, and two with marks of Violent beatings, but as it was not then convenient for me to stay, to inquire into the particulars, I sent them back; as I had given my word, I should receive none; but thought it incumbent upon me to inform you of it; and if a Stop is not put, to such proceedings, both from humanity, and the breach of faith, We shall in future be obliged to keep all that comes to us. I have since my being in this Bay at least, refus'd four hundred, and I am informed the idea on Shore, is, that we land them, to save provisions and water and not from favour; but that is a mistake, for they can always be sent in Prizes, where they are of use, and at this time, thirty would not be inconvenient. The same reason has been given for landing Prisoners, that was given for landing Blacks, but with as little foundation, for when I landed Prisoners last; (the 29th of December,) at which time I wrote to you, there was a convenient,



Admiral Sir Benjamin Caldwell, R.N.

and immediate opportunity of sending them to New York; and mentioned particulars, why they were not sent.

I feel most sensible for this unfortunate war, and the Calamities it occasions, and tho' ambitious to distinguish myself in the execution of my Duty, in Seizing vessels &c^a: hope I do it, with tenderness, to Individuals, and Credit to myself; and I have no doubt Sir, but you will interfere, as far as is in your power, that Justice takes place, with regard to those poor Wretches, I am writing about. I am [&c.]

B. C.

LB, UkLNMM, Benjamin Caldwell Papers, CAL/110, pp. 12–13. Addressed at the foot: "To/Governor Henry/at/Williamsburgh."

CAPTAIN BENJAMIN CALDWELL, R.N., TO VICE ADMIRAL VISCOUNT HOWE

Emerald, Hampton Road, 13th January 1778.

My Lord,

I have great satisfaction, in informing Your Lordship, of our having taken three French men, loaded with Tobacco. On Sunday the 4th instant laying with the *Richmond* in Mocksack [*Mobjack*] Bay, at 2 PM, saw two Sail coming down the Bay; we lay quiet for some time, that they should get down the farther; allowing day Light, to get over the Shoal Water, before we weighd, and then gave Chace; my Tender presently brought us a Brig,¹ and Night coming on, and loosing sight of all other Sails, we Anchored; In the morning, saw the *Richmond* in Chace, of a Sloop and Schooner; and immediately gave Chace; the small Vessels got into Shoal Water, and Captain Gidoin sent his Boats to take them, but as they were Armed, the Boats were called of[.]. We then saw two Sail² standing into the Rappahanock-river, and gave them Chace, desiring the *Richmond* to follow with the Prize Brig, then some distance aStern; (as otherwise she might have been Retaken, by the armed Vessels, which we imagine were a kind of Convoy:)

The wind was down the River, and our Pilot was not well enough acquainted to turn the Ship up; but fortunately one of my people, (a regular South Carolina Pilot,) took charge of the Ship, and worked her up in a masterly manner, at 4 PM, the two Sail, a Ship and Snow run a ground; the men left the former, and we took possession of her, and next Evening got her afloat, when the *Richmond* joined me: (with the Brig:) the Snow lay close in Shore, where there was a small Body of Militia, and a Galley³ in a Creek, near her, therefore I order'd Captain Gidoin, (as his Ship draws less water than mine,) to warp his Ship in, next morning (Tuesday the 6th:) by day light, which was done, and upon firing a few Shot, the Frenchmen left the Snow, and the Galley went up the Creek; I then sent an Officer with a Flag on Shore to assure the people, we would not hurt their houses, or do them any kind of damage, if they would not fire upon the Boats, as they must see, both the Village and Snow, were under the Guns; which was agreed to, and in a few Hours she was got of[.].

The Ship has Three hundred and Fifty Eight Hogsheads, the Snow One hundred and Ninety Nine, and the Brig Two hundred, in all seven hundred and Fifty Seven; they were bound to France, but the loss of men, and the Season, had determin'd them to go first to Martinico. I am [&c.]

B. C.

LB, UklNMM, Benjamin Caldwell Papers, CAL/110, pp. 14–15. Addressed at the foot: “To/The Viscount/Howe.”

1. French brig *Alexandrine*, captured on 3 Jan. See notes to Master’s Journal of H.M.S. *Richmond*, 3 Jan., above.

2. Ship *Dragon* and French snow *Elegante*. See notes to Journal of H.M.S. *Emerald*, 4 Jan., above.

3. Probably Virginia Navy galley *Page*, Capt. James Markham, commander.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board [Charleston] Tuesday 13th January 1778—

The Board Met According to Adjournment—

Present Edward Blake Esq^r first Commissioner

Geo Ab^t. Hall, Tho^s Savage, Ed^w Darrell Esq^{rs}—

Captains Hall,¹ Sullivan,² Morgan,³ & Anthony⁴ attended the Board, and reported that they Could not possibly be ready as they could wish, to proceed to Sea on the Intended Expedition, until the next Spring Tides, as it is thought, the Men on board each Vessel, Ought to be stationed & Trained some Little time before they sail—

A Letter to M^r. John Stevenson

Navy Board 13th. Jan^r 1778—

M^r. Stevenson Sir/

You’ll please Order a *Schooner to take*⁵ on board the *Gen^t Moultries* Water now on *Eveleighs Wharf*, and put it on board said Ship as Early as possible tomorrow, as She must Sail in a day or Two

I am Sir y^r Hbl^e Serv^t

Edward Blake first Com^r

A Letter to Captⁿ Nicholas Biddle Esq^r—

Navy Board 13th Jan^r 1778—

Sir/

The Commissioners of the Navy Having been Informed by Captains Hall, Sullivan, Morgan, & Anthony, that they Cannot possibly get the Different Vessels under their Command properly fitted and Clear to proceed to sea as Early as Thursday next (the time they are Informed that you intend to Sail) and as the Success of the Intended Expedition greatly depends on the Vessels being well fitted, and the people properly Quartered, and regularly Exercised to their Duty in Case of Meeting the Enemy at their first going out of Port, and as the Success of the Expedition will probably be attended with very great Advantages to the Continent in General as well as this State in particular—The Commissioners think it would be imprudent to Order the Vessels to Sail before they are fitted & Mann’d and in Clear good Order to make a proper and Vigourous Attack, should they fall in with the Enemy soon after they got to Sea—They therefore request as a particular favour that you will not Sail with the Ship *Randolph*, before the next spring Tides by which time the *Gen^t Moultrie*, *Notre Dame*, *Fair American*, and *Polly* will Certainly be fitted, Mann’d, Clear, and ready to Sail in Company with you—By Order of the Board

I am Sir

Your Most Obed^t Hbl^e Serv^t

Edward Blake first Comm[^r]

To Nicholas Biddle Esq^r—

Commanding the Continental

Frigate *Randolph*

An order was drawn on the Treasury in fav^r of—
 Stephen Duvall for the *Eagle* Pilot Boats pay bill from } £468— —
 the 4th. Oct^r 1777 to the 4th Ins^t being 3 Months }
 Adjourned to next Thursday Evening 6 oClock—

Salley, ed., *South Carolina Commissioners*, 133–35.

1. Capt. William Hall, commanding the South Carolina Navy brigantine *Notre Dame*.
2. Capt. Philip Sullivan, commanding the South Carolina privateer ship *General Moultrie*.
3. Capt. Charles Morgan, commanding the South Carolina privateer brigantine *Fair American*.
4. Capt. Hezekiah Anthony, commanding the South Carolina privateer brigantine *Polly*.
5. Words in italics, exclusive of ships' names, are taken from the engrossed copy of the Journal of the Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779.

GOVERNOR JOHN DALLING TO LORD GEORGE GERMAIN

Duplicate

N^o. 13.

Jamaica 13th: January 1778.

My Lord,

I am particularly fortunate that the Sentiments expressed in my Dispatch N^o. 10. are conformable to what your Lordship has declared and recommended in your Letters.—

I have taken the Liberty to enclose Copies of what I wrote to Lord and Sir William Howe,¹ on the Subject of your Lordship's circular Letter of the 3^d. of October, and the List of Vessels which had been then commissioned as Letters of Marque.

The Assembly, from a confidence in me, have put their Publick works, and particularly the Forts and Fortifications, under my immediate inspection, upon which business my attention is now much employed; anxious also to infuse a Spirit of Emulation into our wretched Militia, I have, for that end accepted the command of the Regiment in my own Parish, and intend to provide them with uniforms Arms &c^a but a general reformation must arise legislatively. The absurdity of the Laws of this Island relative to the Free Negroes and Mulattoes render that Set of People a Nuisance, who by our Neighbours are greatly depended on as their first good and Security.

I shall be unwearied till I can, in some degree, rectify this great Evil. In these times a manifestation of our wants and wishes would, even if not ill timed, be teasing and importunate; when our present Enemies shall be subdued, I know that, in future, from the reason of things, an acquiescence of the Mother Country supported by a well regulated Militia, and a proper Disposition of the Free Mulattoes and Negroes will ascertain a Safety to the Island never yet in being.

I am solicitous to get every kind of Intelligence, and shall be particularly careful in not transmitting any but that which may be depended upon; nor shall any Expence be wanting, to obtain it.

A Copy of a Letter from M^r. Burt I have the Honor to transmit to your Lordship,² as to the Ships of Seventy four and fifty four Guns; none of such force are in these Seas, Frigates only have been interfered with by our Cruisers, and their Number now at S^t Domingo about eleven. I flatter myself the French mean nothing hostile; but take the Liberty to observe that in case of a Rupture they will have that force ready for Action in these parts, which they would find it very difficult to send out after a declaration of War; Line of Battle Ships can easily follow. Forgive me, my Lord, for this conception.

I have the honor to be [&c.]

John Dalling

P.S.

I have the Honor to enclose to your Lordship a piece of Intelligence which,³ since writing the above has this night been transmitted to me by a Gentleman who makes it his Business to scrutinize into all Reports coming from our neighbouring Island,⁴ and who, searching after the Author took it down from his own Mouth.

John Dalling

L, UKLPR, C.O. 137/73, fols. 57–59. Addressed at foot of first page: “The Right Hon^{ble}: Lord George Germain &c. &c. &c.” Docketed: “Jamaica 13th. Jan^y: 1778./Governor Dalling./ (No. 13)/R. 28 Feb^y./ (Dup. Orig^t: not reced)/ (5 Inclosures.)/Ent^d.”

1. See NDAR 10: 209, 494.
2. Enclosure no. 4, Gov. William Mathew Burt to Gov. John Dalling, 16 Dec. 1777. Burt reports two French 74-gun ships, one 54-gun ship and some frigates are bound to Cape François from Martinique with troops. This enclosure is not printed.
3. See Declaration of Moses Nathans, 7 Jan., above.
4. Saint-Domingue.

JOURNAL OF H.M.S. *AURORA*, CAPTAIN JAMES CUMMING

Jan^y: 1778 d^o. [Madeira] N 62:07 E. dis. 829 L[eagues]
 Tuesday 12 d^o. Wea^r: [Squally]
 at 1 PM spoke the Commodore,¹ at 2 made Sail & run ahead of
 the Fleet;² employ’d occasionally
 Wednesday 13 d^o. N 62:51 E. dis. 869 L[eagues]
 Cloudy Wea^r:
 at ½ past 2 PM. saw a strange Sail to which we gave Chace & at
 8 came up with her, when she proved to be the *S^t Peter*, an
 American Privateer of 18 Guns,³ out Cutter & sent our first
 Lieu^t: on board her,⁴ to take Charge & bring her officers &
 men on board our Ship, in laying too carried away our Mizzen
 Mast &c.

D, UKLPR, Adm. 51/65.

1. H.M.S. *Niger*, Capt. Robert Lambert, commanding.
2. The London convoy.
3. American privateer ship *St. Peter*, Samuel Chace, commander, 200 tons, mounting 18 carriage guns and 23 swivel guns, with a crew of 119 men, from Martinique, on a cruise, sent to English Harbour, Antigua. Young’s Prize List, 14 Mar. 1778, below. See Capt. James Cumming to Philip Stephens, 14 Jan., below, and NDAR 10: 197, 337, 730, 731, 732, 810.
4. Lt. William Burchell.

January 14

MASTER’S JOURNAL OF H.M. BRIG *CABOT*, LIEUTENANT EDMUND DOD

January 1778 Cape Sambro N^o 29 E^t Dis 39 lg^s Cape Sable N^o 38 lg^s
 Wednesday 14th 40 W Dis 17 lg^s—
 Light Breezes & Clear W^r [AM?] Out 2 Reef M. T. sail & out
 y^c Fore T. sail & 1 Reef of y^c Mainsail Set y^c Jibb y^c Convoy in

Sight Bore Down to windward of y^e Cartell¹ Fresh Gales & Squally Close Reef y^e Topsail & Reef y^e Mainsail Hard Gales & Squally with Snow & Sleet Han[d]ed the Topsail low^d. Down the Mainsail at ½ past 2 Bore away after y^e Carteel She having put before the wind at 3 lost sight of the Carteel hauld up Our courses to Join the Rest of the Convoy Hard Gales with Snow Bro^t too had lost Sight of the Co[n]voy—

D, UKLPR, Adm. 52/1636, fol. 28.

1. Ship *Royal Bounty*, Thomas Compton, master.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 14th. 1778

Order'd, That the Com^y Gen^l Devens¹ deliver Cap^t Bartlett Holmes for use of Schooner *Hannah*²—

2 Water Casks—

½ B'll Pork— &

2 Beef Barrels—

1 Bread Barell—

1 Bushel Salt—

Order'd, That the Com^y Gen^l deliver Mess^{rs} Kemble & Thomas four peices Duck for the Brig^t *Nants*³—

Order'd, That M^r Ivers⁴ pay Dineley Wing for repairing a Boat for Brig^t *Massachusetts*⁵. . . . £3..16.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 164–65.

1. David Devens.

2. Massachusetts State trading schooner *Hannah*.

3. Massachusetts State trading brigantine *Nantes*.

4. Thomas Ivers.

5. Massachusetts Navy brigantine *Massachusetts*.

JOSIAH WATERS TO NATHANIEL SHAW, JR.

Dear Sir

Boston January 14. 1778

Your favors of the 2^d & 6th Instant I have rec^d the things you have order'd shall be forwarded as soon as the Teams arive from Norwich—

As to the Lieu^t who it seems was against your being appointed, for his name & circumstances I refer you to M^r Patrick Ward of Groton by whom I was inform'd—

The Ship¹ is Condemn'd & I suppose her Cargo will be sold at Public Auction—the Particulars of her Cargo I cannot give you. she has I suppose a pretty general assortment of dry Goods, Some Flour, Beef &c

Cap^t Lambs² Cargo is Allmost out—he will be with you soon—I am Respectfully Sir [&c.]

Josi Waters

Complim^{ts}. to D^r Wolcot,³ have rec^d his orders and shall endeavor to procure for him What he has requested

L, CtY, Nathaniel and Thomas Shaw Papers, packet 25, no. 1566. Addressed: "To/Nathaniel Shaw Jun^r Esq^r/Merchant In/New London." Addressed at foot: "Nath^l Shaw Esq^r." Docketed in Shaw's hand: "Josiah Waters/Letter/Jan^r 14 1778." Docketed in another hand: "1566."

1. Ship *Mermaid*, James Cochran, master, prize of Continental Navy brigantine *Resistance*, was libelled on 25 Dec. 1777. See *NDAR* 9: 804.
2. Capt. John Lamb, commanding the American letter of marque *Irish Gimblet*, who was unloading his cargo at Boston.
3. Dr. Simon Wolcott of New London.

MASTER'S JOURNAL OF H.M. SLOOP *HAERLEM*, LIEUTENANT JOHN KNIGHT

Jan^y 1778
 Wednesday 14

[anchored off Penikese Island]

at 3 AM weigh'd and Came to Sail Stood to the Westward at 4 wind Came ahead bore away and at 5 Came to agⁿ in Pennekees Harbour bearings as before at 8 weigh'd and Came to Sail Stood to the E^tward at 9 Run thro Quickss Hole into the Vineyard Sound and Stood to the Eastw^d. Saw a Schooner Boat Gave Chace fired 4 four Pounders Shotted with round and Grape 2 Swivels and 30 Rounds of small arms to bring D^o. too but she run on shore at Noon working into Homles's Hole¹ TK^d occasionally

[anchored off Penikese Island]

First and middle Parts Fresh Gales and Cloudy Latter Fresh Breezes PM at 1 Came too in Homles Hole in 4 fm^s. veer'd to ½ of a Cable the W^t. Chop NbW E^t. Chopp NbE Saw a Sloop Schooner and 2 Pilots Boats at the Head of the Hole sent a Boat and Br^t. them out and anch^d. them Near us the Boat was fired at from the Shore fired 4 four Pounders Shotted to Cover the Boat

D, UKLPR, Adm. 52/1789, part 8, fol. 225.

1. Holmes's Hole, now Vineyard Haven Harbor, Martha's Vineyard.

WILLIAM CRISPIN TO PRESIDENT THOMAS WHARTON, JR.

[Extract]

Dear Sir

. . . The Officers of the fleet is Settling their Accounts with me up to the 1st of the year Some I have Got to take Money, I therefore hope, by M^r Bradford,¹ I Shall have a further Supply of that Nessa[ry] Article. I have Paid Some of the Officers 3/9 a Rat[ion] of all Species, Which as things is Now, I Believ[e] [is] Low & What the Continential officers are allow[ed].

I am with Respect Yours to Serve

W^m C²

Trenton Jany 14th 1778

L, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Bracketed portions taken from *Pennsylvania Archives*, 1st ser., 6: 174. Addressed: "To/His Excellency Tho Wharton Esq^r/President of the State/of Pensylvania at/Lancaster." Docketed: "1778 Jan^y/14th. from/William Crispin."

1. William C. Bradford, paymaster of the Pennsylvania Navy.
2. William Crispin, commissary of the Pennsylvania Navy.

NEWS FROM BURLINGTON, NEW JERSEY

BURLINGTON, January 14.

About eight days ago a very large schooner drove on shore upon the Pea patch, in the Delaware, with the ice, richly laden; having on board, 101 hogsheads of rum and spirits, a large quantity of fine and coarse cloth, India silk, bohea tea, &c. &c. The ice having cut the vessel through, the crew delivered themselves to the militia of Salem county, and the principal part of the cargo has been saved and stored in a place of security.

Pennsylvania Packet, or the General Advertiser (Lancaster), 21 Jan. 1778.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Wednesday, January 14, 1778

The Committee on the Treasury brought in a report, which was taken into consideration; Whereupon,

Ordered, That a warrant issue on the commissioner of the loan office in the State of Maryland, for 10,000 dollars in favour of the Marine Committee, to answer a demand made by Samuel and Robert Purviance, continental agents in Baltimore; the said committee to be accountable:

JCC 10: 51.

"SIGNALS TO BE OBSERVED BY COMMANDERS IN THE CONTINENTAL NAVY"

- | | |
|----------|--|
| By day | The Ship to Windward must hoist a French Jack at the Fore top Gallant mast head and lower the fore top Gallant Sail or Topsail—
If a Sloop a French Jack at the mast head and lower the foresail—
If a Scooner a French Jack at the Foretop mast head and lower the foresail
The Ships to Leeward must hoist a Continental Jack at the main top Gallant mast head and lower the main top Gallant sail or main top sail
If a Sloop or Scooner they must hoist a Continental Jack at the main topmast head and lower the main sail Then each Vessell to Show her proper Colours at the Ensign Staff The windward Vessell to fire one Gun to Leeward and the Leeward Vessell one to windward— |
| By night | The Ship to windward must Shew two lights aBrest and fire one Gun The Ship to Leeward three lights one above the other and fire two Guns |

NB all Commanders are Strictly ordered to destroy these Signals before the Enemy's Boats board them

York [*Pa.*] January 14th: By order the Hon^{ble}: the Marine Committee

John Brown Secretary

a true Copy of the original

Attest^d. Will^m. Story Clerk to Navy Board Eastern Department

D, MH-H, Samuel Tucker Papers (fMS Am 812). Addressed at foot: "To Sam^l Tucker Esq^r Commander/of the Ship *Boston*—."

SAMUEL AND ROBERT PURVIANCE TO GOVERNOR THOMAS JOHNSON, JR.

Sir

Baltimore Jan: 14th. 1778

By the Bearer we received this evening a Letter from the President of Congress with Copy of the Resolve of Cong^s.¹ which we presume is now sent to your Excellency. The purport of his Letter to us is to request our best Endeavours either to prevent the Sale or removal of the Cargo of Salt which is referred to by the Resolve, or otherwise to endeavor to secure it for the Public Use, lest it should be dispersed before You can have time to take proper Measures in the Matter—We therefore Judge it proper to advise you what We know of the Matter. Captⁿ Newton Master of the Salt Sloop² called upon us when he arrived, to ask our Advice, having had some Dealings with Us last Winter. We told him the Necessity of the Country for Salt & advised him ags^t selling it in bulk but to retail it out so as to serve as many as possible. This We understand he continues to do, & has as yet only sold About 200 Busl^s besides 100 Busl^s engaged to us in order to cure Provisn^s for Two Cont^l Vessels which We are fitting out,³ & to replace some belonging to another Concern, which we were obliged to let Captⁿ. Nicholson have Before he sailed—As this is the Case & that there is not a probability much more of it can be disposed of before You can take such Steps as you Judge best, We think it fit not to interfere in the Matter unless there is an apparent Necessity to prevent its being dispersed.—We know M^r. Beekman⁴ was concerned in the Sloop last Voyage She made here, & we believe still is so; and We are much inclined to think is no Enemy to the American Cause, having last Year abandond his Residence at New York & taken Refuge in Philad^a.—We have also pretty good Reason to believe that Isaac Gouverneur Esq^r. of Curasso [*Curaçao*] a most Zealous Friend to America, & a Gentleman who has taken great Pains to serve its Cause, is half owner of this Sloop & Cargo. We doubt not that Your Excellency for these Reasons woud Wish to have the Affair conducted with as much delicacy as possible, & so as not to give Just Cause of Umbrage to real Friends.

A Young man who has been in N^o Carolina on Business for us, is Just returned from thence & assures us there are larger Quantities of Salt at Edenton South Key⁵ & Suffolk, so that large Supplies might be expected, did not the Cruisers prevent it. We likewise learn that considerable Quantities are on the Eastern Shore which is prevented coming up by the Enemies Cruisers in the Sound.

Yeiser is set out on the Purchase of Cattle for the Army & has taken a good deal of Cash with him⁶—We shall be ready to advance the Remd^t of our Subscription for that purpose when ever it is called. We are [&c.]

Sam^l & Rob^t Purviance

L, MdAA, Maryland State Papers (Red Books), S 989, 4585-35. Addressed: "His Excellency Thomas Johnson Esqr/Annapolis/ Express." Docketed: "14 Jan^y 1778/Sam^l & Rob. Purviance/ab^t seizing Salt in Balt^o."

1. See Journal of the Continental Congress, 12 Jan., above.

2. Capt. [William?] Newton of the sloop *Pennsylvania Farmer*.

3. Continental Navy frigate *Virginia*, Capt. James Nicholson, commander, and Continental packet *Baltimore*.

4. Gerardus Beekman (Beeckman) of New York and Philadelphia.

5. South Quay, Va.

6. Englehard Yeiser was a Baltimore cattle merchant engaged by the commissary general of purchases of the Continental Army to purchase livestock. William Buchanan to Gov. Thomas Johnson, Jr., 12 Jan. 1778, *Calendar of Maryland State Papers*, Number 4, Part 2, *The Red Books* (Annapolis, Md.: Hall of Records Commission of the State of Maryland, 1953), entry 1466, pp. 230-31.

LIBEL FILED AGAINST THE PRIZE SLOOP *LITTLE JOHN* IN MARYLAND ADMIRALTY COURT

State of Maryland Baltimore County SS

To the honourable Benjamin Nicholson Esquire Judge of the Court of Admiralty erected by the honourable Convention of Maryland to take Cognizance of hear, try and determine the Propriety of Captures of vessels and other Property brought into the said State of Maryland pursuant to the Resolves of the honourable Continental Congress & the Law of Nations.—

The Bill of Complaint of John Ryan, Commander of the Ship called *Mary & Elizabeth*, who as well for himself as the Seamen & all others belonging to or concerned in the said Ship on this Behalf prosecuting sheweth that he the said John Ryan did on the first Day of January in the Year of our Lord one thousand seven hundred and seventy eight in then the Jurisdiction of this Court discover on the high Seas and as lawful Prize take the Sloop *Little John* commanded by William Lawence about thirty Tons Burthen together with her Tackle, Apparel Furniture and Cargo. And the said John Ryan doth further show that the said vessel called *Little John*, her Tackle, Apparel, Furniture & Cargo did at the Time of the Capture aforesaid belong to a Subject or Subjects of the King of Great Britain not residing within Bermuda, Providence or the Bahama Islands or any of them And the said John Ryan doth further show that the said Vessel being then and there employed in conveying Provisions & other Necessities to the British Army & Navy then within Some one of the united States of America was on the said first Day of January in the year aforesaid within the Jurisdiction of this Court discovered on the high Seas and as lawful Prize taken together with her Tackle, Apparel, Furniture and Cargo Therefore the said John Ryan prays this honourable Court that the said Vessel with her Tackle, apparel, Furniture & Cargo may be adjudged and condemned as forfeited to the use of the Captors thereof and all others concerned in the said vessel according to the Resolutions of the honourable Continental Congress in that Behalf made & provided & the Law of Nations.—¹

J^c To^y Chase² for Libell^{ts}

DS, PWacD, Sol Feinstone Collection of the American Revolution, no. 885. Docketed: "Jn^o Ryan &/others.—/agit/Sloop *Little John*/ & Cargo) Libel/M^r Gibson/file/M^r J. T. Chase/filed the 14th day of January 1778." William Gibson was register of the Maryland Admiralty Court at Baltimore.

1. The Court of Admiralty adjourned until May. The court ordered *Little John* to be sold on 1 July 1778. D, MdAA, Admiralty Court (Minutes), S 117-3, 7869.

2. Jeremiah Townley Chase, lawyer at Baltimore.

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

January 1778

Wednesday 14thDitto [Cape Henlopen] NW $\frac{3}{4}$ W 156 Miles

at Noon¹ Saw a Sail bearing NEBN. made Sail and Gave Chace. Open'd a Cask of Beef N^o: 4698 Contents 182 Short of Weight 8 & by Acc^t: 4 Pieces—at 11 fired a shot & y^c Chace Lay too She proves to be a Dutch Ship² sent an Officer & 11 Men onb^d: her & took 11 Men out of her at Noon sent her with the Other 2 Prizes³

Ditto NW $\frac{1}{2}$ W 130 Miles

D^o: W^r: [Fresh Gales and Cloudy] PM at 1 Saw a Sail in SE Quarter. made Sail and gave Chace. at 2 Spoke the Chace a

french Ship and Supplied Her with some provisions. at 4 Made Sail for our Prizes they Bore W^c the french Ship Steerd SE. at 6 fresh Gales and Clear W^c at 9 Hand'd the fore Topsail at 11 fresh Breezes and Cloudy the 3 prizes in Company

D, UklPR, Adm. 51/331, fol. 113.

1. Should read "AM."

2. Dutch ship *Margaretta*, Derrick Roiter, master, from Cadiz to Curaçao, with salt, bale goods and cordage, sent to New York City. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 485. *Vrouw Margarita* was libelled on 30 Jan. in the Vice Admiralty Court of New York, and was reclaimed by her master, Geele Joches Ruyter, and others, on 11 and 12 Mar. 1778. On 1 Apr. the judge denied their request that a commission be sent to Cadiz to prove their claim, and she was condemned as a lawful prize on 13 May. UKLPR, H.C.A. 49/93, fol. 218, and 49/94, fols. 30–31, 50, 102–4. Her prize papers are in UKLPR, H.C.A. 32/484/1 where her master's name appears as Geele Joches Ruyter.

3. Sloop *Morning Star* and brigantine *Sally*.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Wednesday the 14th day of January 1778.—

Ordered that Mr William Frazier deliver to Captain Richard Taylor two Coils of 1 3/4 inch rope, four ditto of 2 1/2 inch, four ditto of 2 inch, one ditto of 3 1/2 inch and one Coil of six thread Ratline for the use of the Ship *Tartar*.—

DS, Vi, Navy Board Journal, 342.

VICE ADMIRAL CLARK GAYTON TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Sir,

14 Jan^y 1778

I beg leave to acquaint their Lordships that this comes by the *Lynx* Captⁿ Parry,¹ who with the *Lord Amherst* sail from hence tomorrow Morning for Bluefields and from thence with the Trade the 20th: Ins^t to the Downs, agreeable to their Lordships directions; My having had information of a Rebel Frigate and 2 Privateers being off Cape Antonio² to intercept the Convoy has induced me to send His Majesty's Ship *Æolus* Captain Atkins³ (who is quite clean from the Wharf) to cruize off that Cape and join the Convoy there, with which he is to continue untill they are 120 leagues past the Gulph,⁴ which I hope will meet their Lordships approbation, Captⁿ. Atkins sailed Yesterday Morning to put my Orders in execution—I am sorry to inform their Lordships that since Privateers have been allowed to be fitted out here We have lost a great Number of Men by desertion, they meeting with so much encouragement from the owners of the Vessels that 'tis with the greatest difficulty I can Keep the Fleet under my Command compleatly manned but I do as well as I can without distressing the Trade.

In answer to their Lordships Letter of 9th: Sep^r: inclosing a Paper transmitted to them by Lord Weymouth containing complaints against Captⁿ. Bateman⁵ and Captain Lloyd,⁶ I beg leave to acquaint them that agreeable to their directions I have enquired into the Facts relative to the Two Spanish Brigs and Captⁿ. Bateman refers me to his Letter dated 28th: May last which he sent me on his arrival from that Cruize and which Letter is enclosed for their Lordships information[;]⁷ in regard to the complaint against Captain Lloyd as he is at present at Pensacola I must beg leave to refer their Lordships to the several Letters I received from him, and which were transmitted to their Lordships the 5th: August last.⁸

Since my last to their Lordships (a duplicate of which is enclosed) I have received an other complaint from the Governor of Hispaniola against two Frigates for Burning an American Sloop on their Coast,⁹ One of which Frigates I understand is the *Winchelsea*, Captain Bateman having informed me of the transaction previous to the Receipt of the French Governors Letter, I beg leave to enclose Captain Batemans Letter, a Copy of the Complaint and a Copy of my Orders when he went on that Cruize,¹⁰ the latter I doubt not will be sufficient to satisfy their Lordships that my orders were not deficient.—

I have intercepted a Letter from Mess^{rs}: Fitches Merchants in Kingston enclosing a Bill of Exchange to a Rebel in America which I forwarded to the Lieut^t Governor of this Island¹¹ that the Kings Attorney General's opinion might be taken thereon, and I now beg leave to enclose to their Lordships the intercepted Letter and the Attorney Generals opinion on it.—¹²

In regard to the disposition of the Squadron—His Majesty's Ships *Winchelsea* & *Stork* continue at the careening Wharf but will be very soon ready for Sea: The *Southampton* is ready for Sea and waiting to Convoy the two Ships to Pensacola that are expected from England in the next Convoy: The *Atalanta* is still at Pensacola, the *Hornet* is getting ready for Sea when she is to proceed to Pensacola to relieve the *Atalanta*, whom I shall order to proceed to England with the Convoy as directed by their Lordships:

The *Lowestoffe*, *Glasgow* & *Badger* are on a Cruize the *Diligence* at Turk Island: The Two *Floridas* Sloops¹³ are on their Station. The *Porpoise* and *Racehorse* at the North side to collect the Trade & convoy them to Bluefields: The *Porcupine* is at the Bay of Honduras—The *Glasgow* has been at Sea 14 Weeks I have expected her to return for sometime past, The last Account I had of her was, by a prize she sent in, that she was in chase of a large Ship supposed to be an American Frigate, I am therefore at a loss to determine what is become of her.—

Inclosed I send the State and Condition of His Majesty's Ships in Port together with the List of Officers made and removed since the 25th: Octobr last;¹⁴ The whole Number of Prizes taken to this day is 219 Sail. I am with great respect Sir, [&c.]

Clark Gayton

Antelope Port Royal
Harbor Jamaica 14th:
January 1778

L, UKLPR, Adm. 1/240, fols. 493–95. Addressed at foot of first page: "Philip Stephens Esq^r." Notation in Gayton's hand: "My letter to the/Admiralty/N^o 2."

1. Capt. Francis Parry, R.N.
2. Cabo San Antonio, Cuba.
3. Capt. Christopher Atkins, R.N.
4. Gulf of Florida.
5. Capt. Nathaniel Bateman, R.N..
6. Comdr. Thomas Lloyd, commanding H.M. sloop *Atalanta*.

7. Enclosure not found. At this point Stephens inserted a check mark in the margin signifying attention.

8. See *NDAR* 9: 716, 716n. In the margin is a pointed hand by Stephens indicating attention.

9. See Governor Comte d'Argout to Governor John Dalling, 16 Jan., Governor John Dalling to Governor Comte d'Argout, 31 Jan., and Vice Admiral Clark Gayton to Governor Comte d'Argout, 2 Feb., below. See also *NDAR* 10: 618, 629, 636–38, 719–21, 741–42.

10. Enclosures not found. In the margin are three check marks by Stephens signifying attention.

11. John Dalling, now governor of Jamaica.

12. In the margin are two check marks by Stephens indicating attention.
 13. H.M. sloop *Florida*, Lt. John Osborn, commander, and H.M. sloop *West Florida*, Lt. George Burdon, commander.
 14. In the margin are two check marks by Stephens signifying attention.

EDWARD BYAM, JUDGE OF THE VICE ADMIRALTY COURT OF ANTIGUA, TO
 SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

(Duplicate)

Sir, Antigua January the 14th. 1778
 In Obedience to the Commands of my Lords Commissioners of the Admiralty, signified to me by Your Letter of the 30th. of September last, which I had the Honour to receive on the 15th. of last Month, I do now transmit to You, for their Lordship's Information, four several Lists, including all the Captures which have been condemned in the Vice Admiralty Court of this Island since the breaking out of the Rebellion in North America, specifying by whom taken, and under what Commission, if any; to whom condemned, the Grounds of such Condemnation; and the Amount, and Disposal of the Produce of such of the said Captures as have been condemned as Droits of Admiralty: And I beg Leave to express my Hopes that the Plan I have adopted in the Arrangement of these Lists, and the Mode in which I have classed the several Captures, may answer their Lordship's Purposes, and meet with their Approbation.

I pray, Sir, You will please to inform their Lordship's that it was not in my Power to comply with their Order so immediately as to transmit these Lists by the Packet which brought me Your Letter, as she remained at this Place only eight, and forty Hours, and it was not possible that the Lists could be completed in that space of Time. I have the Honour to be Sir, [&c.]

Edward Byam
 Judge of the Court of
 Vice Admiralty of
 Antigua.

Duplicate, UkLPR, Adm. 1/3885. Addressed below close: "Philip Stephens Esq^r/Secretary to the Lords Commissioners of the/ Admiralty—."

LISTS OF PRIZES CONDEMNED IN THE VICE ADMIRALTY COURT OF ANTIGUA

[Antigua 14 January 1778]

N^o: 1.

(Duplicate.)

A List of Captures made by His Majesty's Ships of War since the breaking out of the Rebellion in North America, and which have been condemned in the Court of Vice-Admiralty of Antigua; The Grounds of such Condemnations being an Act of Parliament passed in the sixteenth Year of his present Majesty for prohibiting all Trade and Intercourse with the Colonies in Rebellion, specifying by whom such Captures were made, and which agreeable to the said Act have been Condemned to the Captors.—

Captures.	Masters Names.	When Condemned.	By what Man of War taken.	By whom Commanded.—
Sloop <i>Betsy & Polly</i>	Hezek ^h . Perkins	March 12 th . 1776.	<i>Pomona</i>	William Young
Ship <i>Two Brothers</i>	James Johnson	ditto	<i>Experiment</i>	Robert Keeler
Brig <i>Greyhound</i>	Walter Stephens	ditto	<i>Argo</i>	William Garnier
Sloop <i>Two Brothers</i>	Jared Starr	ditto	<i>Viper</i>	Samuel Graves.
Ship <i>Peggy</i>	Charles Kirby	ditto	ditto	ditto
Schooner <i>Elizabeth</i>	Benjamin Davis	ditto	ditto	ditto
Sloop <i>Sally</i>	Wilkie Dodge	ditto	<i>Portland</i>	Thomas Dumaresq.
Sloop <i>Diamond</i>	Peter Whitney	ditto	<i>Pomona</i>	William Young
Schooner <i>Polly</i>	Mathew Van Alstyn	ditto	Ditto	Ditto
Brig <i>America</i>	Jonathan Lambert	ditto	<i>Lynx</i>	Alexander Scott
Ship <i>Chester</i>	David Ridley	ditto	<i>Viper</i>	Samuel Graves
Sloop <i>America</i>	Robert Campbell	ditto	Ditto	Ditto
Sloop <i>Maryland</i>	Samuel Sweet	March 21 st . 1776	<i>Portland</i>	Thomas Dumaresq.
Brig <i>Tarter</i>	Benjamin Deane	29 th .	<i>Viper</i>	Samuel Graves
Brig <i>Dove</i>	Wilkinson Timmons	ditto	<i>Hind</i>	Henry Bryne
Schooner <i>Sally & Betsy</i>	James Green	April 3 ^d : 1776	<i>Lynx</i>	Robert Keeler
Brig: <i>Betsy</i>	Thomas Wood	ditto	<i>Argo</i>	William Garnier.
Brig: <i>Sawney</i>	Robert Woodhouse	April 18th	<i>Viper</i>	Samuel Graves.
Schooner name unknown		ditto	<i>Portland</i>	Thomas Dumaresq.

Sloop <i>Sally</i>	Nathaniel Packard	ditto	<i>Pomona</i>	William Young
Brig <i>Falmouth</i>	John Martin	May 18th 1776.	<i>Argo.</i>	William Garnier
Sloop <i>Elizabeth</i>	John Chace	ditto	<i>Pomona</i>	William Young
Schooner <i>Bumper</i>	Henry Mosely	ditto	Ditto	Ditto
Schooner <i>Nancy</i>	Samuel Hinckly	May 9th	<i>Portland</i>	Thomas Dumaresq.
Sloop <i>Speedwell</i>	Thomas Davis	22 ^d .	<i>Experiment</i>	Alexander Scott.
Brig: <i>Neptune</i>	Hugh Russell	ditto	<i>Pomona</i>	William Young
Sloop <i>Peggy</i>	John Robinson	June 5 th . 1776	<i>Liverpool</i>	Henry Bellew
Brig: <i>Ellyatt</i> ¹	William Hallock	19th	<i>Hawke</i>	Robert Palliser Cowper
Brig: <i>Fair-Haven</i>	Nathaniel Delano	ditto	ditto	Ditto
Sloop <i>Two Brothers</i>	Sangford Thompson	27 th .	<i>Pomona</i>	Thomas Eastwood
Brig: <i>Two Brothers</i>	Holden Mason	July 4 th . 1776	<i>Hawke</i>	Robert Palliser Cowper
Ship <i>Africa</i>	Joseph Ripley	ditto	<i>Hind</i>	Henry Bryne
Sloop <i>Prince of Orange</i>	Ebenazar Waterous	July 19th	<i>Pomona</i>	Thomas Eastwood
Schooner <i>Dolphin</i>	Thomas Woodhouse	ditto	<i>Roebuck</i>	Andrew Snaip Hammond
Sloop <i>Sally</i>	Giles Buckingham	ditto	<i>Portland</i>	Thomas Dumaresq
Brig: <i>Resolution</i>	Samuel Stacey	July 23 ^d .	Ditto	Ditto
Sloop <i>Daniel</i>	Daniel Darby	29 th .	<i>Weazle</i>	Samuel Warren.
Brig: <i>Hester</i>	John Marshall	August 7th 1776	Ditto	Ditto
Sloop <i>Speedwell</i>	Jos ^h . Manchester	15 th .	<i>Hind</i>	Henry Bryne
Schooner <i>Fair Lady</i>	Ephraim Farnham	September 18 th . 1776	<i>Seaford</i>	John Colpoys
Sloop <i>Maria</i>	Amos Hewitt	October 1 st . 1776	<i>Portland</i>	Thomas Dumaresq
Schooner <i>Molly</i>	Neil Campbell	October 1 st . 1776	<i>Endeavour</i>	Francis Tinsley
			Armed Brig	
Schooner <i>Absalom</i>	John Cales	10th	<i>Seaford</i>	John Colpoys
Schooner <i>Three Friends</i>	Benjamin Eldridge	ditto	<i>Galatea</i>	Thomas Jordan
Sloop <i>Robert</i>	Jesse Howell	15th	<i>Shark</i>	John Chapman
*Brig: <i>Putman</i> , Privateer ²	Christ ^r . Whipple	November 26: 1776	<i>Portland</i>	Thomas Dumaresq
Brig: <i>Independence</i>	Stephen Tinker	Decem ^r . 5 th :	ditto	Ditto
Schooner <i>Betsey</i>	Robert Lennis	10th	ditto	Ditto

LISTS OF PRIZES CONDEMNED IN THE VICE ADMIRALTY COURT OF ANTIGUA—*Continued*

Captures.	Masters Names.	When Condemned.	By what Man of War taken.	By whom Commanded.—
Brig: <i>S^t George</i>	John Taylor	ditto	<i>Pomona</i>	Thomas Eastwood.
Sloop <i>Susanna</i>	Seth Ewell	Dec ^r : 17th	<i>Portland</i>	Thomas Dumaresq
Sloop <i>Sally</i>	William M ^c Cullock	ditto	ditto	Ditto
Schooner <i>Young Shark</i>	Ezra Fields	Decem ^r : 24th	<i>Seaford</i>	John Colpoys.
Sloop <i>Mary</i>	Thomas Lauvies	31 st :	ditto	Ditto
Sloop <i>Lively</i>	Jonathan Parsons	January 9th 1777.	<i>Unicorn</i>	John Ford
Schooner <i>Hope</i>	William Ross	14th	<i>Hind</i>	Henry Bryne
Sloop <i>Pigeon</i>	John Smith	24th.	<i>Roebuck</i>	Andrew Snaip Hammond
Schooner <i>Three Friends</i>	Jer ^h . Dickenson	February 18: 1777	<i>Portland</i>	Thomas Dumaresq
Brig: <i>Prince Frederick</i>	Hector M ^c Allister	ditto	ditto	Ditto
Brig: <i>Adventure</i>	Lawrence Langford	ditto	<i>Roebuck</i>	Andrew Snaip Hammond
Sloop <i>Peggy</i>	Alex ^r : Thompson	ditto	ditto	Ditto
Sloop <i>Speedwell</i>	— Hazard. ³	20th	<i>Perseus</i>	George Keith Elphinstone
Schooner <i>Sea-Flower</i>	Thomas Croker	March 3 ^d .	<i>Falcon</i>	John Linzee
Snow <i>Adventure</i>	William Coffin	14th	<i>Perseus</i>	George Keith Elphinstone
Sloop <i>John</i>	John Cockran	ditto	<i>Seaford</i>	John Colpoys
Schooner <i>Union</i>	Jean Collineau	ditto	<i>Perseus</i>	George Keith Elphinstone
Sloop <i>Adventure</i>	Thomas Nowell	ditto	ditto	Ditto
Sloop <i>Dartmouth</i>	James Littlefield	18th	<i>Mermaid</i>	James Hawker.
Sloop <i>Perseverance</i>	James Parker	25th	<i>Portland</i>	Thomas Dumaresq
Schooner <i>Champion</i>	Joseph Haskell	April 4th	<i>Perseus</i>	Charles Phipps
Schooner <i>Betsy</i>	John Holmes	ditto	<i>Portland</i>	Thomas Dumaresq
Sloop <i>Betsy</i>	James Howard	ditto	ditto	Ditto
Schooner <i>Ranger</i>	William Davis	ditto	<i>Camilla</i>	John Linzee
Sloop <i>Adriana</i>	George Codwise	10th	<i>Antigua & Endeavour</i>	W ^m . Sweeny & Fra ^s : Tinsley
Sloop <i>Mermaid</i>	John Bishop	ditto	<i>Galatea & Nautilus</i>	Tho ^s . Jordan & Jn ^o . Collins

Schooner <i>Rose</i>	Solomon Bunker	24th	<i>Antigua</i>	William Sweeny
Schooner <i>Spry</i>	William Yardsley	ditto	ditto	Ditto
Sloop <i>Ranger</i>	Daniel Bigelow	28th	ditto	Ditto
Sloop <i>Polly</i>	Thomas Dickenson	May 8th	<i>Beaver</i>	James Jones
Schooner <i>Dolphin</i>	And ^w . M ^c Kenzie	12th	<i>Portland</i>	Thomas Dumaresq
Brig <i>Juno</i>	Isaac Coleman	22 ^d .	<i>Otter</i>	Matthew Squires
Sloop <i>Nancy</i>	Samuel Dunwell	ditto	ditto	Ditto
Sloop <i>Betsy</i>	Will ^m . Richardson	June 18th	<i>Cygnat</i>	Robert Stratford
*Brig. <i>Musketo</i> Priv ^{tr} 4	John Harris	July 10th.	<i>Ariadne</i>	Thomas Pringle
Schooner <i>Jenny</i>	George Ralls	June 25th	<i>Seaford</i>	John Colpoys
Brig: <i>Sampson</i>	Timothy Jarvis	Decem ^r . 16th.	<i>Portland</i>	Thomas Dumaresq
Brig: <i>Peggy & Katey</i>	W ^m . Rowntree ⁵	ditto	ditto	Ditto
Schooner <i>Success</i>	James Burrows	ditto	ditto	Ditto
Schooner <i>Brothers</i>	W ^m . Cunningham	Decem ^r . 31 st .	<i>Seaford</i>	John Colpoys
Sloop <i>Maria</i>	Israel Obar ⁶	January 9th 1778	<i>Portland</i>	Thomas Dumaresq

* American Privateers

N^o. 2

(Duplicate.)

A List of Captures made by sundry Persons without Commissions since the breaking out of the Rebellion in North America and which have been Condemned as Droits of Admiralty in the Court of Vice Admiralty of Antigua; the Grounds of such Condemnations being an Act of Parliament passed in the Sixteenth Year of His present Majesty for prohibiting all Trade and Intercourse with the Colonies in Rebellion, specifying by whom such Captures were made, and the disposal and amount of the Produce of the said Captures.—

Captures.	Masters Names.	When Condemned.	By whom & where Seized and taken	Amount of Sales in Current Money	Disposal.	
					To His Majesty	To The Captors.
Brig <i>Dolphin</i>	Hugh Smith	March 12 th : 1776	Bertie Entwisle	1140.. 3..—	570.. 1.. 6	570.. 1.. 6

LISTS OF PRIZES CONDEMNED IN THE VICE ADMIRALTY COURT OF ANTIGUA—*Continued*

Captures.	Masters Names.	When Condemned.	By whom & where Seized and taken	Amount of Sales in Current Money	Disposal.	
					To His Majesty	To The Captors.
Schooner <i>Fanny</i>	James Mahony	ditto	John Fletcher	106..12.. 4	53.. 6.. 2	53.. 6.. 2
Schooner <i>Two Brothers</i>	Smith Milliner	15 th .	Bertie Entwisle	274..17.. 6	137.. 8.. 9	137.. 8.. 9
Schooner <i>Thomas</i>	James M ^c Cabe	21 st .	John Fletcher	150..14.. 4	75.. 7.. 2	75.. 7.. 2
Brig <i>Harriott</i>	John Southcomb	April 18th	Ditto	1571..11.. 8	785..15..10	785..15..10
Sloop <i>Cæsar</i>	Thomas Prizgar	January 28th 1777.	Rich ^d . Joseph & Jn ^o . Murray	256..19.. 7	128.. 9.. 9½	128.. 9.. 9½
Schooner <i>Pellican</i>	Michael Dupuy	November 5th 1776.	The Mariners at Sea	1121.. 8.. 9	505..18.. 1½	615..10.. 7½
Ship <i>Reynolds</i>	Gideon Manchester	December 10th	Ditto	<u>1409..16.. 7½</u>	<u>621..14.. 3½</u>	<u>788.. 2.. 4</u>
			Amount—	<u>£6032.. 3.. 9½</u>	<u>£2878.. 1.. 7½</u>	<u>£3154.. 2.. 2</u>
N ^o . 3.			(Duplicate)			

A List of Captures made by sundry Non-Commissioned Vessels since the breaking out of the Rebellion in North America and which have been condemned to His Majesty as Droits of Admiralty in the Court of Vice-Admiralty of Antigua the Grounds of such Condemnations being an Act of Parliament passed in the Sixteenth Year of his present Majesty for prohibiting all Trade and Intercourse with the Colonies in Rebellion specifying by what Vessels such Captures were made and the amount of the Produce thereof, such Produce having been ordered to be paid to the Owners of the said Non-Commissioned Vessels, as a Reward for the expence and trouble attending their equipping and fitting out those Vessels, on sufficient Security being given by the said Owners to refund the said Produce, or such part thereof as His Majesty may please to direct.

Captures.	Master's Names.	When Condemned.	By what Non-Commissioned Vessel taken	By whom Commanded.	Amo ^t of Sales in Current Money.
Sloop <i>Mary</i>	Giles Mansfield	Janu ^a : 28 th : 1777.	Sloop <i>Reprizal</i>	Morto Downey	£ 559..17.. 2¼
Schooner <i>Resolution</i>	John Carey	ditto	ditto	ditto	2948.. 2.. 9¾
Schooner <i>Adventure</i>	Thomas Robinson	Feb ^y : 5th.	ditto	William Bell	1770..19.. 4

Schooner <i>Sea-Flowe</i> [r]	Joshua Farnham	13th	Schooner <i>Laurel</i>	James Robinson	443. 3.. 1
*Priv ^{tr} Sch ^r <i>Diana</i>	David Davis	18th	Schooner <i>Stagg</i>	Edward Barnes	849.. 9.. 4
Sloop <i>Polly</i>	Seth Griffin	ditto	Schooner <i>Laurel</i>	James Robinson	651..15..11
Sloop <i>Elizabeth</i>	Stafford Dickenson	20th	Sloop <i>Reprizal</i>	William Bell	2900..14.. 5½
Schooner <i>Savage</i>	Edmund Standin	ditto	Schooner <i>Stagg</i>	Edward Barnes	1456..14.. 2¼
Brigg <i>Three Adventurers</i>	Ebenezer Lane	25th	Schooner <i>Try-all</i>	William Jardine	1260..14.. 0¼
Schooner <i>Polly</i>	Elisha Butler	ditto	Schooner <i>Stagg</i>	Edward Barnes	154.. 2.. 5
Brig: <i>Freedom</i>	Joseph Hudson	March 3 ^d :	Schooner <i>Laurel</i>	James Robinson	2455..18.. 8½
Schooner <i>Nancy</i>	James Clarkson	20th	Sloop <i>Reprizal</i>	William Bell	666.. 4.. 5
Sloop <i>John</i>	John Ducker	27th	Schooner <i>Royal George</i>	Benja ⁿ . Roberts	880.. 0.. 6½
Two Negro Slaves		ditto	Schooner <i>Stagg</i>	Edward Barnes	94..15.. 0
Sloop <i>Betsy</i>	John Tucker	31 st .	Sloop <i>Reprizal</i>	William Bell	589..17.. 7
Schooner <i>Mars</i>	Benj ^a . Tatem	May 8th.	Schooner <i>Surprize</i>	James Morres	2361..14.. 9½
Brig: <i>Squirrel</i>	Jonathan Paine	15th.	Schooner <i>Laurel</i>	James Robinson	2420.. 6.. 5
*Priv ^{tr} Sch ^r <i>Speaker</i>	John Welch	20th	Schooner <i>Surprize</i>	James Morres	657..13.. 8½
Sloop <i>Two Brothers</i>	Thomas Clements	June 2 nd .	Sch ^{rs} : <i>Laurel & Greyhound</i>	Ja ^s . Robinson & Jos ^h . Berry	3325..14.. 1¼
Schooner <i>Sally</i>	Thomas Place	6th	Schooner <i>Surprize</i>	James Morres	2529..11.. 2
Schooner <i>John</i>	Rich ^d . Quartermass	ditto	Ditto	Ditto	715..13.. 3
Sloop <i>Charm^s Polly</i>	Malcolm M ^c Aulay	16th	Schooner <i>Greyhound</i>	Joseph Berry	1947.. 1.. [?]
Sloop <i>Eagle</i>	Hugh Gibson	ditto	Schooner <i>Laurel</i>	James Robinson	3710..16.. [?]
Polacre <i>L'Huron</i>	François Godin	18th	Sch ^{rs} . <i>Surprize & Ranger</i>	Ja ^s . Morris & W ^m . Farley	4183.. 0.. 2
Schooner <i>Putnam</i>	Johannes Watson	July 2 ^d .	Schooner <i>Ranger</i>	William Farley	1546.. 2.. 3
*Priv ^{tr} . Sloop <i>Christiana</i>	Joseph White	Aug ^t : 21 st .	Sloop <i>Ranger</i>	Stephen Phillips	1322..12.. 9
Sloop <i>La Fortune</i>	François Serge	ditto	Ships <i>Lord No[r]th &</i>	Geo: Ross & W ^m . Baddicum	499.. 0..10
*Priv ^{tr} : Sloop <i>Swallow</i> ⁷	Sylvester Gray	ditto	Sloop <i>Ranger</i>	Stephen Philips	852.. 2.. 6

LISTS OF PRIZES CONDEMNED IN THE VICE ADMIRALTY COURT OF ANTIGUA—*Continued*

Captures.	Master's Names.	When Condemned.	By what Non-Commissioned Vessel taken	By whom Commanded.	Amo ^t of Sales in Current Money.
Sch ^r : <i>Little Alexander</i>	W ^m . Walker Humphrey	Jan ^r : 15 th : 1777	<i>Hillsborough</i> Packet	George Blackhall	938.. 6.. 0 <u>£44692.. 5.. 1¼</u>

* American Privateers.

N^o. 4.

(Duplicate.)

A List of Captures made by sundry Vessels Commissioned pursuant to an Act of Parliament passed in the seventeenth Year of his present Majesty to enable the Lords Commissioners of the Admiralty to grant Commissions to private Ships and Vessels since the breaking out of the Rebellion in North America, and which have been Condemned in the Court of Vice-Admiralty of Antigua, The Grounds of such Condemnations being the above Act of Parliament, specifying by what Vessels and under what Commissions such Captures have been made, and which agreeable to the said Act have been Condemned to the Captors.—

Captures.	Masters Names.	When Condemned.	By what private Vessel of War taken	By whom Commanded.	From whom The Commission—
Sloop <i>Endeavour</i>	Solomon Davis	Septem ^r : 15 th . 1777.	Ship <i>Valiant</i>	John Naylor	High Court of Admiralty
Schooner <i>Industry</i>	John Bennett	December 4th	Sloop <i>Harlequin</i>	Joseph Merry	His Excellency the General
Schooner <i>Cherokee</i>	Thomas Case	ditto	Schooner <i>Surprize</i>	William Garnett	Ditto
Sloop <i>Friendship</i>	Arthur Davis	23 ^d .	Sloop <i>Harlequin</i>	Joseph Merry	Ditto
Brig <i>Polly</i>	Joshua Hills	January 9th 1778	Ship <i>Stanley</i>	John Langford	High Court of Admiralty
Schooner <i>Elizabeth</i>	Uzziel Clarke	ditto	Schooner <i>Hawke</i>	Edward Barnes	His Excellency the General

Duplicate, UkLPR, Adm. 1/3885. Enclosed in Edward Byam to Philip Stephens, 14 Jan., above. Appended to these lists are certifications of authenticity, by George William Jordan, Register, Samuel Henry Warner, Marshall, and Edward Byam, Judge, of the Vice Admiralty Court of Antigua.

1. Brig *Elliot*. NDAR 5: 331, 855.
2. Rhode Island privateer brig *Putnam*. NDAR 7: 24.
3. John Hazard, master. NDAR 8: 1057.
4. Virginia Navy brig *Musquetto* [*Musketo*]. NDAR 9: 19–20.
5. William Roundtree, master. NDAR 10: 563, 777.
6. Israel Foster Omer, master. NDAR 10: 721, 777.
7. Pennsylvania privateer sloop *Swallow*. NDAR 9: 237.

CAPTAIN JAMES CUMMING, R.N., TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Sir/

Aurora at Barbados Jan^y 14th. 1778.

Please to acquaint My Lords Commissioners of the Admiralty, that His Majesty's Ship *Aurora* under my Command being ordered by Cap^t Lambert¹ to go ahead of the Fleet & make the Island of Barbados on the 12th. Instant, I fell in with & took on the 13th. the *S^t Peter* Rebel Privateer commanded by Sam^l Chace, of 18, 6 P^{rs}. & 130 Men,² which Ship had been out of Martinico 5 weeks on a Cruize & had taken the *Industry* — — Darling Master³ from London bound to this Island with Provisions, a Brig of 16 Guns parted from him the day before, that had been cruizing with him—I am Sir [&c.]

Ja^s. Cumming

L, UKLPR, Adm. 1/1612, section 28, no. 1. Addressed below close: "Ph Stephens Esq^r—." Note by Stephens on back: "3 April/Publish it in the/Gazette."

1. Capt. Robert Lambert, commanding H.M.S. *Niger*.

2. See Journal of H.M.S. *Aurora*, 12–13 Jan., above.

3. Ship *Industry*, T. Darling, master, 200 tons burthen, built at Bristol, England, in 1765, bound from London to Jamaica. *Lloyd's Register of Ships, 1777–1778*.

JOURNAL OF H.M.S. *AURORA*, CAPTAIN JAMES CUMMING

Jan^y 1778

d^o. [Madeira] N 62:51 E. dis. 869 L[eags:]

Wednesday 14

at 2 AM saw the Island of Barbados bearing W. dist. 10 Leag^s
at 11 AM came to an Anchor in Carlisle bay, with our prize,¹ &
found the fleet,² riding here.

At Anchor in Carlisle Bay Barbadoes Needhams Fort So.
dist, 4 Miles

Fine Wea^r: [PM] Employ'd in setting up the Rigging Fore & Aft,
Distributed the Prisoners, among the Men of War, to go round
to Antigua;

D, UKLPR, Adm. 51/65, 133–34.

1. American privateer ship *St. Peter*, Samuel Chace, commander.

2. The London convoy.

JOURNAL OF H.M.S. *NIGER*, CAPTAIN ROBERT LAMBERT

January 1778

[approaching Barbados in Lat. 13^o..00' N^o.]

Wednesday 14th:

AM D^o. W^r: [Moderate & Cloudy] At ½ past 2 heard Guns
fired to the W^tward at 3 one of the Convoy¹ fired a Gun &
made the Signal for seeing the Land D^o. fired a Gun &
answ^d. her Sig^l. D^o. fired 6 Guns & brought too with our
Starb^d. Tk^d. on board Saw Barbadoes. NWbW 4 or 5 Leag^s
at 4 the W^t-ermost Part WNW ½ W the N^o-ermost part NNE
D^o. Sounded 80 fathoms no Ground at ½ past 5 made Sail
fired a Gun & made the Sig^l for Anchoring At ½ past 7
Came to an Anchor with the Best B^r in 30 fathoms W^r in
Carlisle Bay & Veered away to a whole Cable the Fort E ½
N the Church NEbN Pelican Point NBW ½ W dist off

shore 1 ½ Mile found Riding here His Majestys Ship *Hind* with the Bristol Fleet & 2 Sail more of Men of War anchor'd with us the *Deal Castle*, *Hound* & *Sylph* & 80 Sail of the Convoy at 10 Fired a Gun & made the Sig^l for all Cruizers, at 11 the Sig^l for all Masters of Merchantmen at 11 Anchor'd here the *Aurora* with her Mizⁿ. mast gone & a Rebel Privateer which she had taken.² Long Boat a Watering.

D, UKLPR, Adm. 51/637.

1. The London convoy.

2. American privateer ship *St. Peter*, Samuel Chace, commander.

JOURNAL OF H.M. SLOOP *HOUND*, COMMANDER JOSEPH NUNN

January 1778
Wednesday 14

Barbadoes N^o 84.47 W 59 Leagues

The Convoy¹ 6 Leagues a Stern shortned Sail at 1 AM Saw the Island of Barbadoes bearing NNW 5 Leagues brought to and made the Signal for seeing the Island at 4 Joyned the fleet the Commodore made the Signal to bring to on the Starboard Tack at 6 the fleet made Sail and Ran into Carlisle Bay at 8 spoke his Majestys Sloop *Ceres* on a Cruize at 11 Let go our Best Bower in Carlisle Road drove of [f] the Bank hove up the Anchor and Came to Sail D^o the *Aurora* brought in the *S^t Peter* Rebel Privateer of 20 Guns taken the Evening before²

Laying to off Carlisle Bay Barbadoes

Fresh gales and Showery W^r

at 3 An Officer came from the Commodore with Orders for us to Bear Down to and keep Company with the *Duke of Chandoss* who had driven of [f] the Bank at 6 Came to with the best Bower in 45 fm^s Water in Carlisle Bay Veerd away two Cables sent Our Long Boat on Board the *Aurora* for 8 Prisoners

D, UKLPR, Adm. 51/463.

1. The London convoy.

2. American privateer ship *St. Peter*, Samuel Chace, commander. See Captain James Cumming, R.N., to Philip Stephens, 14 Jan., above, and Young's Prize List, 14 Mar., below.

January 15

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 15th. 1778.

Voted, That Col^o. Glover¹ & Cap^t Phillips² be a Committee to consider what is necessary to be done with the Sloop *Republick*³ arrived at York⁴ & act with Regard to her as they may think best—

Order'd, That Caleb Davis Esq^r be charg'd the Amount of Sundry's supplied Brig^t *Hazard*⁵. . . . £9041.. 9.. 2 —

Order'd, That M^r Ivers⁶ pay Elisha Brewster for sundry Stores for Schooner *Hannah*,⁷ as p^r his Acc^o. . . £18..17.. 8 —

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), 165-69.

1. Col. Jonathan Glover.
2. Capt. Isaac Phillips.
3. Massachusetts Navy sloop *Republic*, Capt. John Carey.
4. York, Me.
5. Massachusetts Navy brig *Hazard*.
6. Thomas Ivers.
7. Massachusetts State trading schooner *Hannah*.

THE CONTINENTAL JOURNAL, AND WEEKLY ADVERTISER (BOSTON),
THURSDAY, JANUARY 15, 1778

BOSTON, JANUARY 15, 1778.

Yesterday arrived in port the privateer brigantine *Speedwell*,¹ Capt. Greely;² She took on her cruise a brigantine from Lisbon bound to London, Daniel Bruce, master;³ with 300 pipes of Madeira wine, and a quantity of cordage, &c. &c. which it is hop'd will arrive safe in port.

1. Massachusetts privateer brigantine *Speedwell*.
2. Capt. Jonathan Greely.
3. Brigantine *Brothers* was retaken on 12 Dec. 1777 by H.M.S. *Blonde* near Casco Bay and sent to Halifax. See NDAR 10: 710-11, 711n.

THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON),
THURSDAY, JANUARY 15, 1778

BOSTON, JANUARY 15.

Tuesday Evening arrived the Ship *Mars*,¹ from France. By whom we learn, that the Continental Frigate *Raleigh*, has safely arrived there, having taken two Sugar Ships;² which had also arrived.

Sunday last arrived at a safe Port, a Ship from Surrinam, with 450 Hogsheads Molasses, some Sugar, dry Goods, &c.

Tuesday arrived a Ship and Snow from France, laden with dry Goods.

1. Massachusetts privateer ship *Mars*, Thomas Truxtun, commander. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 23 Feb., below.
2. Ship *Jamaica*, David Watt, master, captured by Continental Navy frigate *Raleigh*, and ship *Anna Susannah*, John Taylor, master, captured by Continental Navy ship *Alfred*. See NDAR 10: 875, 877, 939, 947, 961, 1060, 1061, 1155, 1156.

MASTER'S JOURNAL OF H.M. SLOOP *HAERLEM*, LIEUTENANT JOHN KNIGHT

Jan^{ry} 1778

Thursday 15

[anchored in Vineyard Haven Harbor]

AM Came onb^d. a Flagg of Truce at 3 AM anch^d. by us a Sloop¹ from Connecticut bound to Nantucket with Provisions took the Master and hands out sent 5 men to take Charge of her

[anchored in Vineyard Haven Harbor]

Fresh Breezes and Clear weather PM at 1 weigh^d. and Came to Sail Prize Sloop and 2 Pilots Boats in Company Emp^d. work-

ing to the W^t w^d in the Vineyard Sound TK^d occasionally at
4 Came too in Tarpaulin Cove in 3½ fm^s water Veer'd to ⅓ of
a Cable the W^t Point of the Cove SW the E^t Point ENE & a
fort at the Head of the Cove N^o.

D, UKLPR, Adm. 52/1789, part 8, fol. 225.

1. Sloop *Sally*, master unknown, owned by Timothy Folger, from Connecticut to Nantucket, with provisions, taken by H.M. sloop *Haerlem* on 14 Jan. in Holmes's Hole, sent to Newport. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 485.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Newport. Rhode Island]

15th Jan^y Hard Frost. Strong wind at W.

Sir Peter Parker sailed this morning in the *Bristol*, 50 Guns, for Jamaica, having been appointed to the Command on that Station: He saluted Lord Howe on going out, which was returned.

Sailed at the same time The *Solebay* Frigate for the Delaware with dispatches for Sir William Howe. There is some reason to suppose that the Delaware is frozen up by this time; but the *Solebay* is directed to get up the River if possible. Two Navy Victuallers sailed under Convoy of the *Solebay*, supposed to be intended for the supply of The Ships of War in the Chesapeake.

Mackenzie, *Diary* 1: 236.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[Extract]

At a meeting of the Governor and Council of Safety holden at Hartford on the 15th day of January, A.D. 1778.

... *Voted*, That Capt. John Cotten¹ be desired to procure up Connecticut River fifty spars, suitable for masts, bowsprits, booms and yards, for the use of this State, and that he shall be allow'd a reasonable reward for his trouble. . . .

Voted, That Lieut. Joseph Squire be and is hereby appointed a Captain of Marines on board the ship *Defence* belonging to this State, and his Excellency the Governor is desired to commissionate him accordingly.

Voted, That Lieut. [James] Day be and he is hereby appointed a Captain of Marines on board the ship *Oliver Cromwell* belonging to this State, and his Excellency the Governor is desired to commissionate him accordingly. . . .

Hoadly, ed., *Public Records of the State of Connecticut* 1: 511.

1. Capt. John Cotton was supervising the construction of the Continental Navy frigate *Bourbon* at Chatham on the Connecticut River.

LIBEL FILED IN CONNECTICUT MARITIME COURT FOR NEW HAVEN COUNTY

A Libel is filed before the Honorable Elihu Chauncey, Esq; Judge of the Maratime Court for the County of New-Haven, against the Sloop *Peggy*, and her Cargo, Darly Doyle, Master, navigated with Forty Men, lately employed under the Commission of Vallentine Jones,¹ Commandant of New York, to supply the City of New York with Fuel, Forage and Provisions, which Vessel was taken on the 14th Day

of December last past, by Peter Griffing, Captain of a Company of Rangers, commissioned by the Governor of the State of Connecticut: The Justice of said Capture will be tried by said Court on the 11th Day of February next, at two of the Clock in the Afternoon, at the State House in New-Haven; of which this Notice is given to all concerned.

JOHN WHITING, Register.

Dated at New-Haven, January 15, 1778.

The Connecticut Journal (New Haven), 28 Jan., 1778.

1. Maj. Gen. Vallentine Jones.

BRIGADIER GENERAL JOSEPH ELLIS TO GENERAL GEORGE WASHINGTON

Sir

Haddonfield [*N.J.*] Jan^y 15 1778.—

As I was appointed by Governor Livingston to the Command of General Newcomb's¹ Brigade I thought it my duty to acquaint Your Excellency with the State of the Militia under my Command—There is about five hundred at this time out in Service, w^{ch} has in general proved a sufficient force to prevent any trade or Intercourse between this country & the city of Philad^a—But we have not in other respects been as serviceable to the states as we might had we been provided with means for that purpose—we are at present destitute of Ammunition & my application to our Governor for a supply hath not yet had the desired effect—Had we been possessed of a couple of field pieces, several of y^e Enemies Vessels must inevitably have fallen into our hands more than has & we should have been able to have covered & saved the Guns of the State Fleet on board the wrecks, w^{ch} the Enemy now have in part destroyed—Have received orders from His Excellency Gov^r Livingston to remove all Stock in the Co^{ys}. [*counties*] of Burlington, Gloster & Salem, to some distance from the Shore Should be happy in executing those orders, but at this season of the year, find it will be attended with the greatest difficulty on account of Provender—we labour under many inconveniences in consequence of having no officers in the staff department & If your Excellency would condescend to point out a mode to remove any, or all those difficulties, w^{ch} at present obstruct our usefulness it should be gratefully received, & thusly attended to by Your Excellency's [&c.]

Jo^s: Ellis

L, DLC, George Washington Papers, Series 4. Docketed: "Haddenfield 15th./Jan^y 1778/from/Gen^l Ellis/Ans^d 18th."

1. Brig. Gen. Silas Newcomb, New Jersey Militia, who resigned on 4 Dec. 1777.

CONTINENTAL COMMERCE COMMITTEE TO ROBERT AND SAMUEL PURVIANCE, JR.

Commercial Committee.

Gent^l.

York [*Pa.*] January 15th 1778.

We are informed that you are building a Small vessel that will be ready for launching in a few days. We should be glad to know whether you will sell her, & what you will ask for her as she is when launched. We would wish for a speedy answer as we shall look out some where else for a suitable Vessel for our purpose if we should not purchase that you are building.

We don't doubt at all Gentⁿ. but that you could make it convenient to take bills on the Commissioners at Paris; but we have not heard that Congress had any thoughts of drawing on them. We hope you will be able to get the draft on the Loan office paid or negotiate certificates, otherwise we don't know how we shall be able to pay the balance which it seems will be due to you. Indeed we shall be averse to making any applications to Congress for Monies for any of our Agents until they shall have presented us with their accounts, that we may show to Congress what balances are due and urge the necessity of granting Warrants on the Treasury or Loan Offices for the payment thereof. We hope that this will prove an effectual Spur to you Gentⁿ and compel you to do what we have long since requested and what we expect, to wit, to transmit to us your accounts and vouchers immediately We are [&c.]

Fran Lewis
William Ellery
James Forbes

L, MdHi, Samuel and Robert Purviance Papers. Addressed: "Mess^{rs}. Samuel & Robert Purviance/merchants/Baltimore." Note: "Fwr^d by/Col^o. Fitzgerald." Docketed: "N^o 87/Fra^c. Lewis/W^m. Ellery & Ja^s/Forbes./Jan^y 15th. 1778."

ORDER FOR PAYMENT TO CAPTAIN BENNETT MATHEWS

[Annapolis] In Council 15 Jan^y 1778—

Ordered. That the western shore Treasurer Pay to Cap. Bennett Matthews four hundred and thirty nine pounds one Shilling and six pence for and on Acc^t of the Galley *Independence*

⌘ order

T Johnson Jun^r

439.1.6
75
514.1.6

DS, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-10-53/48.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Thursday the 15th day of January 1778.—

Mr Henry Brown personally appeared before the Board, and agreed to hire his negroes, James, Cesar, David and Julius, Sawyers, at three pounds each per month, and further agreed that they should continue in the service for the use of the Navy for the term of one year, if so long wanted, which the board have assented to, and their Wages to commence from this day.—

DS, Vi, Navy Board Journal, 343.

BRIGADIER GENERAL WILLIAM MOULTRIE'S ACCOUNT OF THE BURNING OF CHARLESTON

[Charleston January 15, 1778]

Jan. 1778. At this time the men-of-war's boat's crews [*Carrisford* and *Perseus*]¹ were frequently in town, getting provisions and intelligence; we had so many tories

then in town, that they could get good information from them, and so as to avoid our guards. Early this morning, 15th January, about 4 o'clock, A.M. a dreadful calamity happened in Charlestown: a fire broke out in a back house or kitchen in Union-street, near Queen-street, the wind blowing fresh at N. and N.N.E. and raged with such fury as to baffle all efforts, and in a little time, it was communicated to the neighboring houses, and by the falling sparks of fire, houses in Broad, Elliott and Trad-streets, likewise took fire, and spread to the houses in Church-street, Bedon's-alley, and East-Bay, insomuch that on the Bay from Queen-street to Grenville's-Bastion at the south-end thereof, only 5 or 6 houses escaped: About 6 o'clock that evening, the fire was in a great measure got under, after having consumed 252 dwelling houses, besides kitchens and back stores: A list of which, with their value as taken in the year 1776, viz:

	Dwelling houses.	Currency.*
East-Bay,	56	£177,425.
Broad-street,	29	72,700.
Elliott-street,	51	89,900.
Bedon's-alley,	15	28,750.
Church-street,	17	24,100.
Trad-street,	34	73,200.
Union-Street,	32	20,760.
Chamber's-alley,	9	9,500.
Unity-alley,	8	3,500.
Queen-street,	1	8,000.
	<u>252.</u>	<u>£.507,835.</u>

* This is the currency of South-Carolina, five shillings to the dollar.

It was a very affecting scene to see the inhabitants running through the streets, looking for some place of shelter to put themselves and children in. We had strong suspicions, at the same time, that it was done by design: we had guards posted at every corner, and patrols going constantly through the streets the whole night. The next day was a sad spectacle, indeed! to behold the goods and property of different kinds, piled up in the streets in a promiscuous manner, and the proprietors harrassed out, and worn down with fatigue, standing to watch over their property, covered with blankets, and shivering with cold: and, to add more to their distress, it was so very cold, that the water which was thrown by the engines upon the tops of the houses to extinguish the fire, run down and hung in isicles along the eaves.

The soldiers, headed by officers, exerted themselves in an extraordinary manner, to assist in extinguishing the fire; and had the thanks of the inhabitants given them, through me, in general orders. Notwithstanding this great calamity, still we were alarmed every night with the cry of fire; it seemed as if they were determined that the town should be totally destroyed.

We had information that the men-of-wars boats were in town every night; and we had every reason to believe that they were the instigators of all the mischief that attended us.

William Moultrie, *Memoirs of the American Revolution*, 2 vols. (New York: David Longworth, 1802; reprint ed. New York: Arno Press, 1968), 1: 199–201.

1. H.M. frigates *Carysfort* and *Perseus*.

GOVERNOR VALENTINE MORRIS TO LORD GEORGE GERMAIN

[Extract]
My Lord.

S^c Vincent 15th January 1778

. . . I herewith transmit to your Lordship the copy of my letter to the Marquis de Bouillie mentioned in my last, reclaiming his Majestys Provision Sloop of this Island, carried first into S^c Lucia and then to Martinica; as also the Marquis answer,¹ and that of Mons^r Perrier the Commandant or Lieutenant Governor of S^c Pierres, in Martinica. notwithstanding these plausible answers your Lordship will see by the Deposition of M^r Carmody,² also enclosed, that the Sloop was at Martinica; could have been delivered up had the French Governor meant to act with Sincerity, & was actually secreted from him, doubtless by something more than connivance, since M^r Bingham³ gave out that it would never be given up by the French Governor, on any reclamation, but might be bought and would then be delivered up.

if ready to be produced in the latter instance, the collusion between the Governor & Mr Bingham, will be obvious to your Lordship, and put this past all doubt, I shall tomorrow send over again to Martinica a person privately, and not ostensibly, authorised [*by*] me to buy it: and by the next packet shall transmit to your Lordship a further account of what I shall be able to do therein.

I at same time released, paid their expences & caused to be brought over, thirteen stout, able, British seamen; whom bribes, nor yet menaces which were both plentifully made use of, could induce to enter on board American Privateers, to fight against their lawful Sovereign.

I am sorry to say that much chicane was used to prevent their being brought off, but my requisition, and directions to the persons entrusted with the commission were so peremptory, and so full, that nothing short of open refusal, could keep these from me. yet many more were secreted purposely to prevent my getting them; these I shall again send after, when the person goes to buy the late provision Sloop. my conduct therein must I trust meet his Majestys approbation, as also my making a charge in the Contingent account with the Lords of the Treasury, for part of those considerable expences I have repeatedly mentioned in my former letters, myself unable from my private funds to incur; and which I am at, to preserve a regular, and secret correspondence in the different French Islands, where I must observe your Lordship may rely on it, every art is, and will be used, to detain & force into American service English Seamen, to give every possible encouragement to the Cruizers of the rebels, and by every art of evasion to elude every sort of restitution, or indemnification for such conduct, claimed in any other manner than by his Majesty's Admiral, accompanied by a proper compliment of Men of War sufficient to inspire due respect.

Whenever this may be adviseable to be done, I will be ready to furnish his Majestys Admiral's with information of Captures, detention of Seamen, and other similar facts on the part of the French Governors, militating against the faith of all treaty. the French even ~~accompanying~~ conveying as it were the Americans; one or two of their Frigates having several times proceeded to Sea to certain latitudes, with sundry American vessells bound to America.

I have the honor further to inform your Lordship, that nine thousand more Troops are expected at Martinica, from France; that they fully expect a war with Great Britain, and they work double days, and days and a half on the Fortifications,

particularly at Fort royal which they will not permit an Englishman to go near but I am happy in further informing your Lordship, that the present number at Martinica, even at present, is bringing on great scarcity of provisions.

With concern I inform your Lordships that this Government arm'd Sloop called the *General Morris*, is this moment come into harbor, much shattered in her masts, yards, and rigging, in an engagement with a brig of superior force, and a Sloop of equal force with her, as will make her require very considerable repair before she can again be at sea: one of my former letters mentioned its having brought in two small Prizes, the amount of which when sold will be carried to account. . . .

I have the honor to be, with respect and esteem My Lord [&c.]

Valentine Morris

L, UKLPR, C.O. 260/5, fols. 67–70. Addressed in margin of fol. 68 by Valentine Morris: "Right Honbl^e./Lord George Germain." Docketed: "St^e Vincent 15 January 1778./Duplicate/R^e Honble Lord George Germain./with deposition of M^r Carmody/Letter to Marquis De Bouillie/his Answer thereto—." The seven omitted paragraphs concern his disputes with the St. Vincent Assembly over the treatment of the Carib Indians.

1. *Two Friends*. See Governor Valentine Morris to Governor Marquis de Bouillé, 3 Jan., and Governor Marquis de Bouillé to Governor Valentine Morris, 9 Jan., above.
2. John Carmody. See Deposition of John Carmody, 17 Jan., below.
3. William Bingham.

January 16

CAPTAIN JOHN CAREY TO CAPTAIN JOHN LAMB

Cap^t Lamb

Portsmouth Jan^y 16 1778

Capⁿ. Seth Cobb¹ Prize Master of a ~~Sloop~~ Brig *Liberty*² belonging to Virginia, being bound to Boston, not being acquainted with the particular Laws & Rules of these States respecting Privatiers, begs your Assistance in giving any directions & instructions relating to his regular proceedings in the disposal of his Cargo; any assistance you may give him shall be gratefully Acknowledged by your Obe^d. & hhl serv^t

John Cary
John Carey

L, M-Ar, Mass. Archives Collection, vol. 205, 2d ser. (Revolution Letters, 1775–1783), p. 275. The letter is written and signed by a clerk. Carey, who had injured his hand in cleaning a gun, signed the letter below.

1. Cobb was prize master of the sloop *Portland*, T. Bailey, former master, which *Liberty* captured on 5 Nov. 1777 off Lisbon and brought into Portsmouth, N.H.
2. Virginia Navy brig *Liberty*, Capt. Thomas Herbert, commander.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 16th 1778—

Order'd, That Col ^o . Crafts ¹ deliver Cap ^t Lambert for Brig ^t . <i>Massachusetts</i> ²	
30 ^{lb} Match Rope—	Six Gimblets Bitts—
Six Sheep Skins &	Six Quire Cartridge Paper

Order'd, That the Com^y Gen^l³ deliver Cap^t Lambert for Brig^t *Massachusetts*, 1 Bolt Duck & 100^{Cwt} Sheet Lead—⁴

Order'd, That the Com^y Gen^l deliver M^r James Homer for the Brig^t *Massachusetts*, 100^{lb} Coffee.— 1 Bushel Oatmeal— & one Bushel Salt—

Order'd, That Cap^t Isaac Freeman proceed to Old York,⁵ with Sails Cables & Anchors for the Sloop *Republic*,⁶ and that he return with said Sloop to Boston as soon as possible he to be paid at the Rate of £20.—.— p^r Month—

Order'd, That Cap^t Hopkins⁷ deliver Cap^t Isaac Freeman one Cable from Wheelwright & Barnard, a Mainsail & Foresail from Kemble & Thomas; also one Anchor & two pounds Twine, for Sloop *Republic*.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), 169-71.

1. Col. Thomas Crafts.

2. Massachusetts Navy brigantine *Massachusetts*.

3. David Devens.

4. Inserted here in a different hand "The Lead not Ch^d by y^e Comm^y."

5. York, Me.

6. Massachusetts Navy sloop *Republic*, Capt. John Carey, commander. See Captain John Carey to Massachusetts Board of War, 2 Jan., above, and Massachusetts Board of War to Captain John Carey, 19 Jan., below.

7. Caleb Hopkins.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

At a meeting of the Governor and Council of Safety holden at Hartford on the 16th day of January, A.D. 1778.

Upon the representation of Gen^l Sam^l H. Parsons,¹ shewing to this Board that a small privateer is now fitting out by the general's order to drive small tenders and boats from the western coasts, which cannot be completed unless they can obtain the loan of one [of] the nine-pounders at New Haven belonging to this State, and praying for the loan thereof for the purpose aforesaid: Whereupon it is resolv'd by this Board, that one of the said nine-pound cannon at said New Haven be loaned to the said Gen^l Parsons for the purpose aforesaid; and he is hereby permitted to receive the same on his giving his receipt therefor.

Hoadly, ed., *Public Records of the State of Connecticut* 1: 513-14.

1. Brig. Gen. Samuel Holden Parsons, Continental Army.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO THOMAS SAVADGE

Sir

Lancaster 16th January 1778.

Yesterday Capt. Sutter delivered your Letter of the 5th. Instant. It is not the design of Council to sell the Salt works. Distressed as they have been [&] still are, at the unaccountable delays that have happened, they might well have renounced before now the undertaking, thro despondence. But well apprized that useful attempts must be persevered in, notwithstanding many & great obstacles intervene & resist, if the good of Society be designed & promoted, they resolve to push [their] works vigorously, if possible, into the full execution of their original plan: the supply of Salt to the good people of this State.

Sensible of the many & various hindrances you have met with arising from the peculiar Circumstances of the times, & otherwise: & how much your attention must be engrossed by the erections & machinery proper to success in [the large] plan you have gone upon, Council have employed & appointed the Bearer hereof, M^r James Davidson, to repair immediately to East Jersey & reside at the works as their agent. He is empowered & instructed to do every thing that may be effectual in attaining the so much to be desired End; the full operation of the scheme. For this purpose, he is supplied with money; it is to be hoped, however, for the last time; as a yield of Salt proportionable to three hundred thous^d. Bushels P^r Annum, which you hold out to Expectation will soon supply efficaciously every need. Assisted by M^r Davidson, whom we strongly recommend to your Civilities, as a very active & at the same time, a very worthy Gentleman, Council expect you will be enabled to surmount every remaining difficulty, & that you & he will concertedly & spiritedly proceed in the business.

The report that Commod^r Hazlewood was send^s 300 of his Boatmen to you, was extraordinary enough. But can have no foundation. He is now directed to select 30 or more of the most suitable for Guards, & for further service, & lend them to the works till other dispositions can be made.¹ Among these, it [is] likely some of the Artisans wanted, will be found.

Your own Interest so strongly urges to every Exertion, that it would be vain for me to seek arguments to persuade you. I see you have proper Ideas of the Quantities of Salt which may be manufactured. The Market is large & may be depended on. Realise then the well founded prospects. By serving yourself, you Serve the publick, and great advantage with certain Honour, must be your reward Referring you to M^r Davidson, I remain, Sir,

Df, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Addressed below close: "To M^r Tho Savadge." Docketed: "1778 Jan^r 16th To M^r/Thomas Savage at the/Pennsylvania Salt works."

1. See Timothy Matlack to Commodore John Hazelwood, 16 Jan., immediately below.

TIMOTHY MATLACK TO COMMODORE JOHN HAZELWOOD

Sir

Lancaster January 16. 1778

The situation of the Salt Works belonging to the State has been laid before the Council, and they find a Number of Men is wanted there.¹ Upon consideration they request that you will select from among the men under your command thirty of the most promising of them and send then down to the Works.

M^r James Davidson will call on you and confer with you on the business above mentioned—Several Tradesmen will be wanted, and if they can be had from among your people to serve for the Winter, it will perhaps be proper to employ them in this manner—M^r Davidson is appointed one of the directors of the Works and authorised to use his best discretion therein: Any assistance you can give him will be a publick benefit—I am with great Respect [&c.]

Ty Matlack²

L, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. A duplicate letter is addressed: "To Commodore Hazelwood." Ibid.

1. See Pennsylvania Supreme Executive Council to Thomas Savadge, 16 Jan., immediately above.

2. Secretary of the Supreme Executive Council.

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

The Commissioners of the Navy Board
of the Eastern Department.
Gentlemen

[York, Pa.] January 16th 1778

We have before us your Letters of the 18th November¹ and the 16th. and 19th. of December last.² We should have sent an answer to the first before this Time, but have waited for the resolutions of Congress on the report of this Committee respecting the principal parts of that letter. We now enclose you the resolutions of Congress on all the points about which you requested information,³ excepting that of Pay and Rations for officers not in actual service, which is postponed for further consideration

When Congress shall have determined thereon we will transmit to you their Resolution.⁴ We inclose you likewise a Resolution of Congress of the 9th. of Decem^r.⁵ and the opinion of the Marine committee of the 25th of March⁶ from their Books which hath long since been transmitted to the Continental Agents; and also twelve blank Commissions and fifty Warrants. You will enquire for such continental officers as are out of employ and commissionate them, and not others, unless such cannot be found.

A Bill drawn by the Honorable Thomas Cushing Esq^r superintendant of the building of the 74 Gun Ship and frigate in Massachusetts Bay hath been presented to Congress and paid, and is charged by the Marine Committee to your Board for which he must be accountable to you the amount is 13359 Dollars you will please to inform him that applications for Money and any thing respecting these Ships ought regularly to be made to you. In answer to yours of the 16 December we observe what you have said respecting the equipment of a number of Brig^s to employ our officers not in actual service and to Cruize on the Trade of the enemy is a measure that cannot be gone into at this time. The *Dispatch*⁷ must pursue her intended Voyage—The necessity of fulfilling our Contracts requires it. A voyage is planned for the *Mellish* and we shall have employment for the Schooner and every other Vessel we can procure. We have wrote to the Navy Board in this District and to Maryland about the purchasing flour and Iron for the use of the Navy in your department and so soon as we shall have got things in a proper train shall give you notice of it.

We are at a loss to determine precisely what you mean by the distribution of Prize Money among Supernumerary officers as to each Vessel a Certain number of officers is assigned among whom and the seamen the prizes are to be distributed, all above that number are useless and cannot be intitled to a share of Prizes otherwise than Privates.

We are sorry to find that you were under the necessity of augmenting the wages of the Carpenters in Connecticut. As Committees are met at New Haven to regulate the Prices of Provisions and other articles we hope you will be able soon to reduce the wages to sums proportionate to such regulations.⁸

In answer to your last of the 19th. of December—The accounts of the arrival of Captain Chews⁹ valuable prize¹⁰ gave us great pleasure, we hope the *Boston* will be soon at Sea; and don't doubt but you will take proper Steps for the preservation of the *Warren*, *Providence* and *Columbus*. How any of the Continental Agents could have

paid Commodore Hopkins the one twentieth part of all prizes taken before his suspension and since his arrival from the Bahamas we cannot conceive when the enclosed determination of the Marine Committee of the 25th of March was immediately transmitted to them for their Government—

As to a supply of Cash we presume before this Time you have received the Warrants granted the 3^d of December¹¹ for 100,000 Dollars which we think you could not have received when you wrote the 19th December—We send you a Copy of the New Signals for the Navy¹² of which you will order your Clerk to make out Copies and see that they are delivered to the Commanding officers of the Ships in your district as soon as may be.—We are [&c]

LB, DNA, PCC, Marine Committee Letter Book, pp. 122–23 (M332, roll 6).

1. Not found. However, see “Votes and Resolutions of the [Continental] Navy Board of the Eastern Dept.” *NDAR* 10: 529.

2. Not found. However, see *NDAR* 10: 743 and 754.

3. See *Journal of the Continental Congress*, 8 Jan., above.

4. See *Journal of the Continental Congress*, 19 Jan., below.

5. The only resolution of 9 Dec. 1777 that likely would be of interest to the Navy Board of the Eastern Dept. orders that a bill of exchange drawn at Boston, 17 June 1777, by Abraham Livingston, for himself and William Turnbull, in favor of Capt. Pierre de Campe, be referred to the Board of Treasury. *JCC* 9: 1011.

6. See *NDAR* 8: 197–98.

7. Continental packet, which the Navy Board of the Eastern Dept. wanted to convert into an armed vessel. See *NDAR* 10: 748.

8. In response to a recommendation of Congress, representatives of states from New Hampshire to Pennsylvania met in January at New Haven, Conn., to draft regional price controls in an attempt to rein in runaway prices. The delegates took only a week to agree to a comprehensive scheme of prices. The effort, however, was in vain as a variety of factors forced prices and wages to continue their rapid rise. Richard Buel, Jr., *Dear Liberty: Connecticut's Mobilization for the Revolutionary War* (Middletown, Conn.: Wesleyan University Press, 1980), pp. 148–50.

9. Capt. Samuel Chew, commanding Continental Navy brigantine *Resistance*.

10. Ship *Mermaid*, James Cockran, master.

11. See *NDAR* 10: 652.

12. “Signals to be Observed by Commanders in the Continental Navy,” 14 Jan., above.

ORDER FOR PAYMENT TO CAPTAIN BENNETT MATHEWS

[Annapolis] In Council 16 January 1778

Ordered That the western shore Treasurer pay to Capt Bennett Mathews two hundred Dollars on Account of the Galley *Independence*

ꝰ order

T Johnson Jun^r

DS, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-10-53/41.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Friday the 16th day of January 1778.—

This Board doth recommend to his Excellency the Governour and the Honourable the Council Mr William Christian, as a proper person to be appointed a Lieutenant in the Naval department.—

Captain William Saunders of the *Manley* Galley, received Orders to proceed to Chessenessex on the eastern shore, and when there to follow the directions of Col^o. Southy Simpson.—

DS, Vi, Navy Board Journal, 343.

PROPOSAL OF TERMS FOR COMMANDING MARYLAND STATE TRADING SHIP *LYDIA*

[Annapolis, 16 January 1778]

The *Lidia* to go for Nants Bourdeux or any port she can make in the Neighbourhood

Capⁿ. Fenwick to have 14 £ Sterl^s ̄ Month. & to be paid up to the Time of Sailing from each port.

— the proceeds of 4 Hh^{ds} of Tobacco averaged on the net proceeds of the whole Cargo

100¹ £ Sterl in lieu of primage & other Advantages.

5/ Ster^l a Day whilst in France on the Ships Business for his extra Expences. £50 Guineas if discharged in France with^t another Vessel.

£75. for Cabbin Stores in Maryland if he returns again from France reasonable cabbin Stores there.

D, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-10-30A. Docketed: "The Councils Offer to/Capⁿ Ig^s Fenwick/to go in the *Lydia*/16 Jan^r 1778."

1. The number "200" appears adjacent in the left margin perhaps in a different hand.

CAPTAIN IGNATIUS FENWICK'S PROPOSALS TO COMMAND MARYLAND STATE TRADING SHIP *LYDIA*

[Annapolis, 16 January 1778]

Ignas Fenwick takes Charge of the State Ship *Lydia* on the following terms—

To go to some port in Europe to Northw^d of the Streits Mouth¹

To carry no guns outw^d bound

To have fourteen pounds Str^s ̄ month wagers, & to be paid up to the time of sailing from Each port—

If taken Prisoner his wagers to go on Untill Exchangd or otherwise makes his Escape & Returns to the State of maryl^d—

To have Eight hh^{ds} Tob^o: Priviledge in the hould or the Neet proceeds of four hh^{ds}. &^c &^c &^c

To have one Guinea ̄ hh^d. Primage on Delivery of Tob^o

To be Allow^d five Shillings Str^s ̄ day Expences while in the port of france on the Ships Duty—

If Dischargd in france to Receive over & above what wagers is due Sixty Guineas to Defray Expences home to be Allowd Necessary Cabben Stores

I F—

D, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-10-30.

1. Straits of Gibraltar.

CAPTAIN JAMES BELT'S PROPOSALS TO COMMAND MARYLAND STATE TRADING SHIP *LYDIA*

[Annapolis, 16 January 1778]

Cap^t Belts proposals to the Honble Council of Maryland

14 £ Sterling ̄ Month, to be paid from port to Port.

Proceeds of 4 hhd^s Tob^o. avaraged on the net proceeds of the whole Cargo.

5/ Stg ̄ Day for extraordinary expenses whist on the Ships Business in France¹

250² £ Sterling in lieu of primage and other advantages.

50 £ Sterling if discharged in France without another Vessel

The use of the Cabbin is the priviledge of the Cap^s

Whatever Goods J B may purchase in France to pay no Freight on—

Reasonable Cabin Stores in Maryland & France

D, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-10-31. Docketed: "James Belts/proposals to go in/the Ship *Lydia*—." Notation on this document suggests it may have been written on or about 16 Jan.

1. "10/" appears to have been written over "5/," then to have been crossed out, and "5/" to have been written again.

2. The number "100" appears adjacent in the left margin in a different hand.

3. This line is written in a different hand.

JOURNAL OF H.M.S. *CARYSFORT*, CAPTAIN ROBERT FANSHAWE

Jan^y 1778.
Friday 16th

Charles Town Lighthouse NW ½ W 5 Leagues Att
Anchor.

At 4 AM Tk^d to the N^oward At 6 Saw 3 Sail D^o made the
Signal & gave chace to the S^oward & *Perseus* to the NE—At 7
fired several Shot at the Chace ½ past 9 She br^t too, D^o found
her a Schooner from Cape Ann for Charles Town in Ballast.¹
D^o Scuttled her—At Noon made Sail

D^o Lighthouse N 59^o W^t 8 Leagues

Fresh Gales & Cloudy Wea^r—At 1 PM in 2^d Reef Topsails & Tk^d
to the E^{ward}—At 7 made Sail—At 8 Sounded 13 fa^m.

D, UKLPR, Adm. 51/168, fol. 358.

1. Schooner *Rachael*, Mark Burnham, master, 25 tons, a crew of five seamen, owned by Rogers & Allen of Cape Ann, Mass., destroyed. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239–40.

GOVERNOR COMTE D'ARGOUT TO GOVERNOR JOHN DALLING

S^t. Domingue.
Monsieur

Au Cap Le 16. Janvier 1778.

J'ai l'honneur d'Informers Votre Excellence que le Chevalier de Cuverville¹
Commandant la fregatte du Roi mon maitre L'*Inconstante* a amené Ici hier quinze
de Ce mois dans le port de Cette Ville une corvette nommée le *Snail*² (*Limace*)
Commandée par M^r William Richardson,³ trouvée sous la grange⁴ à deux lieuës de
terre arretant et Visitant tous nos Batimens, n'ayant d'autre Commission qu'une
délivrée par Mr. Garnier Capitaine de Vaisseau⁵ et dont J'envoye à Votre Excellence
une Copie traduite Sur l'original qui m'en a été présenté.⁶ Un Pareil titre n'étant
aucunement Légal et ne devant reconnoitre qu'une commission Emanée d'une
Cour d'Amirauté ou au moins de L'amiral en Station à la Jamaïque, Je pourrois
avec Raison Livrer à la Severité des Loix ce Capitaine Richardson et le faire con-
damner Comme Pirate et forban, mais Voulant, Monsieur, prouver à Votre
Excellence combien Je desire Entretienir L'union qui regne entre nous et encore
bienplus Lui prouver ma confiance en Elle, Je lui renvoie cette corvette avec le
Capitaine Richardson sous l'escorte de la fregatte L'*Inconstante* et Je la prie très
Instantment de me rendre elle même la Justice que Je pouvois me procurer dans nos

tribunaux, et que m'assure L'illégalité de son titre. Ma déference à la Justice de votre Excellence doit d'autant plus me mériter tous égards de sa part, que J'ai l'honneur de la prévenir que Je Suis très pertinemment Instruit que c'est ce même Batiment qui, il y a quelques temps, inquietoit, Vexoit et arretoit tous nos Caboteurs faisant le Commerce de la Côte, et que L'Instant d'avant la prise qui en a été faite par notre fregatte il Vouloit Arreter et fouiller un Batiment marchand du havre.

Je profite également de l'envoi de la fregatte *L'Inconstante* vers votre Excellence pour la prier de nouveau de me rendre Justice de L'Insult manifeste faite au Pavillon du Roi mon maître, par les deux fregattes de Sa majesté Britannique les *Maidston*⁷ et *Squell*⁸ qui renverserent dans la Baÿe de Jean Rabel les canons d'une de nos Batteries et le Pavillon, ainsique Je Vous en ai informé par ma dépeche du 15. décembre⁹ dernier à laquelle il est bien Etonnant que vous ne m'ayéz encore fait aucune Réponse.

Je Préviens Votre Excellence, que ce n'est Réellement que dans l'Espoir qu'elle S'empressera de me rendre la Justice que Je lui demande, et qui m'est duë, que Je Consens à Lui renvoyer la Corvette la *Snail*, que pour Eviter toute démarche indiscrete que Je me suis fait donner une déclaration par le Capitaine Richardson, comme il n'avoit Réellement d'autre titre d'armement que L'Ordre qui Lui a été donné par le Capitaine Garnier, et qu'il m'a remis en Original, et Enfin Je la préviens pour la dernière fois que Sa réponse déterminera bien décidément la Conduite que Je dois tenir pour réprimer et arreter les Vexations Continuelles qu'éprouvent sur nos Côtes nos Caboteurs et notre Commerce de France tant de la part des Batimens de sa majesté Britannique que de celle d'un tous de Corsaires. donnés de toute autorité Legale et dont nos Côtes sont Couvertes.

J'ai l'honneur d'être avec La plus haute estime, et la plus parfaite Consideration Monsieur [&c.]

dargout

[Translation]
St. Domingue
Sir

At the Cape the 16. January 1778.

I have the honor of informing Your Excellency that Chevalier de Cuverville,¹ commanding the frigate of the King, my master, the *Inconstante*, brought Here yesterday, the 15th of This month, a sloop of war named the *Snail*,² under the command of Mr. William Richardson,³ found off La grange two leagues from land,⁴ which was stopping and Searching all our Ships, carrying no Commission other than the one issued by Captain Garnier,⁵ and I am forwarding to Your Excellency a Copy translated from the original, which had been presented to me.⁶ Since such a document is not at all Legal, and since I am required to recognize only a commission issued by a Court of Admiralty or, at least, from the Admiral of the Jamaica Station, I could, with good Reason, Hand over Captain Richardson to the Severity of the Law and have him condemned As a Pirate or freebooter, but Wishing, Sir, to prove to Your Excellency how much I desire to Maintain the union that exists between us and still, even more, to prove to you my confidence in Your Excellency, I am sending this sloop of war back, along with Captain Richardson, escorted by the frigate *Inconstante*, and I most earnestly urge Your Excellency to show me in return the same Justice that I could myself obtain in our courts, and who assure me

of the illegality of the document. My respect and esteem for Your Excellency's Justice should entitle me to all Considerations on your part, especially because I have the honor of advising you that I Know very well for a Fact that this Ship is the same one that, a short while ago, disturbed, Annoyed and stopped all our Coasting Vessels plying their Trade along the Coast, and that the Moment before her seizure by our frigate she was Trying to Stop and search a Ship from Le Havre.

I am also taking advantage of dispatching the frigate *Inconstante* to Your Excellency to urge you again to render me Justice for the manifest Insult to the Flag of the King, my master, by the two frigates of His Britannic Majesty the *Maidstone*⁷ and the *Squirrel*⁸ who removed, in Jean Rabel Bay, the guns from one of our Batteries and the Flag, just as I informed You by my dispatch of the 15th of December⁹ last to which, Astonishingly, you have still not sent me any Answer.

I advise Your Excellency, that it is only Really in the Hope that you will lose no time in granting the Justice which I ask of you, and which is due me, that I Consent to return to You the sloop of war *Snail*, so as to Avoid all imprudent courses of action, that I had Captain Richardson make a declaration, since he Actually had no authorization other than the Order which had been given him by Captain Garnier, and of which he handed me the Original, and Finally, I advise you for the last time, that your answer will determine, without any doubt whatsoever, the Conduct I must take so as to repress and to halt the Continual Harrassments experienced along our Coasts by our Coasters and by our Trade with France, as much on the part of the Ships of His Britannic Majesty's as on that of all Privateers. given with all Legal authority by which our Coasts are Covered.

I have the honor to be with The highest esteem and the most perfect Respect,
Sir [&c.]

dargout

To His Excellency The Governor of Jamaica.

L, UKLPR, C.O. 137/73, fols. 120–21. Addressed: "à Son Excellence M^r Le Gouverneur de la Jamaïque." Docketed: "In Gov^r Dalling's (N^o 15)/of 12th Feb^r 1778./(4)." Enclosure no. 4 in Governor John Dalling to Lord George Germain, 12 Feb., below.

1. Capitaine de vaisseau Louis Cavelier de Cuverville.
2. Sloop *Snail*, tender of H.M. frigate *Southampton*.
3. Master's mate, frigate *Southampton*.
4. Punta de la Granja, Spanish Santo Domingo.
5. Capt. William Garnier, R.N.
6. See Captain William Garnier, R.N., to William Richardson, 1 Jan., above.
7. Actually, H.M. frigate *Winchelsea*.
8. Actually, H.M. sloop *Hornet*.
9. See NDAR 10: 636–38, 719–21, 741–42.

January 17

CAPTAIN SIR GEORGE COLLIER, R.N., TO MASSACHUSETTS COMMISSARY OF PRISONERS

Sir

Rainbow at Halifax 17th. January 1778.

Your Letter of the 31st. December was brought me by the Cartel Vessel *Favorite*, with a Number of the Kings Subjects liberated from Boston & mentioned in Your List.

Lord Viscount Howe Commander in Chief of His Majesty's Fleet in America having been pleas'd to direct my sending a Number of the American Prisoners to Rhode Island to be exchanged from thence, I had just embark'd upwards of 260 on board the Cartel *Royal Bounty*¹ for that purpose, who waited only for a Wind to Sail when your Cartel arriv'd.—The Numbers so much exceeding what the *Favorite* cou'd carry, I saw no occasion to make alteration in the Arrangement, & She Sail'd the next Day for Rhode Island from whence the Exchange will be made under the immediate Direction of Lord Howe, to whom I have sent the List of the Officers & People liberated which arrived here, and for whom his Lordship or the Commanding Officer at Rhode Island will direct an equal Exchange to be made.—

I have signify'd to Quarter Master Ogilvy, and M^r. Burns Surgeons Mate that Officers of equal Rank will be releas'd for them.—

It rests alone with Lord Howe whether any prisoners shall be set at Liberty in Exchange for those you say were liberated with Captⁿ. Jones,² Captⁿ. Macdonald³ & M^r. Ross,⁴ as I have particular Directions from his Lordship on that Head.—

Daniel Heister⁵ is sent in the *Royal Bounty* Cartel to Rhode Island.—

I desir'd that the Rev^d. M^r. Eagleston⁶ might be exchang'd for M^r. Brooks Chaplain of the *Hancock*,⁷ instead of which another Clergyman is sent here. I shall however permit M^r. Brooks to be releas'd but I shall be glad M^r. Eagleston may be immediately set at Liberty.⁸

I was perswaded that the piratical Robberies of Crabtree⁹ (mention'd in my former Letter) and other little privateers, wou'd not be approv'd by those in Authority at Boston, and I am very glad to have this Opinion confirm'd in Your Letter. I am [&c.]

Geo Collier

Cap^t. Fettyplace,¹⁰ M^r. Moss, & M^r. Cooper will proceed in this Cartel/

L, M-Ar, Mass. Archives Collection, vol. 198 (Council Letters, 1777), pp. 398–99. Addressed at foot of second page: "Rob^t Pierpoint Esq^r—." There is a copy in M-Ar, Mass. Archives Collection, Revolutionary Rolls, vol. 8 (Various—Charter Parties—Relating to Prisoners), p. 160, with a note by John Avery, Deputy Secretary of the Council, that Capt. Fettyplace, Mr. Ross and Mr. Cooper were not in the cartel.

1. Ship *Royal Bounty*, Thomas Compton, master.

2. Capt. John Jones of the brig *Lord Lifford*. See NDAR 7: 1155–56, 1197, 1219, 1283; 8: 304, 400–401.

3. Capt. John McDonnell or MacDonald. See NDAR 8: 304, 400–401.

4. William Ross. See NDAR 6: 213, 249–50, 303, 675–76, 777, 881, 998–99, 1000, 1020.

5. See NDAR 10: 440, 838.

6. See NDAR 10: 433, 440.

7. Edward Brooks. See NDAR 10: 433.

8. Other Continental Navy officers who returned in *Favorite* were Lt. Stephen Hill, 1st lieutenant of frigate *Hancock* and prize master of frigate *Fox*, Lt. Simon Gross, 2d lieutenant of frigate *Boston*, and Lt. Robert McNeill, 1st lieutenant of Marines of frigate *Boston*, all taken in frigate *Fox*. Those taken on frigate *Hancock* included Lt. Joseph Adams, Edward Brooks, chaplain, John Bell, boatswain's mate, and Theophilus Soper, drummer. The cartel brig *Favorite* arrived at Boston on 29 Jan. 1778.

9. Capt. Agreen Crabtree of Massachusetts privateer schooner *Harlequin*. See NDAR 10: 528, 695–96, 837.

10. Capt. Edward Fettyplace, Jr., of Massachusetts privateer schooner *Dolphin*. See NDAR 10: 32, 46, 89.

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

January 1778.
Saturday 17

Ditto [South part of Saint George's Bank] N^o. 66 E^t 25
Lg^s.

at 5 AM had 42 fath: at 7 saw a Sail, out all reefs & made Sail,
at 8 Spoke the Chace a Sloop, called the *Friendship*,¹ from Casco

Bay bound to Guadaloup with Lumber, employed in taking out what was Necessary in order to destroy her. *Venus* in C^o.

Ditto [South part of Saint George's Bank] WbS 25 Lg^s. First part Moderate and hazey with Snow, middle and Latter Strong gales and hazey with rain, at 4 PM sounded 36 fath: having cleared the Sloop of her Provisions, Sails & Water, set her on fire. at 6 wore Ship & close reefed the Topsails

D, UKLPR, Adm. 51/52, part 2, fol. 2.

1. Sloop *Friendship*, Thomas Harmon, master, owned by Wells & Co., from Casco Bay to Guadeloupe, with lumber, taken on 17 Jan. near St. Georges Bank, later burned. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 486.

TIMOTHY PARSONS TO MASSACHUSETTS BOARD OF WAR

Porthmouth Jan^y 17th 1778

Sir/

Your Ship *Crue*^l was fixt and Ready for the Seas the tenth of this Ins^t, was waiting for a fair wind when I Left wiscaset the 12: I have Advanced two Hundred and fifty Pounds in fixing her, which I have Given the Barer hereof an Order for, which Should be Glad the Hon^{ble}: Bord would Send Me by him—I Shall be at Boston in March and Bring the Acc^{ts}. for Settlement if You prepose to Ship of Any Masts this Season it would be best to procure the Ships Lumber this winter as it can be got better and Cheaper than in the Summer. I Should be Glad to Serve the Hon^{ble}: Bord if they have any thing further to do in my way Am with due Resp^t. [&c.]

Ti^m^o: Parsons

L, M-Ar, Mass. Archives Collection, vol. 205, 2d ser., (Revolution Letters to the Board of War, 1775–1783), p. 278. Addressed at foot: "Sam^t: Phips Savage Esq^r/Pres^t: of The Hon^{ble}: Bord of War/Boston."

1. Massachusetts State trading ship *Crue*^l. See *NDAR* 10: 280, 555, 556, 621, 622, 643.

CAPTAIN SAMUEL TUCKER TO LIEUTENANT WILLIAM BARRON

Sir

Boston Jan^y 17. 1778

These are to Desire & direct you to proceed to Freetown & Apprehend & bring on Board the Ship *Boston* Two Negro Men who belong to the Ship & have to serve on Board till next May viz^t London Jerry & Francis Heck, you will Inlist such other suitable Men as you may meet with I am Yours—

Sam^l Tucker

L, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 1, p. 25. Addressed at foot: "M^r. Barron Gentl^o—/1st. Lieu^t of the *Boston* Frigate."

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Saturday Jan^y 17th 1778

In the House of Representatives. Whereas by a Resolve of the General Court passed the Sixth Day of August last, the Board of War were empowered and Directed to purchase or build two Armed Vessels to be employed in the service of this State, And whereas it appears to this Court, that the size and dimensions of the

two Armed Vessels mentioned in said Resolve are too large to answer the purposes for which said Vessels were intended.

Therefore Resolved, That the said Resolution passed the Sixth Day of August last be, and hereby is revoked and declared null and void. And that the Board of War be, and they are hereby empowered and Directed forthwith to procure suitable Materials for Building and Arming two Vessels to mount Sixteen or Twenty Guns each.

In Council Read and Concurred.

Consented to by Fifteen of the Council.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records, 1777–1778), p. 238.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 17th. 1778

Order'd, That Stephen Samson for Sundry Iron Work for Brig^t *Hazard*¹ as p^r Bill £34..15.. 3 —

Order'd, That Cap^t Chapman be paid the Ballance of his Account of Disbursements on Brig: *Nantes*² £280..13/. —

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 171–72.

1. Massachusetts Navy brigantine *Hazard*.
2. Massachusetts State trading brigantine *Nantes*.

VICE ADMIRAL VISCOUNT HOWE TO COMMODORE WILLIAM HOTHAM

Private
D^r. Sir.

Eagle [Newport, R.I.]
Jan^y 17; 1778

The *Chatham* being soon to return to England, will afford an opportunity for the safe conveyance of your Letters; and perhaps no less eligible to Capt Montagu¹ for his passage Home. I will beg of you to mention the Circumstances to S^r Hen^y Clinton for his commands also.

I have nothing to add on public concerns; except that I shall be desirous soon to receive your opinion of the Naval Force requisite to be detained at New York when the Season admits of my Return to the Delaware.

The 50 Gun Ships are best adapted to the confined Navigation in that River. But until I know what Disposition is thought requisite for your Out-posts and the guard of the Sound,² I cannot make my arrangements for the other Services.

There being no means to lodge any Stores at this miserable place, the *Grampus* must be sent back to land her Stores at New-York, when your River is open; And an assortment for the ships on this Station, sent in the *Elephant* & kept afloat. I am with the most perfect regard D^r. Sir [&c.]

Howe

L, Hull University, England, Brynmor Jones Library, William Hotham Collection, Letters from Viscount Howe, 1776–1780 (DDHO/5/1). Addressed at foot of first page: "Com^r Hotham." Docketed: "17th. January 1778./Letter from Lord Howe."

1. Capt. James Montagu, R.N.
2. Long Island Sound.

BROADSIDE FROM CAPTAIN HENRY BELLEW, R.N.

His Majesty's Ship
LIVERPOOL,
Being Hauled off from the Wharf,
It is expected and ordered,
That every Man absent from her, do immediately repair
on Board, or they will be apprehended as Deserters.
Ten Volunteer
SEAMEN
Wanted for the above Ship.
Henry Bellew.

PHILADELPHIA: Printed by JAMES HUMPHREYS, JUNIOR, in
Market-street, between Front and Second-streets.

Broadside. Notation at top left: "January 17th 1778."

FRANCIS LIGHTFOOT LEE TO GOVERNOR THOMAS JOHNSON, JR.

Sir

[*York, Pa.*] War Office Jan'y 17th 1778

I have been duly honoured with your Favour of the 11th instant.¹ The Committee to whom I communicated it feel themselves happy in the Anticipation of the Supply they shall acquire from your Exertions, the Necessity whereof still continues & Things yet bear the same unfavourable Aspect. Pork can be procured here at £4..10 ¢ hundred but Salt is not to be had for curing any large Quantity. The Committee will not prescribe Price or any other Matter to you as they are so perfectly satisfied of your better Judgment in the Business arising within your State. The Seisures & Certificates in Consequence of them were intended to be levelled against & given to Engrossers & Speculators great Numbers of whom abound in the State of Maryland equal at least to persons of that pernicious Cast in any other State. They extend their Purchases & Influence into this State wherein the Board of War have repeated Information they have purchased up great Quantities of Provisions & every Article wanted for the Army. These avaritious & dangerous People had raised the Expectations of the People so high that no reasonable Price would command their Commodities. This Consideration induced the Idea of Seisures & Certificates & the Committee cannot but think that the severest Steps would be justifiable with People whose sole Motive was Gain. Any Loss they may sustain will be but a proper Punishment. As to the Persons who grow or raise Provisions on their Farms the Case is to be sure different. The Committee are sensible of the Justice of your Excellency's Observations as to the Bay Navigation. They shew too the Necessity of forwarding everything we can during the Winter when the Men of War do not venture so high up the Bay. Your Sentiments as to the Necessity of building Boats of a proper Construction have been laid before the Marine Committee who have had some such Measure in Contemplation & will no Doubt immediately take Steps for having them built Mean time if your Excellency can have Tobacco Flatts Shallops & other Craft fitted for a temporary Purpose all Expences in hiring buying or repairing them will be borne. The Treasury Board

will take Care to furnish the necessary Supply of Cash & either transmitt it to you or pay your Drafts as you shall deem most proper. I enclose the Information herewith sent for your Excellency's Consideration & Enquiry & have the Honour to be [&c.]

Francis Lightfoot Lee

L, MB. Addressed: "On public Service/His Excellency/Thomas Johnston/Gov^r To State of Maryland/Annapolis." Docketed: "Jan^y 17, 1778/Francis Lightfoot Lee/of the Board of War/ab^t Provisions & the/procuring Vessels to/bring it up the Bay."

1. Gov. Thomas Johnson, Jr., to President of Congress, 11 Jan. DNA, PCC, item 70, fols. 237–40. In his letter Johnson discusses the difficulties of obtaining pork and provisions for the Continental Army in Maryland.

BRIGADIER GENERAL EDWARD HAND TO THE CONTINENTAL COMMERCE COMMITTEE

Gentⁿ.

Fort Pitt 17th. Jan^y. 1778

I do myself the honour to inclose you a demand made on me by Captⁿ. Ja^s. Willing of the Arm'd Boat *Rattle Trap*, for Provisions to be sent to the Arkansaws,¹ a Spanish post on the Mississippi and an Estimate made by Col: Morgan, as the Demand & Estimate both, were made on Supposition, and I have not had any orders respecting it. I beg to be favoured with your Instructions on the Subject, Captⁿ. Willing Saild the 10th. at night with very Good Water I have the honour to be [&c.]

Edw^d: Hand

L, DNA, PCC, item 159, 431–2 (M247, roll 178). Addressed at the foot: "The Hon^{ble}. Commercial Committee." Docketed: "No. 78/Letter from/gen. Hand/17 Jan: 1778—/referred to the board of/treasury—."

1. See Colonel George Morgan to Captain James Willing, Jan. 1778, above.

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

January 1778.
Saturday 17th.

Cape H^y N 60 W Distⁿ. 27 Leag^s.

At 1 AM Set the Fore Sail. At 6 S^d. 22 f^m. Fine Sand. At 7 saw a Sloop to NE gave Chace. ½ p^t 11 Fired a Gun & Bro^t too a Sloop from Virginia b^d. to S^t Eustatius.¹ Shortend Sail & Bro^t too Main Topsail to the Mast took the Pris^{rs}. out & put onb^d. a mid[*shipman*] & 6 Men to Navigate her to N. York—

Cape Hen^y N 86 W Distⁿ. 22 leagues

Mod^t Breezes and Cloudy. At ½ p^t 2 [*PM*] parted C^o. with the Prize At 2 Wore Ship. In 2^d Reef Topsails. At 4 Sounded 40 Fa^m. Small Stones; Fell overboard from Main Topm^t head W^m. Houper Seaman, threw overb^d. Gratings &c^a. to save him Without Effect. At 6 Fresh gales & squally Close Reefd the Fore and Main Topsails and handed them, carried the Mizen Topsail y^d. away. Unbent the Sail, down the Yard & struck y^c. Topgall^t. Mast.

D, UKLPR, Adm. 51/694.

1. Sloop *Sally*, John Patterson, master, owned by Roger McCallister of Maryland, from Maryland to St. Eustatius, with tobacco, a crew of 7 seaman, sent to New York City. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239–40.

ORDER FOR PAYMENT TO CAPTAIN IGNATIUS FENWICK

[Annapolis] In Council 17. January 1778

Ordered That the western shore Treasurer pay to Cap^t Ignatius Fenwick three hundred and fifty pounds on Account of the Ship *Lydia* of which Acco^t to be rendered

⌘ order

T Johnson Jun^r

DS, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-10-53/39.

LIEUTENANT JOHN OSBORN, R.N., TO VICE ADMIRAL CLARK GAYTON

Sir

When I last had an Opportunity of Writeing you from this Port, I informed you of M^r Gaulds being absent on the Surveying Service & that I should sail for Ship Island on the 25th of September I arrived there on the first of October & on the 8th M^r Gauld returned on board We Immediately sailed for this Port where we arrived on the 16th During the whole summer the Sloop leaked much, & complained in every part, but during this last passage we could hardly keep her free with the Pumps

On my arrival I represented this to Captain Lloyd,¹ who was pleas'd to order the Sloop to be Careen'd on the 15th of December we hove Down, & the Sheathing being entirely distroy'd by the Worms, some of it was ripped off, when her Bottom was found eaten through by the Ratts; on cutting the Pieces out, the Timbers were so rotten that they might be pulled to pieces with ones fingers

On the Starboard Bow, of Seven Timbers which could be seen, only two were sound, & on the Larboard Side of Twenty three, Thirteen together were rotten & the rest much decayed

Cap^t Lloyd has had a Survey on her The report of which he has Transmitted to you²

I must beg your Excuse for saying that a Sloop, is a very improper Vessel for the Surveying service, as Accidents continually happen to the Boats in hoisting them in and out, In a Schooner or Brig, those Operations are performed with more ease & Safety

Since the Encrease of the *Florida's* Complement she is incapable of carrying a Sufficient Quantity of Provisions, which Occassions the People being at Short Allowance during the Summer, when they undergo the greatest fatigue; And as the Service she is employed on requires her to carry a great Quantity of Stores; her hold is so full that the People are obliged to sleep on Deck

As she can never proceed to Sea again with Safety, or be refitted at this Place, I wait with impatience to know your determination with respect to myself and the Crew

I have the Honour to be with the greatest Respect Sir [&c.]

Jn^o: Osborn

Florida Sloop

Pensacola January 17th: 1778

A Coppy

Clark Gayton

Copy, UKLPR, Adm. 1/240, fols. 523-24. Addressed below close: "Clark Gayton Esq^r: &c. &c." Docketed: "Liu^r: Osborns/Letter." Docketed in another hand: "In Vice Adm^l: Gayton's Letter/Dated 20 April 1778—"

1. Comdr. Thomas Lloyd, commanding H.M. sloop *Atalanta*.

2. The survey, condemning H.M. sloop *Florida*, is enclosure no. 4 in Vice Adm. Clark Gayton to Philip Stephens, 20 Apr. 1778, UKLPR, Adm. 1/240, fols. 526-27.

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

Jan^{ry} 1778.

Saturday 17th

Moor'd in Port Royal Harbour, Jamaica.—

(AM) Saile His Majesty's Arm'd Ship the *Lord Amherst*^l with the Remainder Part of the Convoy, & the *Thynne* Packet for England, sent the weekly Account on board the Flag.—

Moor'd in Port Royal Harbour, Jamaica.—

Fresh Breez^s, the first Part, Latter Mod^t: and Variable.

(PM) Employ'd Staying the Mast, and Setting up the Rigging, sent on board the *Hazard* Tend^r: Provisions, D^o: Open'd a Tierce of Pork Contents 168, Short 1 P^s: came in here the *Unity* Schooner wth: Fish and Lumber from Sealem, The *Snail* Tend^{rs}: Prize,² D^o: answ^d: the Sig^t: on board y^e flag.

D, UKLPR, Adm. 51/914.

1. British ordnance transport, John Geed, master, 600 tons burthen, mounting 24 nine-pounder and 8 six-pounder carriage guns, owned by Durand & Co., built in 1764 on the Thames River. *Lloyd's Register of Ships, 1777-1778*. See NDAR 10: 295, 695.

2. Schooner *Unity*, Hilton, from Salem, with fish and lumber. Gayton's Prize List, 26 Feb. 1778, UKLPR, Adm. 1/240. See Captain William Garnier, R.N., to William Richardson, 1 Jan., and Governor Comte d'Argout to Governor John Dalling, 16 Jan., above.

DEPOSITION OF JOHN CARMODY

The Deposition of John Carmody of the said Island of S^t: Vincent Sheweth

That the said Deponent was dispatched by order of His Excellency General Morris,¹ with a letter to the General of Martinique,² to claim a Sloop called the *two friends*, which said Sloop was employed in the Government Service in the aforesaid Island, and was on the 1st of January instant taken by an American Privateer in Coubamarou Bay, to windward of the said Island. That this Deponent on his Arrival at the Carenage in the Island of S^t: Lucia, saw the said Sloop *Two Friends* at anchor in that Port—That he immediately applied to the commanding Officers at the Garrison there, and informed him of his errand to the General of Martinique, and requested the said Sloop might be detained until the General of Martiniques pleasure was known—That the Commanding Officer returned for Answer, That he had no Authority to detain the Sloop claimed, & therefore could not do it, until application was first made at Martinique, & he received orders for that purpose—That this Deponent then went to Fort Royal, & delivered His Excellency General Morris's Letter to the French General who gave him a Letter directed to the Commanding Officer at S^t: Pierres,³ which he said was an order for the delivery of the Vessel in case she should be in that port, or near it. That the said Deponent in going from Fort Royal to S^t: Pierres, again, saw the said Sloop *Two Friends* at Anchor in a bay in Martinique called Fond Capott,⁴ distant from S^t: Pierres about six miles. That he delivered the French Generals Letter to the Commanding Officer at S^t:

Pierres, & acquainted him with his seeing the said Sloop at the last mentioned Port. That the said Commanding officer assured him he would immediately dispatch an order to Arrest the said Vessel—That this Deponent waited on the Commanding Officer the day following, & was by him informed that he had sent the King's Guard de Costa after the Sloop, but that she was not [to] be found in the said Port, called Fond Capott, that the Guard de Costa had returned without being able to receive any Intelligence of her, And That he would write a Letter to General Morris on the subject which this deponent received a day or two afterwards⁵—That this deponent was given to understand from others, That M^r Bingham⁶ an American Agent had received early information of the intention of claiming the said Sloop, as also of the French Guard de Costa being sent after her, & had accordingly secreted the Vessel to some private place where it was impossible for this Deponent to procure any knowledge of. And also had heard that the said Bingham had declared it would be needless for any Person to recover the said Vessel by claiming her from the French General for that she should never appear to give any opportunity of the Claim's being effected And that the only method of obtaining her would be by purchase from him and no other.

(signed) John Carmody

Sworn before me the 17th January 1778

(Signed) Rob Malloun

Ex^d Valentine Morris

Copy, UklPR, C.O. 260/5, fols. 75–76. Docketed: "In Gov^r Morris's of/15th Jan^y 1778./(3.)." Notation: "St Vincent Jan^y ye 17th 1778/Copy of Deposition/by/John Carmody/respecting Provision Sloop &c."

1. Gov. Valentine Morris of St. Vincent.
2. Marquis de Bouillé, governor of Martinique and French Windward Islands.
3. Commandant La Perrier.
4. Shallow waters of River Capot.
5. A copy of this letter, which is not printed, is in UklPR, C.O. 260/5, fol. 74.
6. William Bingham.

January 18 (Sunday)

CAPTAIN RICHARD JAMES TO MASSACHUSETTS BOARD OF WAR

Falmouth [*Me.*] Jan^y 18th 1778

Gentelmen these are to acquaint you I shall Sail to-day. The Ship *Union*¹ Gentelmen was Exceeding dirty wich Oblidge me to Lay her On shore and Clean her, She is now Well Cleand. likewise her leek is stopt that was in her Lumber port Inclosed is an Account of disbursments of the Ship *Union*. Together with Wages Paid Authar Shattuck and James Pike Salors for Service on Board while under the Comand of Capt Hayns² I have draughted on the Honor^{ab} Board for thirty pounds Lawfull Money in favour of M^r Moses Shattuck of this Place wich you^{ll} Please to pay, The Ballance of Account Inclosed Please to pay to Jon^a Glover Esr. I am informd by a Captin of a Vesell from Hallifax their is now four Crusers Station^d between Cape Cod and Cape Sabel, wich I may Have the good furtune to Escape them, no more at Present. I am Gentelmen [&c.]

Rich^d James

L, M-Ar, Mass. Archives Collection, vol. 205, 2d ser. (Revolution Letters to the Board of War, 1775–1783), p. 280. Addressed at top: “To the Hon^{ab} Board of War of/the State of the Massatchetts.”

1. Massachusetts State trading ship *Union*. See *NDAR* 10: 555, 633, 642–43, 697, 810, 811.

2. Capt. William Haynes.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Newport, Rhode Island]

18th Jan^y Heavy rain most part of last night, with a Strong wind at S. Clear day.

About 10 o’Clock last night a Rebel Sloop¹ came ashore on the S.W. point of Brenton’s neck. She luckily struck on a narrow piece of Sandy Beach, and was but little damaged. She is about 60 Tons burthen, from Surinam to New London, laden with 60 Hogsheads of Molasses, 2000 weight of Coffee, some sail cloth, and a few dry goods; and has 8 hands on board. She sailed 30 days ago in company with 3 other vessels for the same port. A party of Light Infantry was sent down early this morning who secured the people and took possession of her.

Came in The *Sphynx* from New York, with three small trading vessels under her Convoy.

Mackenzie, *Diary* 1: 236.

1. The following day Vice Adm. Howe decreed that the sloop was a lawful prize of the army under Maj. Gen. Robert Pigot. Mackenzie, *Diary* 1: 237.

JOURNAL OF H.M.S. GALATEA, CAPTAIN THOMAS JORDAN

Jan^{ry}: 1778

Sunday 18

S^t Augustine South 34 L^s

½ p^t 8 AM Saw a Sail Gave Chace.

Charles town West 40 L^s

Fresh Gales and Cloudy W^{tr} at 3 [PM] fired 4 Shot & Bro^t too the Sloop *Little Charles* from S^t Eustatia bound to Charlestown S^o Carlo Laden with Rum Salt & Dry Goods Jerh^h: Dickenson Master¹

D, UklPR, Adm. 51/4197.

1. Sloop *Little Charles*, Jeremiah Dickenson (Dickinson), 30 tons burthen, mounting 9 cohorns and 4 swivel guns, a crew of fourteen seamen, owned by Robert Keel of St. Eustatius, taken in lat. 32^o 53’, long. 81^o 84’, sent to St. Augustine. Howe’s Prize List, 23 Apr. 1778, UklPR, Adm. 1/488, fols. 239–40. She was libelled on 25 Feb. in the Vice Admiralty Court of New York and was condemned as a lawful prize of *Galatea* on 20 Mar. 1778. UklPR, H.C.A. 49/94, fol. 40.

COMMANDER THOMAS LLOYD, R.N., TO VICE ADMIRAL CLARK GAYTON

Sir

Atalanta Pensacola 18th January 1778

I receiv’d yours of date 11th Decem^{br}: last acquainting me that the Stores demanded, are to be sent by the *Hornet*; Inclos’d I send you some other Demands His Majesty’s Ship under my Command being much distress’d for want of Stores; I have Careen’d and Sheathed His Majesty’s Sloop *West Florida*, and the Carpenter, reports to me that she will not run longer than six months except she gets a New bottom, I have given M^r: Burdon¹ Orders to proceed to the Lakes,² agreeable to your Orders. . . The *Florida* is now on the Careen but the Carpenters find her so Rotten that she cannot proceed to Sea, till she gets a thorough repair which can-

not be done at this Port, I have Ordered them to put in the Planks which was taken out in Order, to examine her, and have inclos'd their report to you,³ and should be glad to know how I am to Act respecting her and think it necessary to inform you that a Vessel cannot be bought at this Place fit for the Surveying Service.

The late Boatswain and Gunner of the *Atalanta* are Dead, and I have appointed John Chambers to Act as Boatswain and Will^m: Handy to Act as Gunner, till I have your further Orders, they are both diligent and Sober Men, and should be very happy to have them appointed, in the room of the former if you think proper. I have appointed M^r: David M^c:Cullugh to Act as Surgeons Mate of His Majesty's Sloop *West Florida*, and inclose you the Surgeons report of his Quallifications. Inclos'd you will receive Demands, for, Boatswains, Gunners, and Carpenters, Stores, and likewise a Demand for Muster Paper, and the State and Condition of His Majesty's Sloop *Atalanta*, *West Florida*, and *Florida*.

I expect M^r: Burdon will sail to morrow, he was detained some days waiting for Hands from the *Daphne*. I am Sir [&c.]

T. Lloyd

A Coppy

Clark Gayton

Copy, UKLPR, Adm. 1/240, fols. 520–21. Addressed below close: "Clark Gayton Esq^r &c. &c." Docketed: "Cap^r Loyds letter." Docketed in another hand: "In Vice Adm^l: Gayton's Letter/20 April 1778."

1. Lt. George Burdon [2], commanding H.M. sloop *West Florida*.

2. Lakes Borgne and Pontchartrain.

3. Enclosure not printed. The survey, condemning H.M. sloop *Florida*, is enclosure no. 4 in Vice Adm. Clark Gayton to Philip Stephens, 20 Apr. 1778, UKLPR, Adm. 1/240, fols. 526–27.

JOURNAL OF H.M.S. *SEAFORD*, CAPTAIN JOHN COLPOYS

January 1778

At Sea Latit^d. 12 : 12 N^o: Obs^d.

Sunday 18th.

At 10 AM Read the Articles of War to the Ships Company—

At Sea Latit^d. 13 : 1 N^o: Obs^d.

Fresh breez^s: & fair W^r: At 4 PM Saw a Sail to the N^o: W^d: Gave Chace At ½ Past 8 PM Fired 23 Shott at the Chace bro't her too, Proved the Brigg *General Washington*, an American Privateer of 18 Guns from Boston,¹ Exch^d. the Prisoners—

D, UKLPR, Adm. 51/880, part 3.

1. Massachusetts privateer brigantine *General Washington*, William Rogers, commander, mounting 18 guns, crew of 84 men, 120 tons burthen, from Martinique, sent into Barbados. Young's Prize List, 14 Mar. 1778, below. See Governor Edward Hay to Lord George Germain, 4 Feb., below.

January 19

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Monday Jan^y: 19. 1778

In the House of Representatives. Resolved, That there be allowed and paid out of the Public Treasury of this State, Two hundred and Forty five Pounds Ten Shillings to M^r: John Peck in full for his Wages and Board, whilst modelling and attending on Building the Brigantine *Hazard*.¹

In Council Read and Concurred.
Consented to by Fifteen of the Council.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records, 1777-1778), p. 243.
1. Massachusetts Navy brigantine *Hazard*. See John Peck to Samuel Adams, 20 Feb., below.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, [Boston] Jan^y 19th. 1778—

Order'd, That M^r Ivers¹ pay M^r John Archer for Sundry's for Brig^t *Hazard*,² p^r Cap^t Samson's³ Bill of Exchange bearing Date Dec^r 1st 1777—for £14..11.. 6

Order'd, That M^r Ivers pay M^r John Archer for Sundry's supplied Brig^t *Tyrannicide*,⁴ p^r Cap^t Harredens⁵ Bill of Exchang bear^s date Dec^r 2^d 1777—for £30.. 0.—

Order'd, That William Fleet for 90^{Cwt.} 1^{gr.}..19^{lb} Lignumvita deliver'd Cap^t Chapman⁶ for Brig^t *Nantes*⁷ as p^r Account be paid . . . @ 12/. £54.. 5.—

Order'd, That the Commissary General⁸ deliver Cap^t Isaac Freeman one quarter Fresh Beef & some Bread, also three pounds Sugar to carry him down to Old York⁹ to bring up the Sloop *Republic*¹⁰—

Order'd, That Cap^t Hopkins¹¹ deliver Cap^t Isaac Freeman Two Gallons Rum to carry as Stores to York—

Order'd, That the Com^y Gen^l deliver Cap^t Bartlett Holmes for Schooner *Hannah*¹²—

½ Barrel Pork	100 ^{lb} Bread	28 ^{lb} Sugar
28 [<i>bushels</i>] Rice	8 ^{lb} Butter	½ Bushel Peas
10 ^{lb} Candles	6 Gall ^s Rum	2 Empty Barrels

Order'd, That Cap^t Hopkins deliver Cap^t Bartlett Holmes for Schooner *Hannah*—

4 Hogsheads New England Rum	1 Quart Pott—
1 Gallon Pot	1 Brass Cock

part of the above Rum from M^r Hall—

Order'd, That M^r Ivers pay Cap^t Isaac Freeman for Expences for Sloop *Republic* . . . £36..—.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), pp. 173-74.

1. Thomas Ivers.
2. Massachusetts Navy brigantine *Hazard*.
3. Capt. Simeon Samson, Massachusetts Navy.
4. Massachusetts Navy brigantine *Tyrannicide*.
5. Capt. Jonathan Haraden, Massachusetts Navy.
6. Capt. Joseph Chapman, Massachusetts Navy.
7. Massachusetts State trading brigantine *Nantes*.
8. David Devens.
9. York, Me.
10. Massachusetts Navy sloop *Republic*, Capt. John Carey, commander.
11. Capt. Caleb Hopkins.
12. Massachusetts State trading schooner *Hannah*.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOHN CAREY

Sir.

[Boston] War Office 19th Jan^y 78.

We receivd your Letter from Portsm^o advising of your Arival and Misfortune. This Day will sail Capt Isaac Freeman, who will be your pilot from York¹ to Boston

he brings with him, Sails, Cable & Anchor. you will as soon as possible, leave York and come to Boston, taking Care to be as frugal in Yr Expences as possible. we wish you Safe here and are Yr Frds &c

Sam Pbps Savage
Pres^t

N.B.

if you are not able to come up y^r Self in s^d Sloop² deliver her to Cap^t Freeman.—

L, M-Ar, Mass. Archives Collection, vol. 205, 2d ser. (Revolution Letters, 1775–1783), p. 279. Addressed at top: “Cap^t John Cary.” Docketed: “Cap^m. John Cary/Jan^y 19th/1778.” There is another copy in M-Ar, Mass. Archives Collection, vol. 151 (Mass. Board of War Minutes, 1776–1780), p. 150.

1. York, Me.

2. Massachusetts Navy sloop *Republic*.

THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, JANUARY 19, 1778

BOSTON, Jan. 19.

We hear the ship *Portsmouth*, of 20 Guns,¹ returned to Portsmouth last Thursday from a Cruise, during which she took two Prizes,² and carried them into Bilboa; and on her Return she took two more, one of which was a 20 Gun Ship³ with 40 Men, bound from London for New-York, laden with Woolens, &c. to the amount of 8,000 l. Sterl. prime Cost, which last Prize she parted with only four Days before her Arrival. The other, a Brig laden with Provision⁴ is arrived in a safe Port.

Friday last a Privateer Sloop of 10 Guns,⁵ commanded by Capt. Connolly⁶ of Manchester, returned to Salem from a Cruise. About a Month ago he fell in with and engaged a Ship of 20 Guns, with 40 Men, during which the Ship blew up, and all the Hands but Nine were lost. She was bound from London for Antigua, with a very valuable Cargo, estimated (as the Hands say who were taken off the Wreck after she blew up) at upwards of 80,000 l. They say also, there was a Lady of an immense Fortune on board, who likewise perished, but we have not learnt her Name.

We hear a Prize Ship of 290 Tons,⁷ mounting 14 Carriage and 12 Swivel Guns, and navigated with 45 Men, taken by the *Cumberland* Privateer belonging to this Place,⁸ is safe arrived at an Eastern Port,⁹ with the following Cargo, viz. 30 Pipes Port Wine, 4 Hogsheads ditto, 4 & a half Hogsheads Lisbon ditto, 166 Pipes Madeira ditto, 78 Hogsheads ditto, 68 Quarter Casks ditto, 300 Boxes Claret, 13 Chests Green Tea, 40 Tons Pig Iron, a Quantity of Gin, Brandy, &c. &c. &c.

1. New Hampshire privateer *Portsmouth*, John Hart, commander.

2. Brig *Emperor of Germany*, Robert Hawkins, master, and brigantine *Mercury*, John Pearce, master. See NDAR 10: 853, 854, 943, 944, 984, 990–91, 996–97, 1002.

3. British letter of marque ship *New Duckinfield*, W. Foster, master. See *The Freeman's Journal, or New-Hampshire Gazette*, 20 Jan., below.

4. Brig *Swan*. See *The Freeman's Journal, or New-Hampshire Gazette*, 20 Jan., below.

5. Massachusetts privateer sloop *Trenton*, John Conolly, commander, of Salem. See NDAR 10: 15.

6. Capt. John Conolly. See NDAR 10: 15.

7. Ship *Lady Gage*, Joseph Royal Loring, master. See Libel Filed in Massachusetts Maritime Court of the Eastern District, 19 Jan., below.

8. Massachusetts privateer ship *Cumberland*, James Collins, commander.

9. Falmouth, Me.

LIBEL FILED IN THE MASSACHUSETTS MARITIME COURT OF THE EASTERN DISTRICT

State of Massachusetts Bay. }
Eastern District. } *To all whom it may concern.*

NOTICE is hereby given, That a Libel is filed before me, in Behalf of the Owners of, and the Officers, Marines and Mariners on board the private armed Ship *Cumberland*,¹ James Collins, Esq; Commander, against the Ship *Lady Gage*, burthen about 250 Tons, Joseph Royal Loring late Master, and her Appurtenances and Cargo. And for the Trial of the Justice of said Capture, a Maritime Court for said District, will be held at Falmouth, in the County of Cumberland, on Tuesday the Tenth Day of February, 1778, at the Hour of Ten in the Forenoon, when all Persons concerned may appear and shew Cause, if any they have, why the same Vessel, her Cargo and Appurtenances, should not be condemned.

TIMOTHY LANGDON, Judge of said Court.

Boston-Gazette, and Country Journal, 19 Jan. 1778.

1. Massachusetts privateer ship *Cumberland*, mounting 20 carriage guns with a crew of 180 men, owned by Paul Dudley Sargent, Nathaniel Crafts and Job Prince, of Boston, was commissioned on 12 and 13 Sept. 1777. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 112, 115.

LIBEL FILED IN THE MASSACHUSETTS MARITIME COURT OF THE EASTERN DISTRICT

State of Massachusetts Bay. }
Eastern District. } *To all whom it may concern.*

NOTICE is hereby given, That a Libel is filed before me in Behalf of the Owners of, and the Officers and Mariners on board the private armed Schooner *Hannah and Molly*,¹ Agreeen Crabtree, Commander, against the Schooner *Resolution*, burthen about fifteen Tons, John Long late Master. And for the Trial of the Justice of the said Capture, a Maritime Court will be held in Pownalboro for said District, on Wednesday the 25th Day of February, 1778, at the Hour of Ten in the Forenoon, when all Persons concerned may appear and shew Cause (if any they have) why the same Vessel, with her Appurtenances and Cargo, should not be condemned.

TIM. LANGDON, Judge of said Court.

Boston-Gazette, and Country Journal, 19 Jan. 1778.

1. Massachusetts privateer schooner *Hannah and Molly*, 25 tons burthen, mounting 8 carriage guns, a crew of 13 men, owned by Agreeen Crabtree, of Frenchman Bay, Me., was commissioned on 31 July 1776 and recommissioned on 29 Aug. 1777. M-Ar, Mass. Archives Collection, vol. 139, pp. 124, 141.

JOHN ROWE TO MASSACHUSETTS GENERAL COURT

To The Hon^{ble} the Council & House of Representatives for the State of the Massachusetts Bay in Gen^l Court Assembled at Boston Janry 19th 1778.

Humbly Sheweth—

John Rowe of Boston in the County of Suffolk Merch^t Agent for the Owners of the Private Armd Schooner *Phenix*¹—That the said Schooner on a Cruize against the Enemies of the Unitd States of America lately capturd & brought into this harbour of Boston A Certain Snow calld *Our Lady of Mount Carmell & S^t Anthony*² which was libelld & tryed in the Maritime Court of the Middle district of Said State and

was found to be the Property of Some of the Subjects of the King of Portugall and not liable to Condemnation and was therefore acquitted and Orderd to be Restord to the Owners thereof—³

But as the Captain⁴ of the Said Snow and Some of his Officers & Men are Sent away & not to be come at so that She may be Restord to them.—& Should the Owners of the schooner *Phenix* Attempt to Restore her—they must Run Great Risque in doing it, for if they Should put an American Master on board & Send her to Portugall with Proper Certificates from the Maritime Court Your Petitioner apprehends the British Cruizers would Pay no Regard to Such Proceedings but would consider her as Lawful Prize and as Such would proceed against and Condemn her The Owners of the *Phenix* would then be exposd to future Law Suits & Damages by Prosecution of the Owners of Said Snow—And Should the Owners of the *Phenix* proceed to Sell the Said Snow for Account of the Owners—the Money must not be divided among them neither is there any Person Authorized to Receive it

The Owners of the *Phenix* who are inhabitants of Pensilvania & other Southern States in America are Desirous of Petitioning the Honorable Continintall Congress—(As its A Matter which Concerns the Whole Continent) for their advice & Direction in the Premises—

but as this cannot be Effected Immediately Your Petitioner humbly Prays this honourable Court to Appoint Some Person giving Sufficient Bonds for the Security of the Same to take Possession of the Said Snow her Cargo & Appurtenances & keep them till an order of Congress Shall be had thereon. Your Petitioner also begs Your Perusall of A Letter he Receivd from One of the Owners of the *Phenix* & who is A Member of the Honble Congress—on this Occasion⁵ and your Petitioner as in Duty bound—will Ever Pray—

John Rowe

DS, DNA, PCC, item 44, pp. 39–42 (M247, roll 58). Docketed: “J. Rowe 19th Jan^y to the/Assembly of Massachusetts Bay/respecting the Snow called/our *Lady of Mount Carmel*.”

1. Massachusetts privateer schooner *Phenix*, Joseph Cunningham, commander.
2. *Nostra Senhora de Carmo e Santo Antonio*, João Garcia Duarte, master. See NDAR 10: 9–10, 10n, 22, 135, 318, 319, 664, 794.
3. See NDAR 10: 664.
4. João Garcia Duarte.
5. Robert Morris. See NDAR 10: 318–20.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Monday, January 19, 1778

Resolved, That a member be elected from the delegates of Maryland, to be added to the Marine Committee: The member chosen, Mr. [*James*] Forbes. . . .

Congress resumed the consideration of the report of the Marine Committee of the 8 January; Whereupon,

Resolved, That officers of the navy, not in actual service, be entitled to their pay, but not to rations, nor to the subsistence money allowed by the resolution of the 25 July, 1777. . . .¹

JCC 10: 60, 61, 62–63.

1. Congress passed a resolution to reconsider the next day. Journal of the Continental Congress, 20 Jan., below.

GOVERNOR THOMAS JOHNSON, JR., TO PRESIDENT OF CONGRESS

Sir.

Baltimore 19th Jan^y 1778.

Your Favor of the 12th Ins^t was delivered to me last Friday,¹ I received a Letter also at the same Time, from Mess^{rs} Samuel & Robert Purveyance² informing me that they had good Reason to believe that M^r Governere³ of Curasoa was part Owner of the Sloop⁴ & Cargoe, and that the Captain was retailing the Salt in very small Quantities at £15 p^r Bushel and would not sell it to Ingrossers. Before the Receipt of your Letter, I had been advised by M^r Van Bibber,⁵ of the Arrival of this Vessel, that this was her third Voyage and that the Captain,⁶ in a former one, refused to sell in Gross and had retailed his Salt at a lower Price than he had been offered for it in large Quantities. The Council and myself thought it best that Enquiry should be made, as to the Property of the Vessel and Cargoe and that, unless the Owners were real Enemies, a Purchase would be much more eligible than a Seizure, especially, as the Scarcity of Salt is not now so great as the Congress seems to have apprehended and I willingly, came here with that View. The inclosed Affidavit and correspondent verbal Information from several of the trading Gentlemen in Town is the Result of my Enquiry. M^r Beakman⁷ is known to some of the trading Men here, and has, as I am informed by them and others, been always esteemed, not only a firm but a suffering Whig; what Connexions he has had here, seems to have been with those who are Whigs. The Captain says, that he was employed in the Service of the Congress from New York to Curasoa with a Cargoe, in this Vessel, to make Remittance for Powder sent to New York by M^r Governere, and that M^r Beakman offered her Cargoe of Salt last year to M^r P. Levingston⁸ for the Use of the Congress, at two thirds the Price it was sold for at Egg Harbour. Seeing no Circumstance against M^r Beakman but what ought to be equally decisive against every Body else now in Philadelphia, I have forbore to make any Seizure of the Salt, on an Assurance, which I have no Doubt will be kept, that the Congress may have it, if they please, at the common selling Price, which is now 15£, a Bushel, 1000 Bushels at least, will be reserved for an Answer. One M^r John Davis since I began this Letter came in and offered me 200 Bushels, just brought up at £14 a Bushel. M^r William Lux & others have a late Arrival at South Key⁹ North Carolina and will engage to deliver 1000 Bushels here as soon as possible, they expect one Half of it within a Fortnight at 13£ p^r Bushel. There have been several late Arrivals in North Carolina, Virginia, and in the Inlets on the Eastern Shore, amongst the latter 700 Bushels belonging to this State, these 700 Bushels, about 300 at Snow Hill, about 200 at Annapolis and about 150 in the Neighbourhood of this Town, all belonging to this State, the Congress may have at a reasonable Price. Several People expect Salt in, daily and small Quanties of imported and Country made Salt are, every now and then, brought to this Place for Sale. Those who have and expect Salt, seem desirous of giving Congress the Preference and independent of all other Circumstances which would make it more desirable to purchase, the Congress may be supplied in that Way with a greater Quantity than in any other of this. The Council & I are so well satisfied that if the Treasury of this State could possibly bear it, we should immediately purchase 1500 or 2000 Bushels for the use of the Continent, but we have not the Money. If I might advise, it would be, to order the Comm^y to purchase what is immediately wanted here for Cash and, there can be little Doubt but, in a short Time, there will be a Plenty and at a lower Price. A few

Days ago, I received a Letter from M^r Richardson¹⁰ in the purchasing Commissary's Department, at George Town; he had borrowed one hundred Bushels of Salt of M^r Hooe¹¹ & had just been informed that a Quantity which he expected from Virginia had reached a Creek on Potowmack, from whence he might soon get it. I am well informed of large Quantities of Salt expected here, but a Seizure will certainly determine People to stop what they can and prove not only highly prejudicial to the Inhabitants of this State, but prevent Congress from being supplied at so cheap a Rate on the Whole, with any large Quantity at the Places by much the most convenient for Carriage . I am [&c.]

LB, MdAA, Governor and Council (Letter Books) 1777–1779, S 1075-6, 4007. Addressed at the foot: "The President of Congress."

1. See President of Congress to Governor Thomas Johnson, Jr., 12 Jan., above.
2. See Samuel and Robert Purviance to Governor Thomas Johnson, Jr., 14 Jan., above.
3. Işaac Gouverneur of Curaçao.
4. *Pennsylvania Farmer*.
5. Isaac Van Bibber, merchant at Baltimore.
6. Capt. [William?] Newton.
7. Gerardus Beekman (Beeckman) of New York City and Philadelphia.
8. Philip Livingston, New York delegate to the Continental Congress and member of the Commerce Committee.
9. South Quay, Va.
10. Thomas Richardson.
11. Robert Townsend Hooe of Alexandria, Va.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Monday the 19th day of January 1778—

Ordered that a Warrant issue to George Webb esq^r for twelve pounds for the Balance of his acco^t as a Commissioner of the Navy Board.—

DS, Vi, Navy Board Journal, 344.

JOURNAL OF THE VIRGINIA HOUSE OF DELEGATES

[*Williamsburg*] Monday the 19th of January 1778.

Ordered, that Mr. *Richard Henry Lee*, Mr. *Thornton*,¹ and Mr. *Jett*,² be added to the committee appointed to examine into and report the state of the navy.³

Journals of the House of Delegates of Virginia (Williamsburg: Alexander Purdie, 1778), 126.

1. George Thornton, delegate from Spotsylvania County.
2. Thomas Jett, delegate from King George County.
3. For the text of this report see Journal of the Virginia House of Delegates, 22 Jan., below.

MINUTES OF THE GEORGIA EXECUTIVE COUNCIL

[*Savannah*]

Thursday January 19, 1778

RESOLVED, That his Honor the Governor¹ be requested to direct the Commissary to enquire for such houses without the Town of Savannah may be suitable for Hospitals for the use of the Continental Naval & Land forces doing duty with State, and in case Such can be found that this House be acquainted therewith.

Extract from the minutes

J^s WOOD, Jun^r Clerk.

The Revolutionary Records of the State of Georgia, 2: 17.

1. John Houstoun.

“EXTRACT OF A LETTER FROM A GENTLEMAN IN MARTINICO
TO HIS FRIEND IN THIS TOWN, DATED JAN. 19, 1778.”

“By sundry advices, already in your hand, you are informed of the protection and encouragement we Americans meet with in the French islands; indeed much more than we could expect from any neutral power. I send you a list of privateers fitted out and owned in this island, and cruizing under Congress colours, viz ship *St. Peter*, of 18 six pounders;¹ brig *Gen. Washington*, 16 four pounders;² sloop *Ranger*, 14 four pounders; sloop *Fortune*, 12 six pounders; sloop *St. John*, 14 four pounders; sloop *New Rambler*, 10 six pounders; schooner *Success*, 14 four pounders; brig *Retaliation*, 14 six pounders;³ a brig at Port Royal, 16 four pounders; there are eight others, chiefly sloops. These compleat our cruizing fleet, belonging to St. Piere’s. A great number of privateers, belonging to New-England, often put in here, many of which are very fortunate. No English vessel dare venture themselves in the English channel, without a convoy, as sure as they do, in a few days, they come addressed to some gentlemen in this island. We have daily prizes coming in. The French vessels go and come uninterrupted.

“France, who is in a perfect state of security, but for political reasons, would have Britain declare war against her first; but convinced I am, at all events, she will not let us fall. Our late successes in America, may prevent their interfering vigorously in our behalf immediately, which they were prepared for. In my next, I will send you a list of the prizes brought in here since the American war commenced, and believe it will far exceed your expectations.

“It is expected convoys will be granted us, and our vessels sail in large fleets to the continent.”

Maryland Journal, and the Baltimore Advertiser, 10 Mar. 1778.

1. American privateer ship *St. Peter*, Samuel Chace, commander. See *Journal of H.M.S. Aurora*, 12–13 Jan., above, for her capture.

2. Massachusetts privateer brigantine *General Washington*, William Rogers, commander. See *Journal of H.M.S. Seaford*, 18 Jan., above, for her capture.

3. Pennsylvania privateer brigantine *Retaliation*, George Ord, commander.

January 20

THE FREEMAN’S JOURNAL, OR NEW-HAMPSHIRE GAZETTE,
TUESDAY, JANUARY 20, 1778

PORTSMOUTH. [January 20.]

Last Tuesday arrived here the ship *Portsmouth*,¹ JOHN HART, commander, in nine weeks from Bordeaux:—on his passage to this place, fell in with and took the following vessels, viz. Brig *Emperor of Germany*,² laden with beef and butter:—Brig *George*,³ laden with dry fish,—Brig *Swan*,⁴ of 8 carriage guns, laden with beef, butter, and herrings—& letter of Marque ship, *New-Duckinfield*,⁵ mounting twenty carriage guns, laden with dry goods, wines, &c. Capt. HART, also spoke the following American vessels. Dec. 30, in Lat. 27, 5 m. N. Long. 56, 40 m. W. ship—Joseph

Packwood, master, from New-London, to St. Eustatia, out 12 days. Jan. 6th, Lat. 37, 10 m. N. Long. 61, 23 m. W. Privateer schooner *Gen. Lincoln*,⁶ John Margison commander, from Boston, on a cruize, out 7 days, Jan. 12th, ninety leagues E. by S. from Cape-Ann, Brig *Friendship*, Joshua Loring master, from Boston to Martinico, out three days.

1. New Hampshire privateer ship *Portsmouth*, mounting 20 guns, a crew of 100 seamen, owned by John Langdon and others, of Portsmouth, was commissioned on 7 June 1777. DNA, PCC, item 196, vol. 12, p. 11.

2. Brig *Emperor of Germany*, Robert Hawkins, master. See NDAR 10: 990–91, 996–97, 1002, 1008–9, 1013, 1013n, 1017, 1021, 1022, 1052, 1066.

3. Brigantine *George*, from Newfoundland to Bilbao. See NDAR 10: 1002, 1003n.

4. Brig *Swan*, J. Chambers, master, 140 tons burthen, mounting 4 four-pounders and 4 three-pounders, from Bristol to Jamaica, owned by Miles & Co., built in New England in 1765. *Lloyd's Register of Ships, 1777–1778*.

5. British letter of marque ship *New Duckinfield*, W. Foster, master, 305 tons burthen, mounting 2 nine-pounders, 10 six-pounders, 6 four-pounders and 2 two-pounders, from London to Jamaica, owned by Nesbit & Co., built in 1771. *Lloyd's Register of Ships, 1777–1778*.

6. Massachusetts privateer schooner *General Lincoln*, John Margeson, commander.

CAPTAIN SAMUEL TUCKER TO MARINE CAPTAIN RICHARD PALMES

Copy of Cap^t. Tucker's Orders to the Cap^t. of Marines on his appointment to the Command of the *Boston* Frigate

Jan^y. 1778—

Sir

You being Commanding Officer of Marines on board the Ship *Boston* under my Command—My Orders are that the Commissioned & Non commissioned Officers are to go on board with the Men under your Command & reside there constantly at their Duty—

You are to be particularly careful that a Commissioned Officer does constantly lie on board every night—

You are to obey such Orders as you shall receive from me, or the Commanding Officer of the Ship in my Absence—

The Commanding Officer of the Ship is not to give any Marine Leave to go on Shore upon their own Occasions, if you have any reasonable Objection thereto

The Marines are to be exercised in the Use of their Arms as often as you shall think proper, and are to be employed as Centinels, and upon any other Duty & Service on board the Ship which they shall be capable of—Such as not on Duty that 24 hours as Centinels, therein to be subject to the Officers of the Ship—but they are not to be obliged to go aloft, or be beat or punished for not shewing an Inclination to do so, being assured the Ambitious will do it without driving—Those Marines not on immediate duty are to be turned on Deck by a Serjeant to do Duty as above—

The Marine Arms, Cartooch Boxes, Drums, Fifes & Accoutrements are under the immediate Inspection of You or your Officers—You are to be careful that the Arms be kept in good Order, & keep a sufficient number of Cartridges & Balls in readiness for Action—You are welcome to go on Shore when you please, leaving such Orders with your Officers, as are for the Safety & good Order of the Ship—

Relying wholly on your good Judgement for the Honour and Glory of your Country in the Defence of which, make no Doubt of your doing your duty as a faithful Officer—

Given under my hand on Board the Continental Ship *Boston* this 20th. day of January A.D. 1778.—

Copy, DLC, Journal of Lieutenant William Jennison, p. 4.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 20th. 1778

Order'd, That the Com^y Gen^l.¹ deliver Cap^t Bart^t Holmes four feet Wood, for Schooner *Hannah*.²—

Order'd, That Col^o. Crafts³ deliver Cap^t Bart^t Holmes 14½^{lb} Sheet Lead—for Schooner *Hannah*.—

Order'd, That Col^o. Crafts deliver for the Brig^t *Massachusetts*⁴ 61½^{lb} Sheet Lead.—

Order'd, That the Com^y Gen^l deliver M^r James Homer for Brig^t *Massachusetts* . . . 40 Bushels Potatoes.—

Order'd, That Cap^t Hopkins⁵ pay Cap^t Bartlett Holmes for Wages & sundry Disbursements for Schooner *Hannah*, £186.. 1.. 8⁶

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 175–77.

1. David Devens.
2. Massachusetts State trading schooner *Hannah*.
3. Col. Thomas Crafts.
4. Massachusetts Navy brigantine *Massachusetts*.
5. "M^r Ivers" is inserted above "Capt. Hopkins". Thomas Ivers was the cashier for the Board of War.
6. "£181.1.8" is inserted after this amount.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN BARTLETT HOLMES

War Office
Boston Jan^y 20th 1778

You being Master of the Schooner *Hannah* our orders are that you proceed with the first fair wind and with the greatest dispatch to North Carolina there make sale of your Cargo and let it if possible purchase a load of Flour or Wheat, but if not to be purchased procure 50 Barrels of good Pork and compleat your Lading with Corn. If Bar Iron can be procured at [*blank*] P^r Ton purchase three or Four Tons and floor the Vessell with it

As your arrival here depends on your dispatch you will use your utmost endeavors to load your Vessell as quick as possible and wherever you happen to fall in, which we recommend may be to the Northward rather than the South of Boston and give us the earliest advice of your arrival. & wait our orders—We wish you a good Voyage & are y^r Friends &

By order
Sam^l P Savage Pres^t

I Acknowledge the above to be a true Copy of the orders I have received of the hon^a. Board of War & promise to obey the same—

Bartlett Holms

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), p. 433. Addressed at top: "Captⁿ. Bartlet Holmes."

MASSACHUSETTS BOARD OF WAR TO MORRIS, PLIARNE, PENET & CO.

War Office

Boston Jan^y 20th 1778

Gentlemen

The foregoing is a Copy of our last by the Ship *Union*¹ since which we are without your favours. This covers an Invoice & Bills of Lading of the Brig^a. *Nantes*'s cargo Joseph Chapman Master, which we desire you will sell for the most it will yeild, & invest the Neat proceeds thereof (together with the residue of such other Cargoes, & Vessells as you may have of ours on hand,) with the utmost dispatch, in the said Brig^a. & in such Goods as we have formerly wrote for; or in these mention'd in our Schedule below; giving the preference to the Articles as they Stand in Order. We think it needless to hint to Gentlemen of your Experience in Business of how much importance it is to the welfare of this State, at this time, to have her Vessels dispatch'd with promptitude, as well as exactness, both in the quantity & quality of the Goods required. Any delay in the dispatch must inevitably bring our Vessels upon this Coast at a Time when the days are long, and the Weather fine, at which time, we are most infested with British Cruizers. We beg leave to observe that, the cheif end & design of our passing a Contract with the Sieur Pliarne & C^o. was in order to lay in a Stock of such Goods as this State stood most in need of: & for that purpose, a Clause was inserted therein, by which your house obliged itself to advance to the Amo^t of £80,000 Sterl^g. untill the Board of War could by a circuitous Commerce, as well as by direct Remittances, place in your hands the necessary funds; this we have endeavored to do, by all the means in our power: our State (the fisheries being destroyed) having no Staple of Native Growth (except Lumber). & Chesapeak bay having been intirely block'd up, the last Summer, makes it ineligible & almost impossible, to Ship Tobacco from thence, whilst things remain so circumstanced. We therefore make no doubt but that your house must hold us acquitted on that head: especially when you consider that the Breach of Contract did not originate with us. You will excuse us when we acquaint you that in favor of your house we have declin'd Connections that might have been more advantageous to this State. however being desirous to maintain friendship, & a good understanding with all our Correspondents, & presuming that our successes against the common Enemy will place this State in a more honorable point of Light we trust to your Exertions alone, for an immediate Supply; assuring you that you will run no hazard in fullfilling your Engagements with this Board: however to obviate all difficulties we are very desirous that you will transmit us all Acc^{ts}. of Sales, & an Account Current that we may be able (agreeable to our Contract) to liquidate all Accounts for the last year—We are Gentⁿ. [&c.]

By order of the Board
Tho's Walker Pres^t P. T.

Schedule viz^t.

3 point Blankets

Cloths Viz^t blue browns. diff^t. Shades

Buff. (with Trimmings)

abo^t. 7.^{#2} to 8[#] p^r y^d.

Soldiers Shoes large & Strong

Stocking or hose white yarn

Felt hats for Soldiers (large)

Coarse Linnens for Soldiers Shirts
 ab^t 30³ a 2.[#] 3[#] a little for Officers
 White Flannell (thin) for Linings
 D^o. Swanskins⁴ or Coarse Espagno Cettes
 Russia Sheeting. 30 Ells in a peice. cost
 in London 42/ or 45/ Sterl^s
 Brown or some other kind of your
 own fabrick instead to make Rifle
 Shirts or frocks principally
 boxes of Sheet Tin a third X
 Lanthorn hornes feuilles de fanuelles
 Sewing threads of all Collours &^c. for
 Coarse Linnens
 Russia Duck
 Ravens d^o.
 Ticenburgh
 Sail Twine
 Cambricks (common sort)
 Four Ton Lead to Ballast—
 duplicate by the *Boston* Frigate

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), pp. 151–54.
 Addressed at foot of last page: “Morris Pliarne Penet & Co.—”

1. Massachusetts State trading ship *Union*.
2. Symbol for the *livre tournois*.
3. There is a symbol above “30” which appears to be a tilde.
4. Any of various fabrics resembling flannel and having a soft nap or surface.

ISAAC SEARS TO NATHANIEL SHAW, JR.

Sir

Boston Jan^r 20th. 1778

I have 2 bales light duck 40 muskets 14 pair of Pistels role Sheet lead 6 Coper Ladles for 9 pounders redy to Send you as soon as I Can get a team.¹ I have ingaged 40 Cables to be maid which have the promiss of them in ten days, have not yet found any flints if to be had Shall Some them,—please to inform me if Capⁿ. Jancy² has the Ship³ & in what time you Judge She will be Compleat for Sea—I Should Send more Pistels if they was to be had, hope Some more may arive before the Ship Sails I am Sir [&c.]

Isaac Sears

L, CtY, Nathaniel and Thomas Shaw Papers, packet 26, no. 1640. Addressed at foot: “To/Nath^l Shaw Esq^r.” Docketed in Shaw’s hand: “Isaac Sears/Letter/Jan^r 20 1778.” Docketed in another hand: “1640.”

1. On 1 Feb. Sears wrote to Shaw that he had been unable to procure a team to send these articles to Norwich. CtY, Nathaniel and Thomas Shaw Papers, packet 26, no. 1642.

2. Capt. Joseph Jauncey of New Haven had been proposed as captain of the *General Putnam*. See NDAR 10: 237, 237n.

3. Connecticut privateer ship *General Putnam*, Thomas Allon, commander.

NATHANIEL SHAW, JR., TO DANIEL TILLINGHAST

New London Jan^r 20 1778

I Rec^d a line from M^r Green Informing me that as soon as the 4 lb Shott were ready he would advise me y^t I might send for them, Since y^t I have not heard from

you. I beg you'll let me know when I may send, as the Vessell¹ I want them for is almost ready to Sail—I also want Three Tons of Grape Shott & 5 doz Lathorns, I beg you would be so good as to procure them for me, as I know not where else to get them & you'll much oblige [&c.]

LB, CtY, Nathaniel and Thomas Shaw Papers, Letter Book (Jan. 1775–July 1782). Addressed at top: "To Dan Tillinghast Esq'/Con' Ag' Providence."

1. Connecticut privateer sloop *American Revenue*, Samuel Champlin, Jr., commander.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 51.

Sir,

Eagle Rhode-Island
January the 20th: 1778.

Captain Cornwallis,¹ appointed to the *Chatham* for returning to England on Account of his State of Health, is charged with the Care of this and my other Dispatches of the 5th: and 6th: Instant, sent by the same Opportunity. He will be accompanied by the *Buffalo* and *Tortoise*, with such of the Naval Transports as are judged unfit in their present Condition, to remain longer in this Country.

Fourteen of the Lower-Deck Guns will be left from the *Chatham*; to lighten the Ship in the Extremities, for her Passage to England; and to replace the same Number furnished from the *Centurion* for being mounted last Summer in the *Vigilant*. The *Tortoise* being weak and making much Water forward in bad Weather at Sea, Four nine-pounders have been also taken from that Ship for Arming the *Delaware* Frigate; the Guns of which (cast in this Country) have been inspected and are deemed unserviceable.

I am acquainted in my late Advices from Commodore Hotham with the Loss of the *Mercury* the 24th: of last Month; By striking upon some of the Obstructions placed in the North River the preceding Year, tho represented to have passed in the accustomed Channel. The Injury was so considerable, and the Effect so sudden, that the Ship sunk almost immediately; And I have the further Concern to hear, that very few of the Stores, a part of the Guns excepted, are likely to be preserved. Captain Montagu's² Relation of the Circumstances is herewith transmitted.³ And by an Inquiry into the Cause of the Loss of the Ship immediately directed, the Officers and Men are acquitted of all Misconduct on that Occasion.

The Commodore's Letters being sent by the *Maidstone*, I was then first informed by Captain Gardner,⁴ that the *Conway* Store-Ship, with Baggage for the Army, parted from him the 21st: very unnecessarily, as he apprehends.

I received at the same time, the Report of the Survey taken on the *Fowey*;⁵ and Letters from Captain Pearson of the 28th: of October,⁶ which arrived a few Days before in an Armed Ordnance-Transport dispatched from Quebec. The Copies thereof are herewith enclosed.

I have added Copies of the most necessary Papers referred to in the last; for the fuller Information of the Lords Commissioners of the Admiralty respecting the State of the Maritime Force in that Province.⁷

An Answer has been lately received from Lieutenant General Burgoyne, by which it is signified, that no part of the Force comprehended in the Convention of the 16th: of last October, will be permitted to embark, except at Boston. And from

some very exorbitant Demands for Extraordinaries furnished to that Army, and required to be adjusted before the Troops are released; there is great Reason to suspect the Rebels mean to evade a Compliance with that part of the Engagement. The Particulars, by Desire of General Pigot,⁸ have been dispatched in the *York* Armed Sloop, to Sir William Howe. But the Passage of the Sloop up the Delaware, for conveying the Intelligence to Philadelphia, is very uncertain at this Season of the Year. I shall nevertheless, in consequence of General Burgoyne's recent Application for the Transports to be sent immediately to Boston, endeavor to get them advanced on their passage towards that port, as far as Cape-Cod-Harbour, in the mean time; Under Conduct of the *Amazon* and *Junco*.

The Commission, Instructions and other authorities, together with the Letter for Vice Admiral Gayton, having been delivered to Sir Peter Parker, who sailed in the *Bristol* for Jamaica the 15th Instant. Captain Griffith⁹ will remain in the *Nonsuch*, with the Command of the Ships assembling at this port after the Departure of the *Amazon*, as soon as the State of the Navigation will admit of my returning in the *Eagle* to the Delaware; which I reckon may be attempted early in the Month of March.

The Demand for Slops, and more especially for Shirts and Shoes, has been so urgent, that the Supply sent out in the last Store-Ships is considerably deficient of the Quantity requisite even for the present Necessities in the Fleet. The Distress of the Men becomes considerable on that Account; many of them being rendered incapable of Duty in the severer part of the Winter-Season. And those proceeding by Exchange, are sent destitute of Cloathing in almost every Article.

An Alteration having been made in the form of Distinguishing Signals appointed for the Ships on this Station; A Copy of those distributed for Use at the Commencement of the present Year, is herewith transmitted.

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

Howe

L, UKLPR, Adm. 1/488, fols. 135–37. Addressed at foot of first page: "Philip Stephens Esq^r/Secretary of the Admiralty." Docketed: "20 Janry 1778/Rhode Island/Lord Visc^t Howe/R, 21 Mar/(8 Inclosures)."

1. Capt. William Cornwallis, R.N.

2. Capt. James Montagu, R.N.

3. See *NDAR* 10: 806–7.

4. Capt. Alan Gardner, R.N.

5. Enclosure not printed. H.M.S. *Fowey* was found to be in need of major repairs to hull and masts.

6. See *NDAR* 10: 327–28.

7. See *NDAR* 10: 140–42.

8. Maj. Gen. Robert Pigot.

9. Capt. Walter Griffith, R.N.

BRIGADIER GENERAL CASIMIR PULASKI TO GENERAL GEORGE WASHINGTON

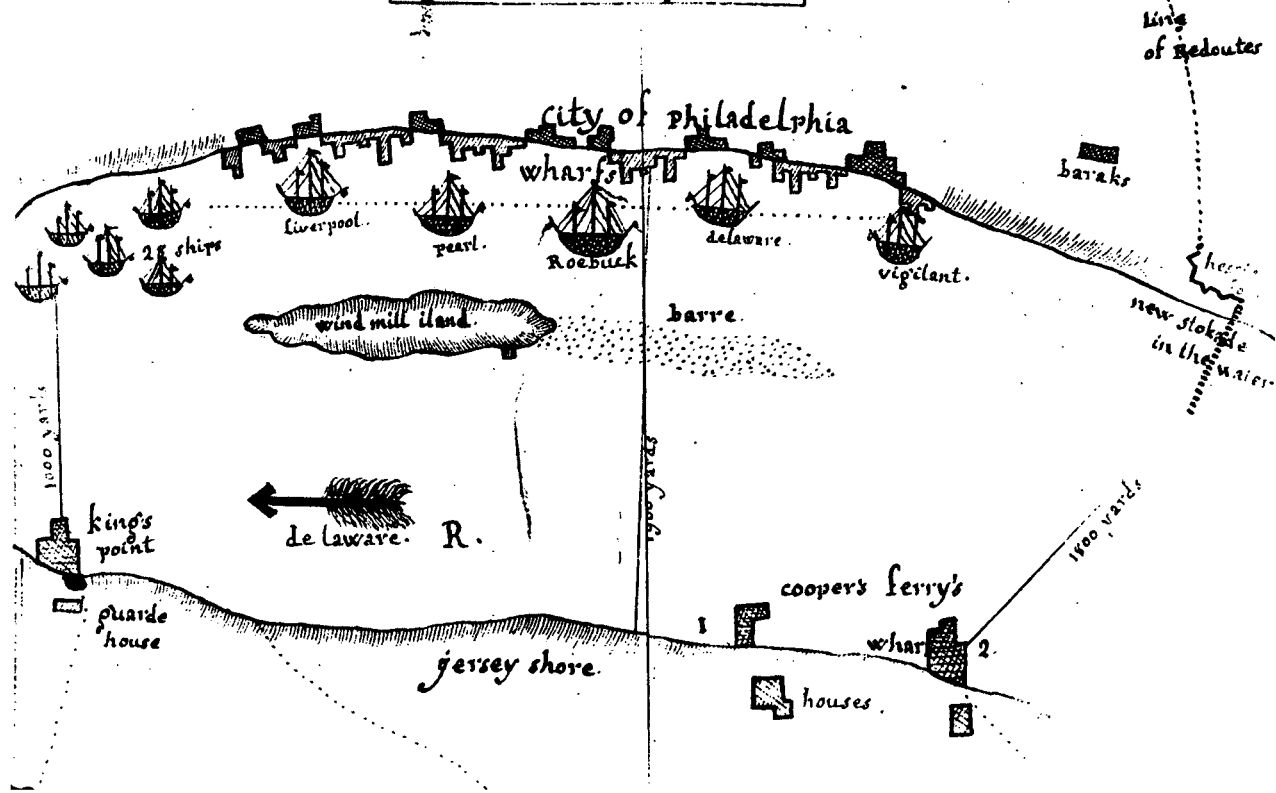
[Extract]

Mon General . . .

Le 20 Janvier 1778 a Trentown

La Marine se conduit ici tres mal; on ne peut prevenir autremen Les disputes parmi Les Dragons et Les Matelots que par un ordre expré pour Leur Comandant qu'il prend avec moi Les Mesures convenables et quil ordere etant absente á Son

View of the enemy fleet
 before Philadelphia
 19 January 1778.
 By L^t Fleury



"View of the enemy fleet before Philadelphia 19 January 1778"

Subalterne qu'il fasse executer tout que Le biens dû Service exigera—il y a une Maison pre dune grand ecurie il faut quils le vacû pour que Les Dragons soient pré de Leurs chevaux. . . .

[Translation]

My General . . .

20 January 1778, Trenton

The men of the Navy behave themselves very ill—it will be impossible to prevent disputes between the Sailors and Dragoons, unless an express order is given to their Commanding Officer to agree with me upon proper measures, and to order his Subalterns in his absence to do all that the good of the Service shall require—there is a House adjacent to a spacious Stable, the Seamen ought to give it up, in order that the Dragoons may be near their Horses—. . . .

L, with contemporary translation, DLC, George Washington Papers, Series 4. Addressed: "A Son Excellence/Le Generl Washington." Docketed: "Brigad^r Gen^l Pulaski./20th Jan^r 1778/Rec^d. 22^d—Answ^d. 26^h." This extract is an addendum to a letter written by Pulaski to Washington regarding the situation of the cavalry, specifically the lack of provisions and discipline.

LIEUTENANT COLONEL FRANÇOIS-LOUIS DE FLEURY TO JOHN LAURENS

My dear Colonel,

as I was still at trenton, I thought, that I Could employ my leasure, usefully at Cooper's ferry, and I went down to that place, to try if I could, with five or six Determined militiamen, Creep upon the ice, & set on fire one or two of the enemys ships, by means of two sulphured shirts, that I had Ready for that purpose.

but the River is not frozen at all, & I have been disappointed.

During my station at Cooper's ferry, I have done some observations, which I pray, that you present to his excellency;

I begg together that you send me his answer by the bearer, as it is not time to be lost. I am dear sir [&c.]

L. fleury

Burlington, 20. January.

1778.

send me your answer to trenton turn over

the enemys, were yesterday Cutting the loggs of the wharf upon windmill iland.

I suppose for firewood.—

they are Rising palissades, from their Redoute nearest to the River, till the very place, where the tide when gone down...it is likely to prevent the desertion, or for their safety.

they have two hessians Centrys, close by the water, below the beach.—

[Enclosure]

Observations

Made at Cooper's Ferry.—

the 18. January. 1778.—

Situation of the River.

The River Delaware which is frozen at trenton, is not such opposite to philadelphia: the Current being very free, the ferry boat goes & Comes back every day. (that I have seen Myself). But the boats Can not Land in any other place, than the wharf of kings point, & the two of Cooper's ferry. all the Remainder of the shore is incum-

bred with ice, half floating, half fasten'd to the shore, in such manner that neither boats, nor men Can Land.—

Batterys.

the nearest place, to the enemy fleet, is king's point. twenty eight bigg trade ships lay together, Below, the windmill iland, & opposite to the old fort, about 1000 yards from the Jersey shore.—

as the king's point's wharf is very Narrow, only one eighteen pound^r. Can be placed upon; but two others, can be advantageously in the shore twenty yards behind. the both parapets, by taking Caution, to have Fascines & gabions Ready, can be done canon prove, in one night. one mortar, or howyzt, to throw Carcassess, or shells, would be more useful; if they were possible to be had.—

N.B. the Canon of the galleys is on shore, near burdentown, & the Commodore haselwood¹ has told me, that he has send above trenton two field eighteen p^d. Carriages.

Coll. ellys,² who Commands the militia at hoddenfield, think that he Could, defend the batery in time of ice, as it is now, with his militiamen.—

if the enemy would attempt to attack the battery by landing, & that we think not, to can Repulse them; it would be easy to carry back the guns & secure them, to the other side. of Cooper's creek; by taking the bridge way. (it is only of boards.)—

one big brick house which Lays close by the wharf, Could successfully defend the battery against Landing storm.—

fire boats.

two kinds of fire Boats may be employed. the first, would be Loaden, with tuns powder, & burst in the midle of the fleet. they could be surely directed, by one strong Racket filled with particular Composition, & fasten'd in the very midle of the head of the boat, to give him direction & velocity. . .

one Mast sunk in the stern of the boat, horisontaly under the water, & to which one sail would be circularly bound, would hinder the Current to Drive it out the way.— the head of the boat, armed with a strong sharp point of iron, would remain fixed in the enemy's ship, till its bursting up.—

N B . . . the expences will be small. every flat bottom boat answer the purpose...the Commodore haselwood offers to help me by his knowledge, in their Construction, & Rectify my ideas he promises to come at trenton, where we Could try, by one boat, before executing by several.

the galleys have salpeter, & powder; I can make the Composition; & one turner will do the moule under our direction.—

besides I suppose that the park of artillery has some quick maches already done.—³

2.^d. kind of fire Boats.

that second kind is not to be used so soon. the nord est wind blows very often, & very hard in the month of february & march, & according to the instructions that I have Received of the ferrymen, several boats, filled with tar & other Combustibles, Could be Leaded in the night, over the barr, between Cooper's ferry, & philadelphia, & after, the wind, & the tide, would surely Drive them streigth to the wharf of t[h]e cyty, where the ships lay.—

if his excellency aproves the above schemes; I begg to send me, positive orders...the commodore will be glad to Receive the same, & we will work friendly & cordyally,

together; nor day nor night will be spared from our part to justify the truth of his excellency.—

L. fleurv̄⁴

Burlington. 20. January 1778.

L, DLC, George Washington Papers, Series 4. Addressed: "To/Colonel Lawrence/in his absence./Colonel Harrison/Aides de Camp to his excellency/general Washington./head quarters." Docketed: "L: Col. Fleury/20th Jan^y 1778/Rec^d. 22^d./Answ^d./Plan of Phila."

1. Commo. John Hazelwood, commanding the Pennsylvania Navy.
2. Brig. Gen. Joseph Ellis.
3. In these two sentences, Fleury seems to be saying that a "turner" or lathe operator would make a mold ("moule") to hold the mixture of saltpeter and gunpowder ("the Composition"), which would be packed into the fire boat and ignited using quick matches or fuses that the artillery corps would have. See illustration p. 204, below.
4. Fleury was a lieutenant colonel of engineers in the Continental Army.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN HENRY BELLEW, R.N.

By &ca. &ca.

You are hereby ordered and directed to take the four Vessels named in the Margin¹ under your Convoy, and to proceed with them down the River Delaware the first favorable opportunity, giving them all possible Assistance in passing the Obstructions in the River, as well as protection from the Enemy in case of their meeting with any accident by the way. When you shall have arrived at the Capes, You are to deliver the enclosed Orders² to Lieutenant Whitworth³ Commanding the *Stanley* Armed Brig (who is to take Charge of the Convoy) and then proceed with all possible expedition to New York, where you are to deliver the enclosed Dispatches⁴ to Commodore Hotham and follow his Orders for your further proceedings.—

Given &c [on board the *Roebuck* at Philadelphia] the 20th January 1778.

A S Hamond.

LB, ViU, Hamond Papers, Orders Issued (1778–1780), pp. 10–11. Addressed below close: "Capt. H. Bellew/*Liverpool*.—"

1. "Dispencer Pacquet. Ship *Catherine*. Alert Schooner. Brig *George*."
2. Marginal notation: "Vid Pa^s."
3. Lt. Richard Whitworth, commanding H.M. armed brigantine *Stanley*.
4. Marginal notation: "Vid Letters Pa^s. 4 & 5."

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Tuesday, January 20, 1778

Resolved, That the resolution passed yesterday, respecting the pay of officers of the navy not in actual service, be re-considered. . . .

A letter, of the 12, from General Washington, and one, of the 17th, from Brigadier General Smallwood, respecting some captures taken in the Delaware, were read:

Ordered, That they be referred to the Marine Committee.

CONTINENTAL MARINE COMMITTEE TO ROBERT AND SAMUEL PURVIANCE, JR.

Marine Committee
Gentlemen

York [*Pa.*] Jan^y 20th 1778

We acknowledge the receipt of your Favour of the 10th ins^t and agreeable to your requisition we now inclose you herein a Warrant of Congress upon the Loan officer of your State for Ten Thousand Dollars which you will apply to the Credit of this Committee. If the Office cant furnish out the Cash, we wish you would, if you can negotiate them, take Loan office Certificates in Lieu thereof.

We rejoice to hear that Captain Nicholson¹ is off your hands, and now require you to make up your Accounts with this Committee and transmit them as soon as possible We are [&c.]

Henry Laurens
President

L, NHpR, Correspondence Regarding Naval-Maritime Matters, 1775-1783, item 64. Addressed at the foot: "Mess^r S: & R Purviance."

1. Capt. James Nicholson, commanding Continental Navy frigate *Virginia*.

GOVERNOR THOMAS JOHNSON, JR., TO MARYLAND COUNCIL

Gent.

Balt 20. Jany 1778.

I inclose you the Draft of my Ltr. To Congress¹ which contains all the Information I could give you abt. the Salt Sloop² this Morning I set out for Fred^k and shall return again as soon as I well can—No Money is sent to Kent or Cecil nor any Money or Salt to M^r. Dashell³ of Queen Anne p G^s.—I am afraid we shall be behind in our purchase of provisions Maj^r. Tootle⁴ told me there were great Quant^s of Pork for Sale in Dor. had we not better get some Body to purchase there & in Caroline.⁵—Rogers⁶ will be soon down in the *Gen^l Smallwood* I suppose he goes to M^r. Harrison Mart⁷—if the *Lidia* is ready before I get down you'll give her sailing Orders if it is only to go to Nantz or Bourdeux to any Body you please the more particular Orders may follow her We hear but I wish it better ascertained though I believe 'tis true that the Canadians have possessed themselves of Canada as far as Montreal inclusive and all Stores &c^a. With a View of becoming the 14th State and that Gates⁸ has sent them 2 or 3 regim^{ts}. I am [&c.]

Th Johnson

L, MdAA, Maryland State Papers (Red Books), S 989, 4587-2.

1. See Governor Thomas Johnson, Jr., to President of Congress, 19 Jan., above.

2. *Pennsylvania Farmer*.

3. Capt. Robert Dashiell.

4. Maj. James Tootell, Severn Battalion, Maryland Militia.

5. Kent, Cecil, Queen Annes, Dorchester (Dor.) and Caroline are counties on the Eastern Shore of Maryland.

6. Capt. John Rogers, commanding Maryland State trading schooner *General Smallwood*.

7. Richard Harrison, agent for Maryland at Martinique (Mart.).

8. Maj. Gen. Horatio Gates, commander-in-chief of the Continental Army in the Northern Department and president of the Continental Board of War.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Tuesday the 20th day of January 1778.—

Ordered that a Warrant issue to Captain Francis Bright for the use of Mr William Frazier for One thousand pounds upon Account for the purpose of buing Provision and other necessaries for the use of the Navy.—

DS, Vi, Navy Board Journal, 345.

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

January 1778

[In Hampton Road.]

Tuesday 20th

at 7 AM Weigh'd & Came to Sail in Company with the *Richmond* & our Tender, at 11 AM saw two Vessels¹ up the Bay gave Chace.

Cherry Stone Point NE, Back River WSW.

Ditto Wea^r [Fresh breezes & Squally] [PM] in Chace of Ship which we suppose to be a Frigate, d^o Chaced all Night;

D, UklPR, Adm. 51/311.

1. Continental Navy frigate *Virginia*, Capt. James Nicholson, commander, and Maryland Navy brig *Defence's* tender *Amelia*, Capt. Henry Massey, commander.

JOURNAL OF H.M.S. *RICHMOND*, CAPTAIN JOHN LEWIS GIDOIN

January 1778

[Hampton Town NW 3 or 4 Miles]

Tuesday 20

Var^l W^e [AM] *Emerald* m^d the Sig^l & we Weighd & came to Sail her tender in Com^y at Noon New p^t Comfort NW 6 or 7 Miles, gave Chace to 2 Sail up the Bay¹

New P^t Comfort NW 6 or 7 M^s.

Mod^t Breezes [PM] *Emerald* & tender in Com^y Still in Chace

D, UklPR, Adm. 51/784.

1. Continental Navy frigate *Virginia* and Maryland Navy brig *Defence's* tender *Amelia*, Capt. Henry Massey, commander. See Journal of H.M.S. *Emerald*, Captain Benjamin Caldwell, 21 Jan., below.

JOURNAL OF H.M.S. *PERSEUS*, CAPTAIN GEORGE KEITH ELPHINSTONE

January 1778

Land of North Edisto WNW 4 Leagues.

Tuesday 20th:

at 7 AM Saw 2 Sail to the SE^t and one in the SW Q^r wore Ship and gave chace, the Land in Sight and the chace a small Schooner close in Shore, at Noon in chace, running along Shore.

Land of South Edisto WNW 3 Leagues.

Light breezes and cloudy, at 2 PM the *Carysfort* and *Lizard* joined, the *Carysfort* made the Signal to chace to the Westward, at 5 Saw two Brigs to Windward, at 6 the chace tacked and Stood off Shore; at 7 Tacked, and fired Twelve Nine pounders Shotted at the chace, which bore down, and proved the *Reflechi* a french Brig from Newbury to Ch^s Town,¹ took charge of her, & brought her people on board, found her in Ballast only:

D, UKLPR, Adm. 51/688.

1. French brig *Réfléchi*, François Coitard, master, of Bordeaux, a crew of nineteen, from Newburyport to Charleston, taken off South Edisto Is., sent to St. Augustine, "(N.B. This Vessel some time since landed at Newberry her Cargoe of Goods from France)." Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, 239-40.

January 21

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 21st 1778—

Order'd, That M^r Ivers¹ pay Thomas Lewis for Sundry's for Schooner *Hannah*² Bart^t Holmes Master £12.. 5.. 6—

Order'd, That Cap^t Chapman pay M^r Ivers for one half the Passage of two Passengers to France in Brig^t *Nantes*³ amount^s at £7..—.— to £14..—.—

Exchange 1,000 Livres Tournois,—

Gentⁿ. At Fifteen days sight of this our first & only Bill of Exchange, pay to Cap^t Joseph Chapman or his order, one Thousand Livres Tournois, Value in Account with the said Captain, & to serve for his Expences in Case he should be taken on his passage to France, in the Brig^t *Nantz*, himself Master, & place the same to the Account of the Board of War.—

(Sign'd) Tho's Walker Pres^t P.T.

Mess^{rs} Morris, Pliarne, Penet & C^o.

Merch^{ts}. Nantz

receiv'd the above Bill of Exchange from the Board of War.⁴

(Sign'd) Joseph Chapman

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), 177-78.

1. Thomas Ivers.

2. Massachusetts State trading schooner *Hannah*.

3. Massachusetts State trading brigantine *Nantes*.

4. See Massachusetts Board of War to Morris, Pliarne, Penet & Co., 20 Jan., above.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOSEPH CHAPMAN

War Office

Boston Jan^y 21st 1778

Sir—

You being Master of the Brig^a *Nantes* now loaded and ready to Sail. Your orders are to proceed to Nantes in the Kingdom of France. deliver your Letters to Mess^{rs}. Morris Pliarne Penet & Comp^y. Merchants there to whom you are consigned—

When you have discharged you[r] present Cargo, You are to get your Brig^a. fitted and in order with the greatest dispatch to take your homeward Cargo. And endeavour to make all the dispatch you possibly can and endeavor to impress the minds of Mess^{rs} Morris & C^o. of the necessity of your being dispatch'd if possible in a few days so you may be at home as early in the Spring as you possibly can—

And after you have loaded proceed directly for Boston or any safe port in this or New Hampshire State and acquaint the Board of your arrival by Express—

We have desired your Merchants in France to furnish you with the Money for paying yourself & Men as P^r. agreement also for other disbursments But we recom-

mend to you to be as frugal as possible.¹—We wish you a good Voyage and are yr^e Friends

By order

Tho^s Walker Pres^t P T

I acknowledge the above to be a true Copy of the orders I have rec^d. of the hon^a. Board of War & promise to obey the same

Joseph Chapman

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), p. 434. Addressed at top: “Capt^m. Joseph Chapman.”

1. On 21 Jan. the Board of War also wrote Morris, Pliarne, Penet & Co., requesting them to furnish Chapman with money for himself, his crew, and other disbursements for the brigantine *Nantes*. LB, M-AR, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), p. 154.

JOHN ROWE TO ROBERT MORRIS

D^r. Sir

Boston Janry the 21st: 1778—

The Portuguese Snow¹ was tryd at Our Maritime Court & Acquitted after A Serious Tryall.—The Snow is now here & her Cargo hous’d I have petitiond Our General Court that they may appoint Some Person or other to take Charge of her &c untill the Determination of Congress may be had thereon & with the Petition I accompany’d your Letter to Me—which will give them your Sentiments²—Respecting this Unlucky Capture—

Its my Opinion that the Cargo be sold as soon as Congress Shall order—& the mony Lodgd in the Publick funds on Interest untill Some Method can be found to Restore the Am^o. to the Former Owners—

If I can be of any Service in the Sale or any other Matter, it will be executed with Pleasure & Attention I Inclose you Copy of My Petition to the Gen^l Court³ the Sooner the Determination of Congress Shall be Effected the Better. As the Cargo must naturally Leak Out by Laying in Pipes—espically Oyl I am D^r. Sir [&c.]

John Rowe

L, DNA, PCC, item 44, pp. 43–46 (M247, roll 58). Addressed: “To/The Hble./Robert Morris Esq^r/Att Manheim/In/Pensilvania.” Docketed: “Boston 21 Jan^y 1778/John Rowe Esq^r advising/the Acquittal of the Portugueze/Snow taken by Cap^t Cunningham/& enclosing a Copy of his Memorial/&c./N 4.”

1. *Nostra Senhora de Carmo e Santo Antonio*, João Garcia Duarte, master, taken by the Massachusetts privateer schooner *Phoenix* on 28 Aug. 1777. Her cargo consisted of cotton and fish oil. See NDAR 10: 9–10, 10n.

2. See John Rowe to Massachusetts General Court, 19 Jan., above.

3. On 29 Jan. Rowe wrote Morris that he had just learned that the Massachusetts General Court was not going to act at present on his petition and urged “that its Necessary the Congress Should take it up with^o Delay.” DNA, PCC, item 44, pp. 47–48 (M247, roll 58).

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Lancaster, Wednesday, January 21, 1778.

Present. His Excell^y. Tho^s. Wharton, jun^r. Esq^c. President. Jacob Morgan, Esq^c. __John Hambright, Esq^c. __Jacob Arndt, Esq^c. Thomas Urie, Esq^c. __& __Thomas Scott, Esq^c.

(Jacob Morgan, Esq^e went this Afternoon for Reading.)—An Order, was drawn on the Treasurer, in favor of Shriver, Summers & Lasky, for the Sum of Two Thousand Pounds toward the Amount of their Bill for supplying the Fleet, to be charged to Will^m. Crispin, Commissary of Provisions for the said Fleet. . . .

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6, pp. 198–99. The remainder of the minutes discusses the commissioning of a Justice of the Peace and Barrack Master Michael Hubly's petition for a raise.

THE PENNSYLVANIA PACKET, OR THE GENERAL ADVERTISER (LANCASTER)
WEDNESDAY, JANUARY 21, 1778.

LANCASTER, January 21.

On Thursday last the sloop *Bachelor*, John Staples master bound for Philadelphia, burthen about 50 tons with three hands on board, was taken by Capt. Joseph Rice, of the artillery;¹ and a party of eight men, off Marcus Hook. Her cargo consists of 26 casks of rice, 8 barrels of beef, 2 casks of porter, 24 firkins of butter, 500 bushels of potatoes and turnips, 6 hogsheads of loaf sugar, 3 ditto of brown sugar, 5 ditto of rum, 17 tierces of salmon, 18 boxes of soap, 1 chest of bohea tea, 20 hams, 20 cheeses, 2 barrels of tar, 1 pipe of wine, 1 hogshead of bottled claret, 4 barrels of flour, and 192 half hides.

1. Rice was a captain in the 4th Continental Artillery Regiment.

NAVAL NEWS FROM PHILADELPHIA

PHILADELPHIA, Jan. 21.

On Wednesday last the sloop *Charming Polly*, Captain Brown, and the armed brig *Kitty*, Captain Moore, arrived here from New York; the former, with a cargo of merchandize, sailed from thence on Tuesday the 6th instant. On Tuesday the 13th, being off Wilmington at anchor, the Rebels sent a sloop, with one piece of cannon, and three boats, one with a prow gun, full of armed men from Christiana-creek, with a view to take them;—on their appearance the brig weighed anchor, and dropped down with the tide to meet them, received the first fire from the Rebel sloop, and returned it with such ample interest, as intimidated the boats from proceeding; and the sloop, after firing four or five shot, got a boat a-head, and rowed into the creek. . . .

Royal American Gazette (New York), 12 Feb. 1778.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Wednesday, January 21, 1778

Congress according to the order of the day, resumed the consideration of the resolution passed 19th, respecting the pay of the officers of the navy, and sundry amendments being made, and some agreed to,

On motion, *Resolved*, That the original resolution, with the amendments, be referred to a committee of three:

The members chosen, Mr. G Morris,¹ Mr. Harvie² and Mr. Clark.³

Ordered, That the committee sit on this business, and report this afternoon.

Adjourned to 3 o'Clock.

THREE O'CLOCK, P.M.

...

The committee to whom was referred the resolution of the 19th, respecting the pay of the officers of the navy, and the amendments adopted and proposed, brought in a report, which was read;

Whereas sundry Officers lately belonging to Ships and Vessels of the United States of America, by reason of the Loss of such Ships and Vessels or otherwise are not now in actual Service, and other such Officers and Men are now and hereafter may be in Captivity,

Resolved, That the Navy Boards of the Several Districts do forthwith and thereafter once in every three Months make return to the Marine Committee of the Officers not in Service as aforesaid, and of their past Services or Neglect of Duty; that the Said Committee do from Time to Time dismiss such of the Said Officers as they may think proper, and that the Remainder do receive their Pay, but no Rations or Subsistence Money; and further,

Resolved, That the Officers and Men who are or may be in Captivity be allowed their full Pay and the same Provisions as when on Board the Ships in the Service of the Said States, deducting therefrom all such Provisions as may be issued to them respectively by the Commissary of Prisoners or any other Person on Account of the Said States.

Ordered, That the consideration thereof be postponed till to morrow.

JCC 10: 68-73.

1. Gouverneur Morris, New York delegate to Congress.
2. John Harvie, Virginia delegate to Congress.
3. Abraham Clark, New Jersey delegate to Congress.

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

January 1778

Wednesday 21st

Cherry Stone Point NE, Back River WSW.

at 6 AM saw a Brig running into Anapolis at 8 AM saw the Ship turning up to Baltimore;¹ left of Chace, and Anchored in 7 f^m. Water.

North End of Kent Island, NE ½ N Anapolis Church WBS.

Ditto weather [Fresh breezes & Squally]

[PM] saw two small Vessels coming up the Bay, sent our Tender in Chace, which took one, & the *Richmond* took the Other; took the Salt out of ours & let her go; the other had a pass from General Howe

D, UKLPR, Adm. 51/311.

1. Continental Navy frigate *Virginia*, Capt. James Nicholson, commander, was in company with Maryland Navy brig *Defence's* tender *Amelia*, Capt. Henry Massey, commander. See Captain James Nicholson to Governor Thomas Johnson, Jr., 21 Jan., below. Nicholson was authorized on 2 Dec. 1777 by the Continental Marine Committee to obtain a fast-sailing tender to precede *Virginia* down Chesapeake Bay to give notice if it discovered British frigates in the bay below. The Committee repeated this instruction in their letter to Nicholson on 28 Jan. See Continental Marine Committee to Captain James Nicholson, 28 Jan., below.

JOURNAL OF H.M.S. *RICHMOND*, CAPTAIN JOHN LEWIS GIDOIN

January 1778
 Wednesday 21
 New Pt Comfort NW 6 or 7 M^s
 AM at 6 saw 2 Sail^l up the Bay at 9 *Emerald* m^d the Sig^l ½ p^t
 anch^d of Annapolis wth BB^r in 9 f^m. W^r. Rattle Snake point
 NBW ½ 6 or 7 Miles the Chace was the *Virginia* Continental
 Frigate who went into Baltimore
 Rattle Snake Point WBN 6 or 7 Miles

D, UKLPR, Adm. 51/784.

1. Continental Navy frigate *Virginia*, Capt. James Nicholson, commander, and Maryland Navy ship *Defence's* tender *Amelia*, Capt. Henry Massey, commander.

CAPTAIN JAMES NICHOLSON TO GOVERNOR THOMAS JOHNSON, JR.

Sir,
 Ship *Virginia* off Point Comfort Jan^y 21st 1778
 I am sorry my necessity had obliged me to detain the *Defences* Tender,¹ which your Excellency was obliging enough to lend my officer. I beg leave to assure your Excellency that Armed Boat² I brought from Baltimore for this purpose, I am obliged to send over to Sharpes Island after some Deserters with my Master, Mate, and four men. it is nine days since and have not yet heard from them. This accident and the Continental Ship under my Command being so liable to suffer, I flatter myself, will be sufficient apology for the detention of the Boat. I have directed the Agents to forward the Boat imediately from Baltimore. I am [&c.]

James Nicholson

L, MdAA, Maryland State Papers (Red Books), S 989, 4587-27.

1. Maryland Navy ship *Defence's* tender *Amelia*, Capt. Henry Massey, commander.

2. Probably Maryland Navy schooner *Dolphin*, Capt. Daniel Bryan, commander.

JOURNAL OF H.M.S. *PERSEUS*, CAPTAIN GEORGE KEITH ELPHINSTONE

January 1778
 Wednesday 21st
 Land of South Edisto WNW 3 Leagues.
 at 8 AM the Lighthouse NNW 4 Leagues; at 10 Saw a Sail to the
 Eastward, and gave chace, with the *Carysfort* and *Lizard*, at 11
 made the chace, a large Ship, standing upon a Wind; at Noon
 Mustered the Ships company, in chace.
 Ch^s. Town Lighthouse WSW^t 10 Leagues.
 Fresh gales with hard Squalls at times; at 2 PM arrived up with
 the chace, she proved a french Ship named the *Bourbon* from
 Guardaloupe to charles-Town with Rum, Sugar & Coffee &c^{a:1}
 took charge of her, and brought all her men on board, at 10
 Lost sight of the *Carysfort* and *Lizard*, and handed the Fore and
 Mizen Topsails:

D, UKLPR, Adm. 51/688.

1. French ship *Bourbon*, Pierre Martin, master, 300 tons, mounting 8 guns but pierced for 20, a crew of ten officers and thirty-six seamen, owned by Jean Tessier of Nantes, from Guadeloupe "supposed for Charles Town," sent to St. Augustine, capture credited to *Carysfort*, *Perseus* and *Lizard*. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239-40.

JOURNAL OF H.M.S. *GALATEA*, CAPTAIN THOMAS JORDAN

Jan^y 1778
Wednesd 21

d^o: [Charles town] N 67^o W 9 L^s.
at 2 AM TK^d. to W^wd. at 7 AM Saw 2 Sail in the SW Q^r: Gave
Chace at 10 fired a Shot & Bro^t too & Spoke with His Majesty
Brigg *Hichenbrook* then gave Chace to the other Sail
d^o: N 66^o W 70 Miles
Fresh Breezes and Cloudy W^r ½ p^t 3 [PM] fired a Shot & Bro^t
too the Brigg *Chance* from Cape Francois bound to Charles
town S^o Carolina Laden with Bale Goods Salt & Coals John
Stevens Master¹ In Hoisting out the Cutter She Stove D^o
Hoisted out the Longb^t & She Sunk Hoisted her in & hoisted
out the Pinnacle & Sent her on board the Brigg

D, UKLPR, Adm. 51/4197.

1. Continental brigantine *Chance*, Lt. John Stevens, Continental Navy, commander, mounting 8
cuhorns and 8 swivel guns, a crew of sixteen seamen, owned by the Continental Congress, laden with
salt, dry goods and small arms, taken in lat. 32^o 17', long. 77^o 29', sent to St. Augustine. Howe's Prize
List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239-40. For Continental Agent John Dorsius's purchase of
the brigantine *Chance* in Charleston, and his plan to employ the vessel in trade with Cape François, see
NDAR 9: 822.

JOURNAL OF H.M.S. *ÆOLUS*, CAPTAIN CHRISTOPHER ATKINS

Jan^y 1778
Wedn^y 21st

Cape Coriantes NE ½ [E] 6 Lgs—
at 5 AM. saw a Sail to Windward—made Sail & gave Chace—
Tkd occasionally—At Noon, it being calm, hoisted out the
Barge & Cutter—& sent them after the Chace under the
Command of Lieut. Lindsay¹
D^o. N ½ E—3 Lgs—
Light Airs & Calms—at 1 PM. set up the Topmast Shrouds fore
& aft at ½ past 6 the Boats returnd from the Chace; she provd
to be an American Schooner from the Ocoys² bound to
Nantucket put 5 Men on board & receivd 6 Prisoners—

D, UKLPR, Adm. 51/4107, part 1.

1. Lt. George Lindsay.

2. The Ocoys, now Les Cayes, Haiti. See NDAR 7: 1053.

January 22

CAPTAIN SIR GEORGE COLLIER, R.N., TO
SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Sir

Rainbow at Halifax
22^d. January 1778

Lord Viscount Howe Commander in Chief of His Majestys Ships in America,
was pleas'd to give me discretionary Powers of sending the *Fox* to England from
hence, when a proper Opportunity for Convoy offered.

A violent Gale of Wind coming on at SE about three Weeks ago, in this Harbor,
the *Milford* parted her Cables & drove ashore above the Careening Yard; we got her

off, the third Day afterwards, with no material discovered Damage to her Bottom, but very considerable in her upper Works, Yards, Rigging &c: the very great Quantity of Stores necessary to equip her for cruising Service, join'd to the length of Time it would take at this inclement Season to repair Her here, made me judge it best for the King's Service to send Her to England to be refitted, escorting thither at the same Time the *Fox* (who has very few Men belonging to Her) & the *Dunmore* Store Ship.—

I have the Honor to enclose herewith a Copy of the *Milford's* Defects as given in, to me, by the Master Shipwright;¹ He observ'd upon the Time of repairs mentioned in it, that it meant such Days as would admit of his Peoples working, for that at this severe Season it would probably be three Months before She was ready.—

In Obedience to the Commands of Lord Howe, I delivered back to the *Fox*² into the Charge of Cap^t Fotheringham, who has my Orders to proceed to Spithead, & acquaint their Lordships of his Arrival there.

In my Letter of the 24th November by a Merchant Ship,³ I had the Honor to inform their Lordships that from the Arrangement & Vigilance of the Kings Ships which I sent for the protection of the valuable, & important Fisherys of Canso, & Isle Madame, the Merchants had been so successful, as not to lose a single Vessel this Season, by the Rebel Privateers, tho' several of them had been cruising in that Neighbourhood.

The Province remains at present very Quiet, & without any appearance of being molested during the Winter, tho' the Rebels have repaired the Fort I destroyed last August at Machias,⁴ and have thrown up some additional Works for the protection of that Town.

I enclose a List of Prizes taken by His Majestys Ships & Vessels employed under my Direction,⁵ & am Sir [&c.]

Geo Collier

L, UklPR, Adm. 1/1612, fol. 8. Addressed at foot of second page: "Philip Stephens Esq^r" Endorsed by Stephens: "R, 18 feby/19 Feby/Acq^t L^d Howe with/the arrival of the *Milford* & *Fox*—/send it in again/20 feby/Our rec^t/Approve of his sending/home the *Milford*."

1. "The Defects of His Majestys Ship *Milford*," 30 Dec. 1777, UklPR, Adm. 1/1612, 10. Enclosure not printed.

2. H.M.S. *Fox*, Capt. Patrick Fotheringham, commander.

3. Actually the letter was dated 30 Nov. See *NDAR* 10: 633, 672.

4. See *NDAR* 9: 749–53; 10: 82–85.

5. The list of prizes is printed immediately below.

PRIZE LIST OF CAPTAIN SIR GEORGE COLLIER,

An Account of Vessels seized as Prizes & Retaken by the detach'd Squadron of Lord Viscount
between the 1st. Day of May 1777

When taken	By what Ship taken	Where taken	Prize or Retaken	Vessel	Name of the Master	Owner	Residence of Owner
1777							
May 12.	<i>Albany</i>	Off Cape Cod	Prize	<i>Seaflower</i>	Edw ^d Mathews	Call & Pittes	Cape Cod
June 1.	<i>Scarborough</i>	Cruize	d ^o	<i>S^r Barbary</i>	Tho ^r Ross		Falmouth
May	<i>Vulture</i>	Bay of Fundy	d ^o	<i>Hannah</i>			
Sep ^r	<i>Syren</i>	Off Block Isl ^d .	d ^o	<i>Batchelor</i>	S ^r Stilman		
Nov ^r	d ^o	d ^o	d ^o	<i>Success</i>	Abel Coffin	Jackson	Newbury
June 14	<i>Milford</i>	Bay Fundy	d ^o	<i>Little John</i> ¹		H Darley	Boston
18	<i>Ambuscade</i>	Boston Bay	d ^o	<i>Hope</i>	Jn ^o Jutua	Jn ^o Jutua	
July 30	<i>Mermaid</i>	Cape Sable	d ^o	<i>Hero</i>	Ferrebault	N Green	Boston
14	<i>Milford</i>	Cruize	d ^o	<i>Expedition</i> ²	Jer ^h . Dawsey		
"	d ^o		d ^o	<i>Hezibeth</i> ³	Swaine		
June 23 ^d	<i>Scarborough</i>	At Sea	Retaken	<i>Generous Friend</i> ⁴	Stilman		
July 8.	<i>Rainbow</i>	W. of N. Scotia	Prize	<i>Hancock</i> ⁵	Jn ^o Manley	Congress	Philadelphia
9.	<i>Juno</i>	Boston Bay	d ^o	<i>Betsy</i> ⁶	Geo Lane	Eld ^d Lane	Newbury
Aug ^t 25	<i>Rainbow & Hope</i>	Pinnequid ⁷	d ^o	<i>Judry</i>			
29	d ^o	Lat 44 ^d .36 ^m	d ^o	<i>Mary</i>			
30	d ^o	Townsend	d ^o	<i>William</i>			
"	d ^o	Sequin Isl ^d .	d ^o	<i>Polly</i>	Harmon	Harmon	Old York
Oct ^r 1.	<i>Ambuscade</i>	Lat 42.10 N.	d ^o	<i>S^r W^m Erskine</i> ⁸	Montgomery	Wilson & C ^o	Glasgow
4	<i>Milford</i>	Coast N Scotia	d ^o	<i>Dolphin</i> ⁹	Fettyplace	Colonies	
16	<i>Vulture</i>	River S ^r John's	d ^o	<i>Polly</i>	Howe		
20.	<i>Scarborough</i>	Coast N Scotia	d ^o	<i>Beverley</i>	Jn ^o Vickers	Master	Beverley
Dec ^r 1.	<i>Cabot</i>	Lat 42 ^d .30 ^m	d ^o	<i>Diana</i> ¹⁰	T. Packer	T. Adams	Boston
7	d ^o	20 Leag ^s W. Halifax	d ^o	<i>Hawk</i> ¹¹	W ^m . Fuller	W ^m . Parson	d ^o
18	<i>Rainbow Tender</i>	Lat 43 ^d .30 ^m	Retaken	<i>George</i>	B Hayward	Penny & C ^o	Pool G.B.
June	<i>Ambuscade</i>	Massachusetts Bay	Prize	<i>2 Brothers</i> ¹²	G Maxwell		
	d ^o	d ^o	d ^o	<i>Success</i> ¹³	J Fisher		
3 ^d	d ^o	Casco Bay	d ^o	<i>Swallow</i> ¹⁴	A Woodbury		
5	<i>Mermaid</i>	Cape Negro	Retaken	<i>2 Betsy</i> ¹⁵		H Bolson	
"	<i>Syren</i>	Off Cape Sambre'	Prize	<i>Jammy</i>	Z Rust		Bristol NE
May	<i>Milford</i>		d ^o	<i>Revenge</i>			
	<i>Mermaid</i>		d ^o	<i>Elizabeth</i> ¹⁶			
July 19	<i>Victor</i>	W. of Light House	d ^o	<i>Dolly</i> ¹⁷			
21	<i>Hope</i>	Passamaquodi	d ^o	<i>Dolphin</i>	J Clark		
	<i>Mercury</i>		d ^o	<i>3 Friends</i> ¹⁸			
June 21	<i>Scarborough</i>	Coast New Engl ^d .	d ^o	<i>M^cPherson</i>	Benj ⁿ . Cole		
Aug ^t 20	<i>Rainbow</i>	M ^c Desart R ^s	Retaken	<i>3 Brothers</i> ¹⁹	J. Johnson		
29	<i>Mermaid</i>	Seal Islands	d ^o	<i>Fanny</i>	J Wood		
13	<i>Rainbow</i>	Machias	Prize	<i>Betsy</i>			
Sept ^r	<i>Ambuscade</i>	Boston Bay	Retaken	<i>Restoration</i> ²⁰			
Sep ^r	<i>Mermaid</i>	Barrington	Retaken	<i>Sophia</i> ²¹			
..	<i>Rainbow</i>		Prize	<i>Joseph</i>		Boylston	Boston
..	d ^o		d ^o	<i>2 Brothers</i>			
Augt. 28	d ^o	Sequin Isl ^d .	d ^o	<i>Lucy</i>			
Sep ^r 1.	<i>Milford</i>	Isle Holt ²²	d ^o	<i>Topinambou</i> ²³	Picket		Nantz
Oct ^r 12	<i>Scarboro'</i>	Georges Banks	d ^o	<i>Lucy</i> ²⁴	N Rose		Boston
Nov ^r	<i>Rainbow</i>	Off Townsend	d ^o	<i>Innes</i>	Smith		
Dec ^r 5	<i>Milford</i>	Boston Bay	d ^o	<i>Betsy</i> ²⁵	Ross		
4	d ^o	Lat 41 ^d L ^t 65	d ^o	<i>Industry</i> ²⁶	M ^c -Clellan		
17	<i>Blonde</i>	Casco Bay	Retaken	<i>Brothers</i> ²⁷	D. Bruce	J & G Ewing	London
Nov ^r 15	<i>Greyhound</i>	Lat 41d.30m Long 64.40	d ^o	<i>Scipio</i> ²⁸	S. Kirkam	Paul Graves	N ^o . Yarmouth

R.N., FROM MAY TO DECEMBER 1777

Howe's Fleet under the Orders of Sir George Collier & sent into the Port of Halifax &c & the Day of the Date hereof.

Guns	Men	Tons	From whence	Where bound	Lading	How rigg'd	To what Port sent	To whose Case consigned	
..	4	45	Cape Cod	S ^t Peters	Lumber	Schooner	Halifax	Thomson	
			Falmouth	S ^t Lucia	d ^o	Sloop	d ^o	Brymer	
			Machias		d ^o	d ^o	Annapolis	Butler	
	100	100	Surinam	Boston	Molasses & Cocoa	Brig	New York		
				Newbury	d ^o & Coffee	d ^o	d ^o		
	7	60	S ^c Carolina	Salem	Rice	Brig	Halifax	Thomson	
	4	30	Boston	S ^t Peters	Lumber	Sloop	d ^o	Butler	
			d ^o	Hispaniola	d ^o	d ^o	d ^o	Prowse	
		95	d ^o	S ^t Peters	Rice & Indigo	d ^o	New York		
			S ^t Pierre	Boston		d ^o	Halifax	Thomson	
	32	300	700	Boston	On a Cruize	Stores &c	Ship	Halifax	Thomson
				Newbury	Martinico	Lumber	Brig	d ^o	Butler
		9	50	Pinnequid	Boston	Cordwood	Schooner	d ^o	Thompson
		8	80	Frenchmans Bay	Boston	Lumber	Sloop	d ^o	d ^o
		6	90			Cordwood	d ^o	d ^o	d ^o
3		50			Lumber & Cordwood	Schooner	d ^o	d ^o	
20		200	Glasgow	New York	Sundry Goods &c	Ship	d ^o	Butler.	
			Cruize		Stores	Schooner	d ^o	Thomson	
		65	River S ^t John's	Machias	Ballast	Sloop	Annapolis	Butler	
						d ^o	Halifax	Thomson	
7		40	Cadiz	Boston	Wine & Salt	Schooner	d ^o	d ^o	
5		80	d ^o	Newbury	d ^o	d ^o	d ^o	d ^o	
8		100	Newfoundl ^d	Bilboa	Fish	Brig	d ^o	d ^o	
						Sloop	d ^o	d ^o	Butler
					Wood	d ^o	d ^o	d ^o	
			Salem	Gaudelope	Fish & Lumber	Schooner	d ^o	d ^o	
			Mecina	London	Fruit Wines &c	Brig	d ^o	Prowse	
				Surinam	Fish Butter Oil Lumber	Schooner	d ^o	d ^o	
						Sloop	Annapolis	Thomson	
						d ^o	d ^o	Prowse	
				S ^t Pierres		Schooner	Halifax	Thomson	
			Piscataqua	Fishing		d ^o	Windsor	d ^o	
						Brig		d ^o	
8			Newbury	Surinam	Lumber & Fish	d ^o	Halifax	d ^o	
			Newfoundl ^d	Barbados	Fish	d ^o	d ^o	d ^o	
6			Falmouth NE	Quebec	Wines	d ^o	d ^o	Prowse	
					Boards	Sloop	d ^o	d ^o	
						Ship	d ^o	Butler.	
10	150	90	Grenada	London	Sugar Rum Coffee Cotton	Brig	Halifax	Prowse	
			Guadalupe	Boston	Rum Bale Goods &c	d ^o	d ^o	Thompson	
	80				Cord Wood	Sloop	d ^o	d ^o	
					Cordwood & Lumber	d ^o	d ^o	d ^o	
				Any Port in	Dry Goods & Brandy	Brig	d ^o	Thomson &c	
6			S ^c Carolina	Boston	Rice	Schooner	d ^o	Thomson	
			Townsend	Marblehead	Lumber	d ^o	d ^o	d ^o	
			C. Porpois	W ^t Indies	d ^o	d ^o	d ^o	d ^o	
			Falmouth	S ^t Lucas	d ^o	Brig	d ^o	d ^o	
			Madeira	New York	Wines	d ^o	d ^o	Butler	
		Teneriff	London	d ^o	Snow	d ^o	d ^o		

D, UklPR, Adm. 1/1612, part 2, 9. Docketed: "List of Prizes taken by H M S^r under the Orders of Sir George Collier—in his Letter 22 Jan^y 1778."

1. Joseph Pratt, master. See NDAR 9: 108-9.
2. See NDAR 9: 240.
3. Sloop *Elizabeth*, Barzillai Swain, master, was captured on 3 Aug. See NDAR 9: 697-98.
4. See NDAR 9: 191.
5. Continental Navy frigate *Hancock*. See NDAR 9: 229-30, 239, 246-47, 269-72, 274, 279-80.
6. See NDAR 9: 240.
7. Pemaquid, Me.
8. John Montgomery, master. See NDAR 10: 6, 6n.
9. Massachusetts privateer schooner *Dolphin*, Edward Fettyplace, Jr., commander. See NDAR 10: 32, 32n.
10. Thomas Packer, master. See NDAR 10: 678, 678n.
11. Schooner *Hawke* was captured on 9 Dec. See NDAR 10: 687, 687n.
12. Sloop *Two Brothers* was bound from Boston to Kennebec River, Me. See NDAR 9: 4.
13. Sloop *Success*, Siphonis Fisher, master, was bound from Camden on Penobscot Bay, Me., to Boston. See NDAR 9: 4.
14. E. Woodberry, master. See NDAR 9: 15.
15. Matthew Boosen, master; John Procter, prize master. See NDAR 8: 793, 793n; 9: 20, 20n.
16. See NDAR 9: 52, 52n.
17. From Newburyport bound to Saint-Pierre and Miquelon. See NDAR 9: 296, 296n.
18. From Piscataqua, N.H., bound to Curaçao. See NDAR 9: 123.
19. Thomas Johnson, master. See NDAR 9: 772, 772n.
20. — Robbins, master; Sherman Lewis, prize master, from Quebec bound to Oporto. See NDAR 9: 869-70, 870n.
21. John Aire, master. See NDAR 9: 870, 870n.
22. Isle au Haut, Me.
23. Joseph-Jean Pichot, master, from Martinique bound to America. See NDAR 9: 861, 861n.
24. From Charleston, S.C. Vice Admiralty Court of Nova Scotia records state that the schooner *Lucy's* master was Nathaniel Thare. See NDAR 10: 123, 123n.
25. See NDAR 10: 662, 662n.
26. See NDAR 10: 662, 662n.
27. Brig *Brothers*, Daniel Bruce, master, was recaptured on 12 Dec. See NDAR 10: 710-11, 711n.
28. Snow *Scipio*, Samuel Kirkman, master, was recaptured on 23 Dec. See NDAR 10: 786-87, 787n.

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

January 1778.

Thursday 22

Ditto [Cape Sable] NNE ½ E 26 Lg^s.

at 4 AM sounded, had no ground with 70 fath: of line, ½ past 6 up Foretopgallant Mast, set the Topsails, at 9 out 3^d reef Maintopsail, at 11 wore Ship, at noon *Venus* not in sight.

Ditto [Cape Sable] N 54 E 29 Lg^s.

First and middle parts fresh breezes and hazey, Latter Mod^{te} and Cloudy. at 3 PM saw a Sloop to the Northw^d. at 4 carried away the Gaff and Mizzen topsail Yard, at 5 fired a Shot at the Sloop, who shortned Sail, & bro^t too, sent the Boat on board her, she was called the *Linkhorn*¹ from Newberry Port bound to Surinam with Lumber and Fish, took out her people & put a Mate & 4 men on board, closed reefed the Topsails and lay too,

D, UklPR, Adm. 51/52, part 2, fol. 2-3.

1. Sloop *Linkhorn*, James Mitchell, master, owned by Samuel Knowell, from Newburyport to Surinam, with lumber, taken on 22 Jan. off Cape Sable, later burned. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, fol. 486. *Apollo's* Journal on 23 Jan. adds: "at 8 AM took the Prize in Tow, finding her very Leaky, employ'd the people to get several Articles out, in order to destroy her. . . at 4 [PM] set fire to the Prize." UklPR, Adm. 51/52, part 2, fol. 3.

ADVERTISEMENT FOR SEAMEN FOR CONNECTICUT PRIVATEER SLOOP *REVENGE*

The remarkably fast sailing Sloop *REVENGE*, Joseph Conkling, Commander, mounting 10 Carriage Guns and 12 Swivels, having every necessary Store on Board for a four Months Cruize, is now waiting for a few Seamen. Any Gentlemen Sailors having a Mind to try their Fortune by Sea are desired to call on the Commanding Officer on Board, or at Capt Douglas's, where they will meet with good Encouragement.

New London, Jan. 22. 1778.

Connecticut Gazette; and the Universal Intelligencer, 23 Jan. 1778.

THE ROYAL AMERICAN GAZETTE (NEW YORK), THURSDAY, JANUARY 22, 1778

NEW-YORK, January 22.

On Monday last arrived here the schooner *Willing Maid*,¹ laden with salt; yesterday the brig *Sally*,² with melasses; and a sloop³ with flour and tobacco: They are all prizes to his Majesty's ship *Experiment*, commanded by Sir James Wallace. The *Sally* parted four days since with a large Dutch ship,⁴ also a prize to the *Experiment*; her arrival is hourly expected. The prizes parted with the *Experiment* last week, she was then in chace of a sail which they imagine was a privateer.

Capt. M'Kindley, of the *Cornwallis*, from Glasgow, who arrived here last Monday, informs us, that on Sunday the eleventh instant, in lat. 33. 38. long. 72. he spoke the *Galatea* frigate, she had been three weeks out on a cruize from the Delaware, had taken four prizes,⁵ sent two of them to St. Augustine and had the other two then with her. On the 14th. about noon, off Cape Henry, he observed a sloop to windward bearing down upon him; at two P.M. she hoisted American colours and fired a gun to windward, upon which he ordered the courses to be handed and had the ship cleared to engage; but upon firing her bow chaces the sloop hauled her wind and endeavoured to escape, he immediately gave chace and soon came up with her; upon firing the first broadside he perceived that all her people, except the officers, disappeared; they skulked below until she struck, which was after the *Cornwallis* had fired several broadsides into her. She was from Bordeaux, bound to Baltimore, laden with cloathing, cordage, sail cloth, brandy, &c. mounted six carriage guns and ten swivels had on board forty-two men, and a great number of small arms. Capt. M'Kindley put his mate and five men on board of her, but a sail appearing to leeward, coming fast up, which he suspected to be a privateer, and his guns being rendered unserviceable, he thought it prudent to bear away. . . .

Last evening came into this port, the sloop *John Wilkes*, Paul M'Donald, late master, from North-Carolina, bound to Bedford,⁶ in Massachusetts Bay, having on board 90 barrels tar, 30 barrels turpentine, 300 bushels Indian corn, 100 bushels pease and 40 barrels flour. She was taken the 14th ins. by, Robert Hunter, in the letter of marque ship *Elizabeth*,⁷ owned by Messrs. George and John Buchanan, of Glasgow, on his passage from this place to the Bay of Honduras.

Yesterday arrived the brig *Two Brothers*, John Kelso, master, from Jamaica; about ten days since he spoke his Majesty's ship *Phoenix*, off the Capes of Virginia, who, the preceding night, had burned a brig belonging to Nantucket. . . .

A large brig lately attempting to escape from Providence River, through the Seconnet passage, was boarded by a party, commanded by a non-commissioned officer of Lieutenant Colonel Innes's⁸ company of the Royal Artillery, who set her on fire, by which she was consumed.

1. See Journal of H.M.S. *Experiment*, 11 Jan., above.
2. See Journal of H.M.S. *Experiment*, 13 Jan., above.
3. Sloop *Morning Star*, Job Carr (Kerr), master. See Journal of H.M.S. *Experiment*, 8 Jan., above.
4. Ship *Vrouw Margarita*, Geele Joches Ruyter, master. See Journal of H.M.S. *Experiment*, 14 Jan., above.
5. The prizes were schooner *Jolly Robin*, schooner *St. Ann*, sloop *Speedwell* and schooner *Favorite*. See Journal of H.M.S. *Galatea*, 1 Jan., 3 Jan., 6 Jan. and 8 Jan., above.
6. New Bedford.
7. British privateer ship *Elizabeth*, Robert Hunter, commander, 140 tons burthen, mounting 18 six-pounder guns, built in New York City in 1770. *Lloyd's Register of Ships*, 1777-1778.
8. John Innes.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT
TO GENERAL GEORGE WASHINGTON

Continental Navy Board
Borden Town 22^d. Jan^y 1778

Sir/
The Bearer Captⁿ. Alexander¹ late Commander of the Frigate *Delaware*, is well informed of the Situation of the Shipping at Philadelphia, & is of opinion that with a little Assistance the Enemy might be annoyed greatly in their Trade & Shipping whilst the River continues full of Ice—he is desirous of communicating his Sentiments on the Subject to your Excellency—The few naval Officers here, are very anxious to do something against the Enemy whilst the present Opportunity offers. I have the Honour to be [&c.]

Fra^s. Hopkinson

L, NNPM, Autographs of the Signers of the Declaration of Independence, p. 211. Addressed at foot: "His Exc^t Gen^l. Washington."

1. Capt. Charles Alexander, Continental Navy.

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

The Commissioners of the Navy Board at Bordenton
Gentlemen

January 22^d. 1778

As that part of the Continental Navy late in the Delaware are either lost or rendered useless, there appears no necessity of your continuing in Jersey we therefore request your removal to Baltimore giving us notice when you arrive.—

If you should think it necessary one of your Board may remain at Bordenton for a Short time, the expediency of which you will be able to judge, and if necessary you'l agree among yourselves upon the person to remain. If M^r Nixon¹ should not be with you on receipt of this, you will be pleased to give him notice that the place of residence of the Navy Board is by our direction to be at Baltimore and that we expect his attendance We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 124 (M332, roll 6).

1. Col. John Nixon.

SAMUEL AND ROBERT PURVIANCE TO PRESIDENT OF CONGRESS

Sir,

Baltimore 22 Jan. 1778

On receiving your Letter of the 12th with Copy of the Resolve of Congress respecting the Cargo of Salt arrived here,¹ We immediately wrote a Letter to our governor,² (whereof you have copy inclosed) advising him the Situation of the matter, which was such, as renderd it unnecessary for us to take any Measures therein before the governor shoud deliberate thereon. We presume he has informed you what he has done.—In the meantime We have the pleasure to acquaint you that several small Cargoes of Salt having arrived here and on the Eastern Shore of late, the price begins to drop considerably, from 15 to 8 & £10 ^{per} Bus^l and a great probability of its soon being much lower. We are certain there will be no difficulty or uncertainty about procuring enough for curing whatever Provisions may be wanted for the Army.

Yesterday morning Captⁿ Nicholson returned to the mouth of this River³ with the *Virginia* Frigate, having narrowly escaped being taken by the *Emerald & Perseus*⁴ who pursued her from New Point Comfort untill She got in the River. Captⁿ Nicholson left Patuxent River last Sunday with a N West Wind & got to Point Comfort against Evening when the Wind lull'd. Had it continued that Night or next Morning, he woud certainly have got out; The Enemy Frigates' Eight in Number (besides Tenders) being in Hampton Road where they commonly lye detaching out Cruisers toward the Cape & up the Bay, as often as moderate Weather will admit of it. The only Chance which there was of getting out depended on a leading Wind to carry the Frigate out at once, without Stopping below. The Enemy's Cruisers being now aware of the design, will certainly render it much more hazardous for her to get out.—The only advantage gained by this last Attempt is The certain knowledge of the *Virginia* being a very fast Sailer. The Frigate which Chased her being accounted amongst the first Rate Sailers in the Britttish Navy.

We have received neither Answer nor Remittance from the Marine Committee since we last wrote you for Money.⁵ As the Bearer Lieut^t Plunket will be a favourable Opp^t of sending us some Money, We beg you will send us 10 or 12 thousand Dollars by him. We are [&c.]

Sam^l & Rob^t Purviance

L, DNA, PCC, item 78, pp. 161–64 (M247, roll 100). Addressed: "The Honble Henry Laurence Esq^r/President of Congress/York Town." Docketed: "Letter from Sam^l & Ro. Purviance/Baltimore 22 Jan^y 1778/recd 24./referred to the board of/treasury." Notation: "Lieut^t Plunket."

1. See President of Congress to Governor Thomas Johnson, Jr., 12 Jan., above.

2. See Samuel and Robert Purviance to Governor Thomas Johnson, Jr., 14 Jan., above.

3. Patapsco River

4. Actually H.M.S. *Emerald* and H.M.S. *Richmond*. Journal of H.M.S. *Richmond*, 21 Jan., above.

5. NDAR 9: 197.

JOURNAL OF THE VIRGINIA SENATE

[Williamsburg, 22 January 1778]

A Message from the House of Delegates was delivered by Mr. *Richard Henry Lee*.

That they have agreed to several Resolutions that [. . .]¹ Also, that having received Information that a *French Vessel*,² loaded with Tobacco, being under the

Protection of a Company of Militia of the County of *Lancaster*, commanded by a certain Captain *Yerby*, was lately most unwarrantably and traiterously delivered up to two of the Enemy's Ships of War³ on certain Conditions, injurious to the Honour and Justice of the Commonwealth, and in Violation of the Protection which Foreigners have a Right, by the Usage of civilized Nations, to expect, while peaceably trading in its Ports, they have resolved, that the Governor be desired to cause immediate and strict Enquiry to be made into the Conduct of the said Captain *Yerby*, his Aiders and Abettors, concerning the Premises; and the proper Officers be directed to arraign and pursue the Offenders, so as that they may, on Conviction, be brought to condign Punishment, according to the Laws of this Commonwealth; and that the Governor and Council be authorized to make such Compensation to the Owner of the Said Vessel and Cargo, so delivered up to the enemy, as to them shall appear consistent with Reason, Justice, and the Honour of the State.⁴ To which said several Resolutions they desire the Concurrence of the Senate. And he delivered in the same, and then withdrew.

Journal of the Senate (Williamsburg, Va.: John Dixon & William Hunter, 1777), 53-54.

1. For the content of the portion not printed here, see *Journal of the Virginia House of Delegates*, 22 Jan., immediately below.

2. French snow *Elegante*, — Collenau, master.

3. Probably H.M.S. *Emerald* and H.M.S. *Richmond*. See the Journals for these ships for 3-6 Jan., above.

4. On 4 Mar., the Virginia Council decided that Captain Yerby "did treacherously & basely deliver up the Vessel & Cargo aforesaid to the british Ships of War" and awarded the captain £5,000 in compensation for his loss. *Journals of the Council of State of Virginia*, edited by H. R. McIlwaine (Richmond: Virginia State Library, 1932) 2: 97.

JOURNAL OF THE VIRGINIA HOUSE OF DELEGATES

[*Williamsburg*] Thursday the 22^d of January 1778

Mr. *Richard Henry Lee* reported from the committee appointed to examine into and report the state of the navy, that the committee had accordingly examined the same, and come to several resolutions thereupon, which they had directed him to report to the House; and he read the report in his place, and afterwards delivered it in at the clerk's table, where the resolutions of the committee were read, and are as followeth, *viz.*

Resolved, that the armed vessels *Dragon*, *Tartar*, and *Gloucester*, shou'd be fitted for service with all possible expedition, and stationed between *Cherrystone's* harbour and Cape *Charles*, in order to keep open and free from interruption by the enemy's cruisers the channel between that cape and the middle ground, and the officer commanding these vessels be directed to keep two swift sailing pilot boats or tenders, one of which to be continually at sea, off the mouth of said channel, to inform inward bound vessels of the station of the enemy's cruisers, and to bring them under the protection of said armed vessels; that the other tender cruise in the bay, and give notice where the enemy's ships are placed.

Resolved, that the harbour of *Cherrystone's* should be well fortified as soon as possible, and a small magazine of stores kept there for the use and refitting of the vessels placed on that station without loss of time, which harbour, so fortified, will afford great security to the trade of *Chesapeake* bay.

Resolved, that as the protection and security of vessels bound in the bay is of great importance to our sister state of *Maryland*, as well as to this commonwealth,

that the commissioners appointed to meet commissioners on the part of *Maryland* concerning the navigation of the bay, &c. be instructed to press upon the commissioners from *Maryland* the propriety of that state joining with this in defending and securing the navigation of *Chesapeake*.

Resolved, that the two gallies now building on the *Eastern Shore*¹ shou'd be fitted as soon as possible, and stationed, one of them in *Matomkin* harbour, and the other in *Chingoteague*, for protection of trade on the sea board.

Resolved, that it will be expedient and proper to propose to the state of *North Carolina* that one² of the two large gallies built for the defence of the sea coast harbours of that state by this commonwealth shou'd be received by that state at the expense she cost this, and be employed, together with the galley of this state now at *Edenton*,³ for the protection of a navigation equally important to both states.

Resolved, that the original design of building gallies in each river was for the defence of such rivers against the attempts of the enemy, that they should be stationed in the respective rivers, should be fixed constantly near the mouths or entrance into such rivers respectively (unless upon very urgent occasions the Governour and Council should direct them to some other use) with orders to be perpetually cruising there when the weather will permit, as well to prevent the enemy's tenders from entering to disturb and pilage the shores as to protect the trade of the same, and that, when large vessels of war shall enter and pass up said rivers, the gallies be ordered to attend them and watch their motions, keeping constantly between the enemy's ships and the shores, so as to prevent the pernicious practice, now too much in use, of suffering the enemy to draw provisions from the country, for the better enabling them to prolong the war and injure the commerce of the state.

The said resolutions being severally read a second time, were, upon the question severally put thereupon, agreed to by the House.

Ordered, that Mr. *Richard Henry Lee* to carry the resolutions to the Senate, and desire their concurrence.

Journals of the House of Delegates of Virginia (Williamsburg: Alexander Purdie, 1778), 133–34.

1. Virginia Navy galleys *Accomac* and *Diligence*.

2. Virginia Navy galley *Washington*.

3. Virginia Navy galley *Caswell*, Capt. Willis Wilson, commander.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Thursday the 22nd day of January 1778.—

Ordered that a Warrant issue to Captain Wright Westcott, for seventy pounds upon account for the purpose of furnishing necessaries for the use of the *Norfolk Revenge* Galley.—

DS, Vi, Navy Board Journal, 346.

EXTRACT FROM THE JOURNAL OF FRENCH NAVY FRIGATE *TOURTERELLE*, CAPITAINE DE VAISSEAU FRANÇOIS, CHEVALIER DE LA LAURENCIE

[*St. Pierre, Martinique*] Le 22. J'ai en connaissance d'un bâtiment démâté de son grand mât faisant route pour gagner le mouillage, aussitôt je lui ai envoyé ma

chaloupe avec deux autres des bâtimens marchands. Il etait insurgent, manquait de tout, je l'ai fait remorquer et mouiller dans la rade.¹

[Translation]

[*St. Pierre, Martinique*] January 22. I became aware of a ship dismasted of its main-mast attempting to reach the anchorage; I immediately sent my long-boat with two others from the merchant ships. It was a rebel vessel, lacking everything; I saw that it was towed and anchored in the road.¹

Copy, FrPNA, Marine, B⁴ 140, fol. 87. "Extrait du Journal de la campagne La *Tourterelle*."

1. Marginal notation: "Secours donné"; "aid given."

JOURNAL OF H.M.S. YARMOUTH, CAPTAIN NICHOLAS VINCENT

Jan^y 1778

Dominico bears S 69 W 32. Leagues.

Thursd^y 22^d

[AM]—in the morning saw two sail in the SE Quarter, coming down before it—at 8 gave chase,—at ½ past 9 bro^t too the Leewardmost, found her to be an American Brigg called the *Fortune*, W^m: Trefethen Mast^r: Bound to Martinico, her Cargo Masts, Spars, Lumber, Fish &c^{a:1}—took out her hands and made sail after the other.

Barbadoes bears South 24 Leagues

At 1 PM Bro^t too our chase, found her to be a Brigg from Salem called the *Alex^r: Lane* Mast^r: bound to Martinico² took out her hands, and at 5 in 1st reef the Topsails, wore Ship and stood to the N^o: in order to carry the 2 Prizes into S^t: Johns.

D, UKLPR, Adm. 51/1091, fol. 171.

1. Brig *Fortune*, William Trefethen or Frefethem, master, 200 tons burthen, crew of 10 men, from and belonging to Piscataqua, N.H., with lumber, taken by *Yarmouth* on 22 Jan., sent into Antigua. Young's Prize List, 14 Mar. 1778, below.

2. Brig *Alexander*, Joseph Lane, master, 130 tons burthen, crew of 7 men, from and belonging to Salem, with fish and oil, taken by *Yarmouth* on 22 Jan., sent into Antigua. Young's Prize List, 14 Mar. 1778, below.

January 23

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 23^d 1778—

Order'd, That Jonathan Glover Esq^r for Horse hire & Sundry Expences as P^r Account, be paid, £425.. 3.. 6 also, that he be paid Sundries for Schooner *Hannah*,¹ Ship *Union*,² & freight of Tar from Br^g K^g *Geo^r:3* 73.. 7.—

Order'd, That Sam^l Gore for Sundry's for Ship *Julius Cæsar*⁴ & for Tallow, Tub, Putty &c. del'd Cap^t Fisk⁵ as p^r Account, be paid . . . £3..13.. 6

Order'd, That the Com^y Gen^l:⁶ deliver M^r Homer⁷ for the Brig^t *Massachusetts*,⁸ three Cord Wood.—

Order'd, That Alexander Edwards for 154^t Clear Boards for Brig^t *Penet*,⁹ be paid . . . £1.. 8.—

Order'd, That M^r Ivers¹⁰ pay Josiah Harris for Taking in and measuring Flaxseed for Cargo of Brig^t *Nants*,¹¹ two Months @ £15 p^r Month . . . £30.—.—

Order'd, That the Ballance of Joseph Gondels Account for cleaning Flaxseed for Brig^t *Nantes* £99..14/. be paid

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 181–82.

1. Massachusetts State trading schooner *Hannah*.
2. Massachusetts State trading ship *Union*.
3. Brigantine *King George*, John Watmough, master, taken by Massachusetts Navy brigantine *Massachusetts* on 8 Oct. 1777. See NDAR 9: 65, 65n.
4. Ship *Julius Caesar*, Azariah Uzuld, master, was a prize of Massachusetts Navy sloop *Republic*. See NDAR 7: 32, 34, 46, 71, 112, 347, 1228. She was purchased by the Massachusetts Board of War and renamed *Bourbon*. See NDAR 7: 207, 217, 232, 605.
5. Capt. John Fisk, Massachusetts Navy.
6. David Devens.
7. James Homer.
8. Massachusetts Navy brigantine *Massachusetts*.
9. Massachusetts State trading brigantine *Penet*.
10. Thomas Ivers.
11. Massachusetts State trading brigantine *Nantes*.

NEWS FROM NEW LONDON

NEW-LONDON, January 23.

By a gentleman just arrived from Bedford,¹ we learn that a sloop of 14 guns² has been sent from Newport to Martha's vineyard, to demand pilots for the fleet destined for Boston, to take in Burgoyne's troops; they refused to comply with the demand, and the sloop (after taking a coasting vessel³ out of Holmes's Hole⁴) sailed for Newport, it is said, to bring force sufficient to lay waste the island.

Maryland Journal, and the Baltimore Advertiser, 3 Mar. 1778.

1. Now New Bedford.
2. H.M. sloop *Haerlem*. See Master's Journal of H.M. Sloop *Haerlem*, 14 and 15 Jan., above.
3. Sloop *Salby*, master unknown, from Connecticut to Nantucket, with provisions. *Ibid*.
4. Now Vineyard Haven Harbor.

GOVERNOR JONATHAN TRUMBULL TO BENJAMIN HENSHAW & WILLIAM WHITING

Gent.

Please to deliver Col^o. Noah Phelps or order sixteen six pound Cannon, cast at your Furnace & belonging to this State, to be by him Conveyed according to order to Boston for the Use of y^e State Ship *Defence*, lying in that Harbour given under my hand at Hartford

y^e 23^d of Jany 1778

Jonth: Trumbull, Gov^r:

L, Ct, Connecticut Archives, 1st Series, vol. 12, p. 336. Addressed at foot: "To Mess^{rs}./Henshaw & Whiting/Managers of y^e Furnace/Salisbury."

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[Extract]

At a meeting of the Governor and Council of Safety holden at Hartford in and for the State of Connecticut on the 23d day of January, A.D. 1778.

Voted, That the Committee of Pay-Table be and they are hereby directed to draw on the Treasurer in favour of Sam^l Eliott jun^r, Esq^r, for the sum of one thou-

sand pounds, money, to be in account as agent of this State. The order to be delivered to Mr. John Wasson, clerk of the ship *Defence*.

Voted, That the Committee of Pay-Table be and they are hereby directed to draw on the Treasurer in favour of Sam^l Smedley, captain of the ship *Defence*, for the sum of four hundred pounds, money, to be in account. Said order to be delivered to Mr. John Wasson, clerk of said ship.

Voted, That the Committee of Pay-Table be and they are hereby directed to draw on the Treasurer in favour of Colo. Noah Phelps for the sum of one hundred and sixty pounds, money, to be in account and to enable him to transport a number of cannon from Salisbury to Boston for the use of the ship *Defence*, which he is appointed to do. . . .

Hoody, ed., *Public Records of the State of Connecticut*, 1: 515.

LIEUTENANT COLONEL FRANÇOIS-LOUIS DE FLEURY TO JOHN LAURENS

Sir

I have send to you three days ago, one Letter datted Burlington, by which I mentioned to you, the several schemes that I have formed to set on fire the english fleet. since that time I have done some small tryals, which confirme me in the first opinion. viz. that by the fire Boats, which I intend to Construct, by the help of the commodore, the succes is almost Certain.

I ask leave to Repeat you their Construction.

1st. I will have about twelve flat bottom boats, very easy to be got, in all places of the river. 2^o. make within a sort of floating mine in one trunk or chest very strong, & filled with powder: the deck will be Covered with carcasses, or bombes. . . . 3.^d the direction & velocity will be given to the boat by a strong Racket, of a particular Composition; and one mast sunked in the water, will suport by the stern, the boat, against the Current. . . . 4.^o. the head armed with a strong spur of iron will fixe the boat in the ships, till the pouders blows up, & set on fire the next ships.—

I offer, to do my tryal under the eyes of such which his excellency will apoint for that. . . . but I must have orders, & the commodore haselwood, shall be directed to work accordingly with me.

I begg to answer me immediately as it is not time to be lost.

I am going to burdentown, to look for boats. & tar.—

be so Kind to present my Letter to his excellency general Wassington, & permit me to assure you of my sincere & great Regard & friendship.—I am [&c.]

L. fleurÿ

trenton 23. January 1778.

L, DLC, George Washington Papers, Series 4. Addressed: "To/Colonel Lawrence/in his absence Colonel harisson/Aides de Camp to his excellency/head quarters."

CAPTAIN ANDREW SNAPE HAMOND, R.N.,
TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Roebuck at Philadelphia
the 23^d. January 1778.

Sir,

Since the departure of my Lord Howe from hence a month ago, no material occurrence has happened except the loss of the Brig *Symmetry*, laden with Baggage

for the Army.—On account of the Ice usually found in the Delaware during some Weeks in the Winter, the Ships of War were withdrawn from their Stations to the Town; and an Embargo took place on all Shipping the 24th. of December. But a favorable opportunity, and the consideration that the want of the Cargo might be felt by the Troops, tempted the Commander of the Ship of War charged with that Duty at the Mouth of the River, to allow the Vessel to attempt to reach Philadelphia. In her passage She had the Misfortune to run a ground near Wilmington, where a Body of the Rebels are Posted, and before any Assistance could be given from hence, the Ice formed and She fell into the hands of the Enemy.¹

The Admiral carried with him near Sixty sail of Transports, which are divided between New York and Rhode Island; about the same number remain here, with the greatest part of the Flat Boats; which together, with the Men of War and Armed Vessels under my Orders, are undergoing such repairs and equipment as the time of year, and circumstances will allow of. The Service of the last Year has made this a heavier Work than might be expected, but there is no doubt of the whole being compleated early enough in the Spring to prevent any delay to the Operations of the Army on that account.

Enclosed is the State and Condition of the Squadron under my directions, and also an account of their present Stations.²

I have the honor to be with much regard &ca.—

A. S. Hamond

LB, ViU, Hamond Papers, Letter Book (1778–1779), pp. 6–7. Addressed at foot: “Philip Stephens Esq^{re}. Admiralty Office.” Marginal note: “P^r. *Despencer Pacq*”

1. Transport brig *Symmetry*, W. Foxton, master, 400 tons burthen, mounting six 4-pounders, built at Whitby, England, in 1764, new decks and repairs made in 1774, owned by J. Atty. *Lloyd's Register of Ships, 1777–1778*. At the time of her capture her master was a Capt. Monkman.

2. Marginal notation: “Vid pa^s 7.” See enclosure, below.

DISPOSITION OF CAPTAIN ANDREW SNAPE HAMOND'S SQUADRON

Roebuck at Philadelphia
23^d. January 1778

Disposition of His Majesty's Ships and the Vessels under the Orders of Captain Andrew Snape Hamond; detached from the Fleet under the Command of the Vice Admiral the Viscount Howe.

Ships Names.	Commanders.	Where Stationed &c.
<i>Roebuck.</i>	Capt ⁿ . A. S. Hamond.	Alongside the Wharfs at Philadelphia, to take Shelter from the Ice in the River.
<i>Experiment.</i>	Sir James Wallace	Cruizing at the entrance of the River.
<i>Liverpool.</i>	Capt. H. Bellew.	Appointed to Convoy the Pacquet down the River.
<i>Camilla.</i>	Hon ^{ble} . C. Phipps.	} At the Wharfs at Philadelphia, to take Shelter from the Ice in the River
<i>Pearl.</i>	Capt. Jn ^o . Linzee	
<i>Zebra.</i>	— Jn ^o . Orde.	
<i>Vigilant A.S.</i>	— B ⁿ . Christian	
<i>Delaware A.S.</i>	— James Watt	
<i>Adventure Store s^h.</i>	Lieu ^t . H. Tonken	
<i>Viper A. Sch^r.</i>	— E. Pakenham	
<i>Cornwallis Galley</i>	— T. Spruy.	
Several Tenders, Pilot Boats, Gun Boats, &c.		

A. S. Hamond

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Friday 23^d January 1778—

Captain Maybury¹ is requested to deliver to Captain Conway² the spikes that were on board the *Defence* for the Sloop *Molly*. . .

[Ordered] That the Commissary of Provisions deliver to Captain David³ 4 Barrels Pork 7 Barrels of Bread and 30 lbs. Candles for the Ship *Lydia* in Pot^{o4} 5 Barrels Bread, 5 Barrels Beef and 3 Barrels Pork for the Galley *Conqueror*

D, MdAA, Governor and Council (Proceedings) 1777–1779, SM 123-22, M3156-3.

1. Capt. Beriah Maybury.

2. Capt. Robert Conway, commanding Maryland State trading sloop *Molly*.

3. Capt. John David, commanding Maryland Navy galley *Conqueror*.

4. Probably an abbreviation for Potomac River. Maryland State trading ship *Lydia* was working its way down the Potomac River from Alexandria at this time.

STEPHEN STEWARD TO GOVERNOR THOMAS JOHNSON, JR.

[West River, Md.] January the 23 1778

Gentlemen,

I find the *Dolphin*¹ Eat with the worm like a Huney Come What we have dun to hir I am afraid will make hir leek worse She Cant be maid till without Nue Planking hir allmost all over or at lest Nine streks of a side must Cum out When she went out of my Hands She was in as good order as any boat & Vessell culd be She had twelve Sails viz main Sail fore Sail Jebb flying Jebb Watter Saile Ring tail Squar sail and Bonnet Stearing Sail and two Topsails and Try sail and now she has not got half the Number and what she has got is Rotten and Ratt Eaten I make no doubt but many of your vesels are in the sam way this shos you how Nesserey a Super Intendent would be to your Navey or marein afairs besides have your Business dun with So much Ease to your Selves I shud think a man that under Stands the hole Business of Ships would be a Saving to the State—I mean a man that understands Building Repairing Rigen loading maning and sending a ship to Sea—I am [&c.]

Stephen Steward

[P.S.] I send you a piece of the *Dolphins* Bottom by that you may Se what order She is in

L, MdAA, Maryland State Papers (Red Books), S 989, 4588-28. Addressed: "To/the Honrebll/Govener & Counsell." Docketed: "Stephen Steward/23^d Jan^y 1778."

1. Maryland Navy schooner *Dolphin*, Capt. Daniel Bryan, commander.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Friday the 23rd day of January 1778—

Ordered that a Warrant issue to Lieutenant John Thomas for fifty Pounds upon Account for the purpose of furnishing Necessaries for the Use of the *Protector* Galley.—

DS, Vi, Navy Board Journal, 347.

ORDER BOOK OF 1ST SOUTH CAROLINA CONTINENTAL REGIMENT

[Extract]

Head Quarters Charles Town Jan^y 23^d: 1778

General Orders Parole Randolph—

... 1 Cap^t 1. Subaltern 2 Serj^{ts} & 48 Rank & file from the 1 Reg^t to go on Board the *Randolph*² tomorrow morning as was order'd before the Boats will be ready at the Market wharf for them. . . .

LB, ScHi, Regimental Order Book of Captain Saunders (call no. 34/217). Roger Parker Saunders (Sanders) was a captain in the 1st South Carolina Continental Regiment.

1. Capt. Joseph Ioor and his company from the 1st South Carolina Continental Regiment.
2. Continental Navy frigate *Randolph*.

MINUTES OF THE GEORGIA EXECUTIVE COUNCIL

[Savannah]

Friday January 23, 1778

The following message was Sent to the House of Assembly.

M^r Speaker & Gentlemen

Application has been made to this board by M^r Wereat¹ the Commissioner of trade Setting forth that the Brigantine *Recovery* belonging to the State is now nearly ready for Sea, and that there is only a quantity of Rice provided for her Cargo, and Submitting to our consideration whether it would not be of advantage to the State to put on board also a few Casks of Indigo.— We beg leave to recommend this matter to your honorable House & must observe that the addition of a few Casks of Indigo will add considerably to the value of the cargo & consequently produce larger returns in Goods, which at the present time especially becomes very necessary, and will add nothing to the outfit and voyage of the Vessel— If the matter Strikes your honorable house in the Same point of view you will be pleased to order a quantity of Indigo to be purchased & put on board this Vessel at the public Cost and for the public, benefit. And we further beg leave to Send you here-with a Letter from Commodore Bowen² recommending Several matters which appear to us of high utility to this State

JOHN HOUSTOUN

Council Chamber

January 23^d 1778

The Revolutionary Records of the State of Georgia, 2: 13–14.

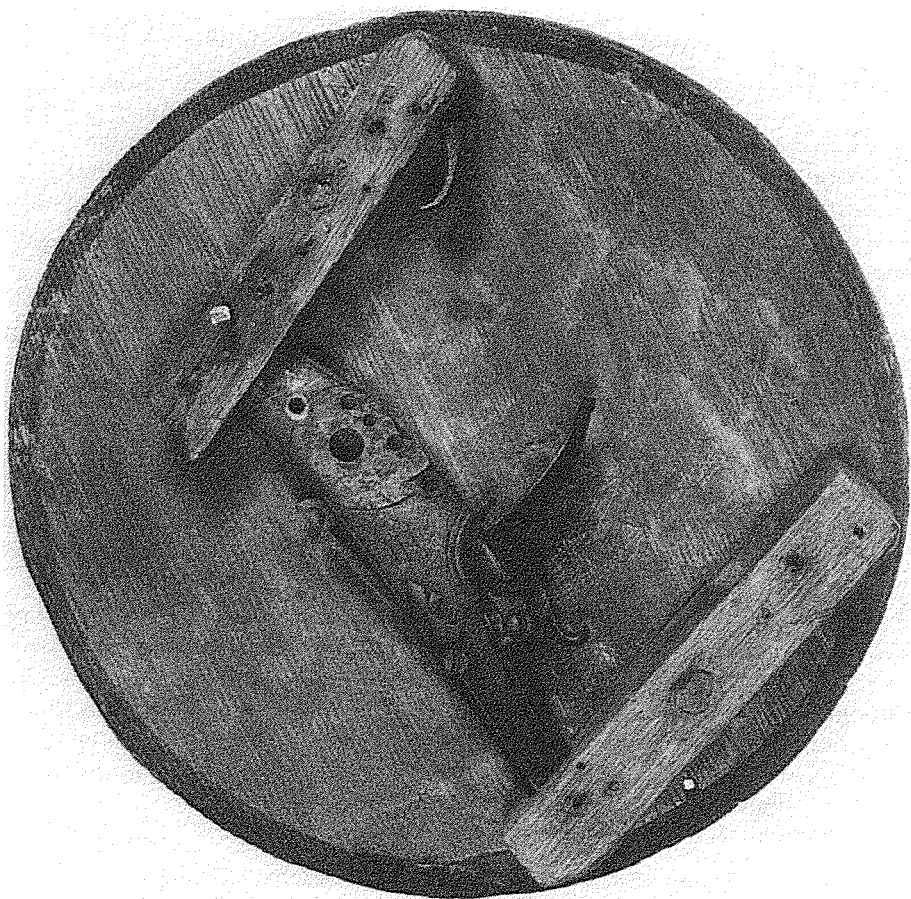
1. John Wereat, Continental Agent for Georgia.
2. Commo. Oliver Bowen.

January 24

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 24th. 1778

Order'd, That Jonathan Balch for Sundry's for Brig^t *Massachusetts*,¹ & also for Brig^t *Nantes*² as p^r Account, be paid . . . £22..14.. 6.—



*Firing mechanism of a keg mine of David Bushnell's design,
made for use against British vessels in the Delaware River*

Order'd, That Jon ^a . Rogers for 107 feet clear Boards,	£1.. 6.. 9
—& for nine days Work on board Brig ^t <i>Nants</i>	<u>8.. 2.. —</u>
as p ^r his Account, be paid	£9.. 8.. 9

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 183.

1. Massachusetts Navy brigantine *Massachusetts*.
2. Massachusetts State trading brigantine *Nantes*.

CHARLES WALLER TO GOVERNOR NICHOLAS COOKE

[*Newport*] Rhode Island
24th January 1778—

Sir

Having been appointed Commissary for Prisoners in this Department, I am in the absence of Sir Peter Parker to acknowledge the Receipt of your Letter of the 13th: Inst: relative to the Prisoners wrote for from Halifax and the Release of Mess^{rs}: M^c: Hurd & Goodwin for whom two British Prisoners are said to have been already sent.

Being, by the neglect of the former Commissary¹ who lately left this Country, not furnished with due Information on the Subject of those implied Engagements, I request to be favored with such further Particulars regarding them, as may enable me to return a more satisfactory answer to your Inquiries.

I can only inform you in General at this time, that a Cartel-Ship named *Royal Bounty*, lately Sailed to convey about 270 American Prisoners from Halifax to this Port, in Consequence of Sir Peter Parker's Direction: In order for their Release in place of British Prisoners received by Us from Providence and Boston. This Ship being by the violence of the Prisoners diverted from her destined Course will probably be conducted to some of the Northern Ports.²

Due Requisition will be made in consequence for Credit to be given in proportion to the Number of Prisoners released; after Notice has been received of her arrival. The Names of Mess^{rs}: M^c: Hurd and Goodwin are not in the List of those Prisoners transmitted to me. And I therefore conclude that they were not carried into Halifax.

Credit will be given for the Surgeon³ three Seamen and a Boy late belonging to the *Syren*. The Master⁴ of the *Hancock* is supposed to be embarked in the missing Cartel. I am Sir [&c.]

Cha^s: Waller.

L, R-Ar, Letters to the Governor (1778), vol. 12, p. 3. Addressed: "Nich^s: Cooke Esq^r:/Providence." Docketed: "Lre from Cha^s: Waller Commissary/of Prisoners at Newport/Jan^y: 24. 1778."

1. John Read.

2. Cartel ship *Royal Bounty* was seized by the American prisoners on board and carried into Marblehead on 26 Jan. See Master's Journal of H.M. Brig *Cabot*, 13 and 14 Jan., above.

3. James Hellyar, Surgeon, R.N.

4. John Diamond, Master, Continental Navy.

WILLIAM BRADFORD TO PRESIDENT THOMAS WHARTON, JR.

Trenton January 24 1778

We are under Necessity of sending the Pay Master¹ to your Excellency for some Cash there being now almost two Months pay due the Men. and M^r Crispin² is in great Want indeed.

Some little Time Major Boys³ applied for the loan of Two of our Guard Boats, which he would Man & victual at his own Expence and take them down to Cohansey, thinking he could take some Vessels from the Enemy. We lent hi[m] two and put an Officer & Ten Men in each, to take them down as far as Cooper Creek, from whence he was to take them by land. They got to Cooper Creek in the Evening and when the Officers went to sleep the Crews ran off with the Boats and carried them to the Enemy. One other Boat we fitted out under the Command of Cap^t Collins⁴ and he took her by Land from Burlington, and hope he is got down Safe. In case this Boat should take any Prize what part is the State to draw, and how is the Prize to be divided. We told Cap^t Collins that the Commodore and all the Fleet must draw a part of all he should take. We pray your Excellency will send down by Billy Bradford⁵ how the Prizes, if any, should be divided.

The greatest part of the Powder is removed this, but the Cannon we cannot move, as there is no Waggon to be got that will bear them. however shall the best I can. I am left here alone, none of the Board being with me. I am also tired being here, had much rather be in action with the Militia. I am Your Excellencys [&c.]
W^m. Bradford

L, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Addressed: "To His Excellency Tho^s Wharton Esq^t/President of the State of/Pennsylvania/at/Lancaster—." Docketed: "1778 Jan^y 24th from William/Bradford Esq^t—."

1. William C. Bradford, Paymaster, Pennsylvania Navy.
2. William Crispin, Commissary, Pennsylvania Navy.
3. Capt. Nathan Boys, formerly commanding Pennsylvania Navy galley *Franklin*.
4. Capt. Robert Collings, formerly first lieutenant of Pennsylvania Navy ship *Montgomery*.
5. William C. Bradford.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Saturday, January 24, 1778

The Marine Committee, to whom were referred the letters of General Washington and General Smallwood, respecting the capture of several vessels and goods by detachments of the main army, brought in a report, which was taken into consideration; Whereupon,

Resolved, That the vessels and goods lately captured as aforesaid, ought to be libelled in the court of admiralty in that State where the capture was made; but if no such court should be erected in that State, then the prosecution should be in the court of such State as the captors may find convenient, the judge whereof, on condemnation, will order distribution to be made agreeably to the resolution of Congress; and that six printed copies of the extracts of the journals of Congress relative to the capture and condemnation of prizes, &c. be transmitted to General Washington and General Smallwood.

JCC 10: 88.

ORDER FOR PAYMENT TO CAPTAIN JOHN ROGERS

[Annapolis] In Council 24th January 1778

Ordered. That the western shore Treasurer pay to Capt Rogers¹ two hundred and thirty seven pounds fourteen shillings and six pence due to the *Gen^l Smallwoods* Crew p Acc^t passed

By order
T Johnson Jun^r

DS, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-10-53/25.

1. Capt. John Rogers, commanding Maryland Navy trading schooner *General Smallwood*.

COLONEL JOSEPH DASHIELL TO GOVERNOR THOMAS JOHNSON, JR.

Worcester County [*Md.*] 24th. Jan^r. 1778

May it please your Excellency

Having this opportunity by M^r Backer do my Self the pleashure To Inform you that a briggenteen has ariv'd at Senepuxent With a Very Valuable Cargo from France among which I am Inform'd their is a Considerable quantity of Dry Good Sutable for the Army. The Oners is not yet Com'd down and there fore Cannot Informe you the Particulars. the Brigg Tuck Two Prises on her passage One of them a Brigg. with five thousand hhs Salt the other of them Laden with Fish. but neither of them is Yet ariv'd. The Captⁿ. Made applycation to me to Receive the prisonars which I did and have Sent them to Cambridge Under guard, fifteen of them and one man Taken by a bote out of Senepuxent. I Shall be much oblidge to you to let me know Wheather the Oners of the Vesils that Brought them in is not to pay The Expences, or wheather it is a Continental Charge—I am extreamly glad to heare of Captⁿ. Walkers¹ safe arival as we have bin much Alarm'd here on his Acct. And very fraid he was Taken, but am Since informd the Cannonade we heard was Cap^t. Nicholson² Scaling his Guns—I have Recd. About five hundred pounds worth of Good, Which I Shall forward to Cambrig as soon as I Calect what shoes & stokins will be ready this Week from the people. I should have got a much Larger quantity of Shoes if the Disaffected Shoemakers would have made them up, but as Soon as they heard the Shoes was Wanted for the Armeiy, they Ras'd the price of Making from five shillings to fifteen shillings and those who has Leather plenty will not make a pare up for feare I should Seaze them—I am of oppinion a few Liens from the Gov^r & Council on the Occation would have a good effect; the purchasors of Beef Cattle have Desir'd me to Inform you that Late as your Order has Com'd their is many more Bullocks to be bought in this County then their is money to pay for, and that if they Could Collect a large Drove that Less than Twenty men, would Do to Drive them up as these two Countys mean to Join their Droves if you approve of it,—Should be exceding Glad to heare wheather the goods I Sent in Cap^t. Walker has mett your approbation as I shall be able from that to Regolate my Conduckt

I am exteamly Sorry to troble your Excellency on this head and do assure you that nothing but solisitation of a near Relation Should have made me attempt it. I have a frind a M^r William Merrill, who was taken Coming from Burmuda pasanger, and is now on board the *prince of Wales* Prison ship at New York, where he has bin Very Illy Us'd this Eight months. If it Shou'd be in your power to git him Exchang'd I Shall always acknowledge it as a singlar favour done me & his Wife who is my sisters Daughtor, and a woman as Illy able to bear the Loss as any Woman Living—I have the leasure to Inform you that their is a Large Ship Cast away near Metomkin in Virginia, her Cargo which is Very Large will be al sav'd, and is a grate part of it fitt for the Use of the Armeiy. I heare Col^o. Simson³ has purchas'd it for the Armeiy.

their is Three or fore Thousand pare of Shoes & Stokins & a large Quanty of Cloth of All kinds—There is Brigg. off Senepuxent to day which we hope is the prise Loaded with Salt Taken by the Brigg, in Senepuxent. Col^o. Simson is Ingaging all the Salt he can git for the Armeý. if You want Any for any troops plese mention it that I may Ingage it, as we have abundance of Tidewaters here on errrend. I have the Honor to be [&c.]

Joseph Dashiell

L, MdAA, Maryland State Papers (Red Books), S 989, 4581-40. Addressed at the foot: "His Exc^l. Thomas Johnson." Docketed: "24. Jan^r. 1778/Joseph Dashiell." Dashiell was County Lieutenant of Worcester County.

1. Capt. Thomas Walker, commanding the Maryland Navy galley *Baltimore*.
2. Capt. James Nicholson, commanding Continental Navy frigate *Virginia*.
3. Col. Southy Simpson, Virginia Militia.

JOURNAL OF THE VIRGINIA HOUSE OF DELEGATES

[*Williamsburg*] Saturday the 24th of January 1778.

Resolved, that for the future the pay of the officers in the navy, in lieu of their former pay and extra rations, be as follows:

To the Commodore,	£. 1 5 0	To the Carpenter	£. 0 6 0
Captain,	0 14 0	Carpenter's Mate	0 4 0
Lieutenant,	0 10 0	Quartermaster,	0 3 6
Master,	0 9 0	Armorer,	0 5 0
Master's Mate,	0 6 0	Master at Arms,	0 4 0
Midshipman,	0 6 0	Cook,	0 3 6
Gunner,	0 6 6	Steward	0 4 0
Gunner's Mate,	0 4 0	Clerk,	0 3 0
Boatswain,	0 6 0	Surgeon,	0 11 0
Boatswain's Mate,	0 4 0	Surgeon's Mate,	0 7 6

And Pilot, 7s. 6d. *per day*.

Ordered, that Mr. *Richard Henry Lee* do carry the resolution to the Senate, and desire their concurrence.

Resolved, that in case of the death or resignation of any Commissioner of the Navy, the Governour and Council have power to fill the vacancy by appointing another commissioner, until the pleasure of the General assembly shall be known.

Ordered, that Mr. *Richard Henry Lee* do carry the resolution to the Senate, and desire their concurrence.

Journals of the House of Delegates of Virginia (Williamsburg: Alexander Purdie, 1778), 140–41.

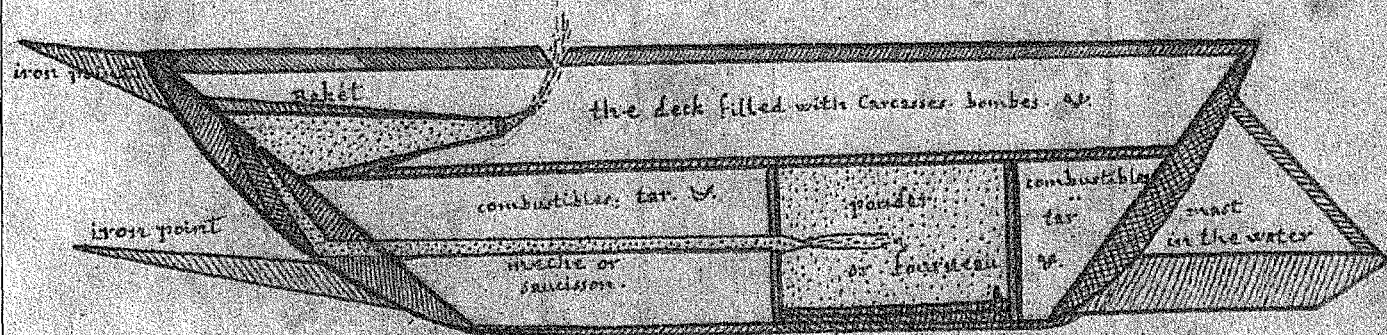
JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Saturday the 24th day of January 1778.—

Ordered that a Warrant issue to John Boush for the use of Champion Travis esq^r for forty seven pounds for his attendance as a Member of the Board from the second day of November one thousand seven hundred and seventy seven to the ninth of January 1778 inclusive.—

DS, Vi, Navy Board Journal, 347.

Profile of the fire boat.
 6 feet deep 4 wide 12 long



n. b. I find by Calculations that one Raket of six inches of Diameter, & 18 inches long, Loaded with My Composition, will move ~~two~~ hundred pounds, with Velocity sufficient to Run 1000 yards in six minutes... but as the Calcul is in fact

JOURNAL OF H.M.S. *ÆOLUS*, CAPTAIN CHRISTOPHER ATKINS

Jan^y 1778
 Saturd^y 24th Cape Coriantes WNW 5 or 6 Lgs—
 at 7 AM. saw a Sail to the SE.—gave Chace—
 D^o NBE. 5 Lgs—
 Moderate Breezes PM. still in Chace—at 3 fired 5 Shot—at ½
 past bro^t too the Chace—She provd to be a Brig belonging to
 Falmouth in New England from the Ocoys¹—rec^d. 11 Prisoners
 & took Possession of her²—at 6 spoke a Spanish Brig from
 Martinico bound to New Orleans—

D, UKLPR, Adm. 51/4107, part 1.

1. The Ocoys, now Les Cayes, Haiti. See *NDAR* 7: 1053.

2. Brig *Hiram*, with molasses. Gayton's Prize List, 26 Feb. 1778, UKLPR, Adm. 1/240.

January 25 (Sunday)

JOHN LAURENS TO LIEUTENANT COLONEL FRANÇOIS-LOUIS DE FLEURY

Sir Head Quarters [*Valley Forge*] 25th. Jan^y 1778.

Both the Letters which you wrote, proposing different Plans for the destruction of the Enemy's Shipping, were communicated to His Excellency. he applauds your Zeal for the Public Service and I have it in command from him to inform you, that he thinks employing some desperate fellows to use the sulphured Shirts would be the most likely way to succeed—he is afraid that the Scheme of the boats will be too easily frustrated; however as you seem to think so favorably of it, he gives you authority to make the experiment, getting such Advice and assistance from Commodore Hazlewood as may be necessary—the greatest Secrecy and Caution will be necessary, therefore the General does not require the formality of submitting your model to the inspection of any one, as the fewer the matter is communicated to the less likely it will be to fall into improper hands—prompt execution will likewise be advisable to give the less chance for discovery—if the Enemy have any notice of your design the guard-boats may without difficulty divert your fire-flats and render them harmless—

His Excellency desires me farther to observe to you that your rendering any important Service in this way, will entitle you to the farther notice of Congress—I sincerely wish you Success and remain with great regard Sir [&c.]

John Laurens
 Aide de Camp—

L, DLC, George Washington Papers, Series 4. Addressed at foot: "L: Colonel Fleury." Docketed: "Copy to L: Col. Fleury./25th Jan^y 1778."

CAPTAIN ROBERT FANSHAWE, R.N.,
 TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Sir, *Carysfort* off Charles Town S^o. Carolina
 y^e. 25 Jan^y 1778.

When cruising off the harbour of Charles Town I have observed several large french ships, & one Polacre therein—and by information received from prisoners,

& by other means, a numerous fleet of french and american vessels, designed for different Ports in France & Holland, & laden with the produce of Carolina, are to push out when opportunity may offer—it is impossible to assure that they shall not escape the Kings ships on this station and therefore necessary to give you this intelligence—I have reason to think that those going to France, are for the Ports of Bourdeaux—Nantes—Rochelle—

I am, Sir, [&c.]
Rob^t. Fanshawe

Cha^s. Town was sett on fire
on y^e. 15 Jan^y. ab^t. 20 minutes
after 4 in y^e. morning—it burnt with
tolerable effect. upwards of
700 houses being destroyed.

L, UKLPR, Adm. 1/1790, Section 22, no. 20. Addressed: "on His Majesty's Service/To/Ph. Stephens Esq^r/Adm^y. Office/London." Endorsed: "Rec^d 6 July & Read."

GOVERNOR GEORGE JAMES BRUERE TO LORD GEORGE GERMAIN

N^o 21

Bermuda Jan^y 25th: 1778

My Lord

The family of the Goodrich's, of portsmouth in Virginia, were employed and Servisable, to my Lord Dunmore, before He left Virginia, but the Father and three Sons were all taken in different Vessels, the latter End of the Year 1776. William, and Bartlet Goodrich, on their Return from hence, to my Lord Dunmore, and to New York in Different Vessels with my Dispatches, and Captain Collins's¹ letters to New york, which they destroyed.

The three Sons made their Escape from the Rebels, but the Father I Suppose is a Prisoner as Yet.

The Brothers return'd to Bermuda, one after the other, as soon as they got their Liberty, and M^r Bridger Goodrich brought Your Lordships Dispatches, forwarded to Me by my Lord Howe, with M^r Knoxs² letter of the 9th of april 1777 covering the Copy's of Several Acts passed in the last Session of Parliament. And the Act for enabling the Commissioners for Executing the Office of Lord High Admiral of Great Britain to Grant Commissions to the Commanders of private Ships and vessels employed in Trade or retained in His Majestys Service.

And M^r Bridger Goodrich and His Brother, having purchased a fine large Bermuda Sloop, a prize to His Majestys Ship *Galatea*. He armed and duely Qualified the Vessel, now Called the *Hammond*; with proper Securities, agreeable to the Act of Parliament; before Me as Vice Admiral and Surrogate.

And Captain Bridger Goodrich, in His Sloop *Hammond*; hath taken five prizes that were Trading to and from America.

And His Brother, an Owner, and the Said Captain very Generously and readily consented and desired: that the two Vessels belonging to Bermuda, loaded with Indian corn should be given up by Me, in His Majestys Name,³ that the Captain and owners of the Sloop *Hammond*, might not incur the penalty of their Bond, to Appease the People,—Complaining of Starving, for want of the Corn. I have the Honor to be my Lord [&c.]

George Ja^s Bruere

Since the date of the above letter M^r Bridger Goodrich hath taken and made Prize four more North American Vessels one of which He hath Sent to New York⁴ and the others are brought into this Port.

L, UKLPR, C.O. 37/37, fols. 5–6. Docketed: "Bermuda 25th Jan^y 1778./Governor Bruere./(N^o. 21.)/R, 23^d. April—/Ent^d."

1. Comdr. John Collins, commanding H.M. sloop *Nautilus*.
2. William Knox, British Under Secretary of State for the American Department.
3. Sloop *Ranger*, Capt. Dunscomb, and sloop *Dorothy*, Capt. Higs, from North Carolina to Bermuda. See Captain Bridger Goodrich to Commodore William Hotham, 7 Feb., below.
4. Schooner *Esther*, Joseph Mount, master, condemned on 10 Apr. in the Vice Admiralty Court of New York. UKLPR, H.C.A. 49/92, fol. 48.

January 26

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 26th. 1778—

Order'd, That M^r Ivers¹ pay Moses Shattuck for Sundry Disbursments for Ship *Union*,² as p^r Cap^t James's³ Order, £30.—.—

Order'd, That Cap^t Chapman⁴ pay M^r Ivers for one half the Passage of one Passenger to France in Brig^t *Nantes*.⁵ £7.—.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 184–86.

1. Thomas Ivers.
2. Massachusetts State trading ship *Union*.
3. Capt. Richard James.
4. Capt. Joseph Chapman.
5. Massachusetts State trading brigantine *Nantes*.

NEWS FROM NEW YORK CITY

NEW-YORK, January 26.

Friday se'nnight arrived here the ship *Dragon*, Monsieur Claude Bondie, master,¹ with 338 hogsheads of tobacco,² a snow³ with 195, and a brig⁴ with upwards of 250, the whole amounting to more than 800 hogsheads. They were taken the 5th inst. in Chesapeak Bay,⁵ by his Majesty's ship the *St. Albans*, Richard Onslow, Esq; Commander; the *Emerald*, Benjamin Caldwell, Esq; and the *Richmond*, James Fielding, Esq;⁶ commander, &c. but were sent in by Capt. Caldwell.

The number of rebel vessels taken by his Majesty's ships on the Jamaica station, under the command of Vice Admiral Gayton, on the 7th of Sept. last, amounts to 162.

Of three vessels that attempted to get out of Providence a few days ago, one was taken, another burnt, and a third run ashore.

Livington's *The Royal Gazette* (New York), 31 Jan. 1778.

1. Ship *Dragon*'s prize papers give the master's name as Claude Bondit. UKLPR, H.C.A. 32/311/3.
2. Gaine's *The New-York Gazette; and Weekly Mercury*, 26 Jan. 1778, reports "358 Hogsheads of Tobacco."
3. Snow *Elegante*, — Collenau, master.
4. Brig *Alexandrine*, Jean François Forand, master.
5. All three vessels were captured in the Rappahannock River. See Master's Journal of H.M.S. *Richmond*, 3–6 Jan., and Journal of H.M.S. *Emerald*, 4 and 6–7 Jan., above.
6. H.M.S. *Richmond* was commanded by Capt. John Lewis Gidoin.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Monday 26th January 1778—

[Ordered] That the said Treasurer¹ pay to Captain John David one hundred and ninty seven pounds, ten shillings and ten pence per Account passed the Board—

That the Armourer deliver to Captain David² 12 pair of Pistols and 12 Cutlasses for the *Conqueror* Galley

That the said Armourer deliver to Cap^t Bryan³ 6 Muskets, 6 Cutlasses and half a quire of Cartridge Paper for the *Dolphin*

That Major Fulford deliver to Captain Bryan 25 lb Cannon Powder and 80 Swivel Balls for the *Dolphin*

That the Commissary of Stores deliver to Cap^t Bryan 1 p^r Shoes. . .

That the said Commissary of Stores deliver to Capt. David 24 p^r Shoes, 12 yds Swanskin,⁴ 10 Hatts and 4 yds Check

That the Commissary of Provisions deliver to Capt David 1 Box Candles for the C[onq^r]Galley

D, MdAA, Governor and Council (Proceedings) 1777–1779, SM 123-22, M 3156-3.

1. Western Shore Treasurer.

2. Capt. John David, commanding Maryland Navy galley *Conqueror*.

3. Capt. Daniel Bryan, commanding Maryland Navy schooner *Dolphin*.

4. *Swanskin*: any of various fabrics resembling flannel and having a soft nap or surface.

GOVERNOR PATRICK HENRY TO CAPTAIN JOHN YOUNG

Captain Young

Williamsburg 26th January 1778

You are to proceed with the *May Flower* and hir Cargoe to New Orleans¹ and there deliver your Letters to the Spanish Governor² and receive his Commands. I expect there are some Goods waiting at that place to be delivired you on Account of this State. if there should take in such as are most wanted Viz^t Blankets, Musquets & Bayonets. Coarse Linnens and Wollen Clothes and Tent stuff, and dispose of your Cargoe in a payment for them as far as it will go. If there are no Goods in return you may Dispose of the Cargoe there if you find it advantageous, and purchase with the amount of Sales such of the above articles as can be got, preferring Blankets and Arms. Take care to give no offence in any thing to the Spanish Governor and ask for Letters in answer to mine.

In case you see a certainty of being taken, You are to throw the Letters to the Governor over Board. I am [&c.]

P. Henry

[Endorsement]

Williamsburg 27th January 1778. On Examination I find the above to be a true copy of the Order or Instructions given me by his Excellency the Governor of the State, and do Oblige myself to follow them implicitly and according to the true intent & meaning of the same, and that I will with all convenient speed proceed on the said Voyage, and in every respect transact the affairs for the best and render to his Excellency the Governor, or the Agent for the State for the time being, a just and fair Account of all matters under my care. Witness my hand—

Test

John Young³

LB, Vi, Thomas Smith Letter Book, vol. 1. Smith was Agent for Trade of Virginia.

1. On 25 April 1778, Raleigh Colston, agent for Virginia at Cape François, wrote to Smith: "I congratulate you on the safe arrival of the *Mayflower*, Capt. Young, who was destined for New Orleans." *Official Letters of the Governors of the State of Virginia*, vol. 1, *Letters of Patrick Henry, July 1, 1776–June 1, 1779*, edited by H. R. McIlwaine (Richmond: Virginia State Library, 1926), 235.

2. Don Bernardo de Gálvez.

3. Schooner *May Flower*, commanded by Capt. John Young, was captured on her return voyage by Capt. Bridger Goodrich. She was libelled in the Vice Admiralty Court of New York on 12 Aug. 1778, UKLPR, H.C.A. 49/94, 195, and was condemned as a lawful prize on 2 Sept. 1778, UKLPR, H.C.A. 49/94, 204–5. Her prize papers are in UKLPR, H.C.A. 32/401/4.

ORDINANCE OF THE SOUTH CAROLINA LEGISLATURE

AN ORDINANCE FOR THE MORE SPEEDY AND EFFECTUAL

No. 1061

MANNING THE NAVY.

WHEREAS, there is good cause to imagine that many seamen and mariners have been prevented from entering on board Continental vessels of war and armed vessels in the service of this State, by reason of their having previously engaged to serve private persons under penal articles, for the breach of which they would be subject to actions at law; in order, therefore, to remove such inconvenience,

Preamble.

I. *Be it ordained*, by His Excellency John Rutledge, Esq., President and Commander-in-chief in and over the State of South Carolina, and by the honourable the Legislative Council and the General Assembly of the said State, and by authority of the same, That no seaman or mariner, who shall enter on board any Continental vessel of war, or any armed vessel in the service of this State, shall be sued or in any manner molested for or by reason of any article or agreement which he hath made or may make to proceed on any cruise or voyage, or to work on board of any private ship or vessel; but all such articles and agreements shall, as to such seamen and mariners, be absolutely null and void.

Seamen on board armed vessels not to be sued for any private contract.

II. *And be it further ordained* by the authority aforesaid, That no seaman or mariner, for such entry, shall forfeit any wages or any share of prize money which shall be due to him for his service on board such private ship or vessel; any law, usage, custom or agreement to the contrary thereof in any wise notwithstanding.

And shall recover their wages or shares due from private vessels.

III. *And be it further ordained* by the authority aforesaid, That this ordinance shall be and continue of full force until the last day of February, in the year of our Lord one thousand seven hundred and seventy-nine, and no longer.

Limitation.

HUGH RUTLEDGE, *Speaker of the Legislative Council*.

THOMAS BEE, *Speaker of the General Assembly*.

In the Council Chamber, the 26th day of January, 1778.

Assented to: J. RUTLEDGE.

Thomas Cooper and David J. McCord, eds., *The Statutes at Large of South Carolina*, 10 vols. (Columbia, S.C.: A. S. Johnston, 1836–41), 4: 401.

LIEUTENANT GOVERNOR JOHN GAMBIER TO VICE ADMIRAL VISCOUNT HOWE

Providence Chief of the Bahama Islands
26th: January 1778.

Copy.

My Lord,

In consequence of His Majesty's Orders signified to me by Lord George Germain last October, to repair to this place immediately, and to take on me the Charge of the Government (in the Absence of the Governor)¹ by Virtue of my Commission as Lieutenant Governor, I embarked from England last December and arrived here the 20th: Instant.

I am happy to find that many of the Inhabitants of these Islands are by their Principles loyal and Dutiful Subjects, at the same time I must acknowledge there are some who are not so well inclined, and who I fear do carry on a clandestine Trade with the Americans and amongst other Things do supply them with the very necessary Article of Salt, from some of the other Islands of the Bahamas, and which is not in my Power to prevent, as there is not any Naval Force within this Government.

I must therefore beg leave to make my Application to your Lordship to send some Naval Force, not only to protect these Islands against the American Privateers, but also to prevent the above pernicious Trade.

I think it necessary to acquaint your Lordship that there are not fourteen feet Water on the Bar of the Harbour of Providence at low Water, and that the common Tides rise between two and three Feet. I have the honour to be [&c.]

(Signed) John Gambier

Copy, UKLPR, Adm. 1/488, fols. 388–89. Addressed at foot of first page: "His Excellency Lord Viscount Howe." Docketed: "N^o. 4./Copy of a Letter from Lieutenant/Governor Gambier of the/Bahama Islands to the/Viscount Howe./Dated 26th: January 1778." Docketed in another hand: "In Vice Adm^l: L^d: Howe's Letter/Dated 25 Oct^r: 1778." Enclosure No. 4 in Vice Adm. Viscount Howe's letter to Philip Stephens, 25 Oct. 1778.

1. Montfort Browne was captured by Commo. Esek Hopkins's squadron when they seized New Providence Is. in March 1776 and was taken to Rhode Island. See *NDAR* 4: 175, 386–88, 464–67, 1148.

GOVERNOR PATRICK TONYN TO LORD GEORGE GERMAIN

N^o. 51.

My Lord,

I have the honour to enclose to your Lordship a copy of Monsieur De Britignie's¹ plan for raising a Regiment for the service of the rebels, and some copies of other letters. He and twelve of his Officers were taken off Charles town bar and sent here by Captain Fanshawe² of the *Carysford*.

They are now, my Lord, in confinement as prisoners in the State House. I meant to send them to England to be disposed of by your Lordship by this opportunity; but I could not prevail upon the Master of the Vessel to take them on board.

I had a cartel of prisoners exchanged a little before their arrival.

Besides these french Officers sixty or seventy private men have been taken and sent here, many of them have enlisted into the Sixtieth Regiment, others are entered on board the Kings Ships or Privateers.

Among the french Adventurers there are some of them connected with men of family in France, and some old Officers, who seem to have been greatly imposed upon in france by the Commissioners from the Congress.

I have the honour to be with the greatest respect, My Lord; [&c.]

Pat. Tonym

St Augustine 26th. January 78.

L, UKLPR, C.O. 5/558, 58–59. Addressed below close: "Right Honourable/Lord George Germain." Docketed: "St Augustine 26th Jan^y 1778./Governor Tonym/(N^o. 51.)/R, 19th. March./(11 Inclosures.)/Ent^d."

1. Charles-François Sévelinges, "Marquis" de Brétigny (Brétigney). Brétigny planned to raise a regiment in South Carolina from residents of French ancestry and in April 1779 was authorised by the state to raise a regiment of French volunteers with the rank of colonel.

2. Capt. Robert Fanshawe, R.N. For the capture of the "Marquis" de Brétigny on 14 Nov. 1777 on the schooner *Mary Ann* by H.M.S. *Carysfort*, see *NDAR* 10: 493, 494n.

WILLIAM BINGHAM TO CONTINENTAL COMMITTEE FOR FOREIGN AFFAIRS

[Extract]

Gentⁿ

St Pierre M/que Jan^y 26th 1778

... The open Protection & Assistance which the American Privateers & their Prizes receive in the Ports of this Island, joined to the new Arrangement which I had the honor of mentioning to you in my last,¹ have given Rise to Some spirited Letters betwixt our General² & the Governor of Antigua;³—the latter, in an illiberal & ungentlemanly manner, accuses the former of the most selfish & interested Conduct & alledges that he has certain proof of his receiving 15 % to his own Emolument on the sales of all Prizes sold in the Island; & impotently threatens him with the Resentment that may arise in the Breast of his Britannic Majesty, when this affair is properly represented:—

I come now to address you Gentlemen on another Subject which to me is of very Serious Importance;—During my Residence here, I have been under the Necessity of making some considerable Advances on Account of the Congress, & have entered into Engagements for them far beyond my Abilities to fulfill.

I have daily expected Remittances from the Continent, & have been daily disappointed—My sinking Credit & embarassed Situation have become a Subject of Mirth in all the W India Gazettes, & are Circumstances, which in this place tend greatly to derogate from the Respect due to the Appointment with which you have been pleased to honor me.

I would take the liberty of drawing upon the Commissioners at Paris, if I thought it would meet with either yours, or their Approbation;—I have done myself the honor of writing you on this subject but have received no Answer.—So that I remain in a state of Perplexity, Uneasiness, & Suspense, & which your indulging me with this Liberty, will alone relieve me from—

I have the honor to be with great Respect Gentⁿ [&c.]

W^m Bingham

L, DNA, PCC, item 90 (Letters from William Bingham and Others, 1777–82), pp. 21–28 (M247, roll 118). Seven paragraphs are not printed. In them Bingham reports on speeches in the House of Lords regarding Burgoyne's defeat and reflects on the debates' implications on the continued conduct of the war. Bingham also enclosed a copy of his letter to the committee of 28 Dec. 1777.

1. See *NDAR* 10: 820.

2. Marquis de Bouillé.

3. William Mathew Burt.

January 27

JOURNAL OF H.M.S. *APOLLO*, CAPTAIN PHILEMON POWNOLLJanuary 1778.
Tuesday 27

Ditto [S^o part of Saint Georges Bank] SW $\frac{3}{4}$ S^o. 13 Lg^s.
at [6] AM had 18 fath: made Sail, *Venus* SbW. at 9 had 24 fath:
at 11 saw a Sail in the NW. wore Ship and made Sail as did the
Venus—another Vessel in Sight to the SE. out 1^l & 2^d. reef of
Topsails. at Noon *Venus* in Company.

Ditto [S^o part of Saint Georges Bank] WSW. 20 Lg^s.
First and Latter parts Fresh gales and Cloudy, middle Light
Airs. PM in Chace [of] a Schooner, at 1 the *Venus* fired 2 Shot
& brought her too, she proved the *True Blue*¹ Privateer of 10
Guns & 45 men from Casco Bay, bound on a Cruize, had been
out 1 day & taken nothing. rec'd 21 Prisoners from her, close
reef the Topsails, at 4 made Sail, sounded 23 fath: at midnight
had 24 fath:

D, UKLPR, Adm. 51/52, part 2, fol. 4.

1. Schooner *True Blue* (Privr.), Lawrence Furlong, master, from Boston, on a cruise, fitted for war, taken on 27 Jan. near St. Georges Bank, sent into Newport. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 486. Massachusetts privateer schooner *True Blue*, Laurence Furlong, commander, was commissioned on 16 Dec. 1777, mounted 10 carriage guns, had a crew of 65 seamen and was owned by John Cushing and Samuel White of Boston. M-Ar, Revolutionary Rolls Collection, vol. 7, 228, vol. 8, p. 1.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 27th. 1778—

Order'd, That Thomas & Joseph Dakins Bill for Sundry

Iron Work for Schooner <i>Stark</i>	£ 4.15.. 8
for d ^o . for Row-Galley ¹	5..12..—
for d ^o . for Brig ^t <i>Nantz</i> ²	7.. 9..—
for d ^o . for Schoon ^r <i>Hannah</i> ³	<u>19.. 2.. 9</u>
	£36..19.. 5

deduct for 1^{cwt}..10^{lb} Iron5.. 1.. 7@ £15 p^r Hundred

be paid,

£31..17..10Order'd, That Ebenezer Batcheldors Bill for Sundry Iron Work for Ship
Adams,⁴ be paid £19.. 6.. 6.—Order'd, That Cap^t W^m. Fleet be paid Sundry Wharfage &c. as p^r Bill . . .
£30..11.. 5.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 186.

1. Massachusetts Navy row galley *Lincoln*.
2. Massachusetts State trading brigantine *Nantes*.
3. Massachusetts State trading schooner *Hannah*.
4. Massachusetts State trading ship *Adams*.

JOSEPH LOCKWOOD TO NATHANIEL SHAW, JR.

Sir, Wethersfield Jan^y: 27th: 1778—

I have lately purchased of M^r: Broome¹ a small part of the Ship *Putnam*²— & happening to fall in company with M^r: Thomas Lyman of Durham, last week, he desired me to enquire of you whether the Birth of Capⁿ: of Marines was vacant & if so he would be glad to accept of it, he says he will engage to raise a Company in a little time, he thinks he can get, in Durham & its vicinity forty good stout men. I have a very good Opinion of him he is a man of property, Sence & well principled if the Birth is vacant & there is a prospect of his obtaining it he will wait on you at New London & I dare say both you & Capⁿ: Allen³ will be pleased with him. I also saw Doct^r: Rosseter⁴ at the same time who seems inclined to take the Birth of Surgeon, I have but a slight acquaintance with him, however he tells me his character is Known at New London, he went one Cruize as Surgeon to the *Two Brothers*,⁵ you may learn his character, from M^r: Mumford⁶ Capⁿ: Chester⁷ or Capⁿ: Champlain⁸ he will also wait on you if there is a prospect of his obtaining the Birth, Be good enough to write me a few lines in answer by the return of the Post & you will oblige [&c.]

Jo^s: Lockwood

L, CtY, Nathaniel and Thomas Shaw Papers, packet 90, no. 5277. Addressed: "Nathanael Shaw Esq^r/Merch^t/New London." Docketed in Shaw's hand: "Joseph Lockwoods/Letter/Jan^r 1778." Docketed in another hand: "5277."

1. Either John Broome of Hartford or Samuel Broome of Wethersfield.
2. Connecticut privateer ship *General Putnam*.
3. Capt. Thomas Allon, appointed to command the *General Putnam*.
4. Dr. Timothy Rossiter, surgeon of the *General Putnam*.
5. Connecticut privateer sloop *Two Brothers*, Thomas Chester, Jr., commander, which was commissioned on 18 July 1776.
6. Thomas Mumford of Groton.
7. Capt. Thomas Chester, Jr., of Groton.
8. Capt. Samuel Champlin, Jr., commanding Connecticut privateer sloop *American Revenue*.

GENERAL GEORGE WASHINGTON TO FRANCIS HOPKINSON

Sir Head Quarters Valley Forge 27th: January 1778

I rec^d. your fav^r: of the 22^d. instant by Cap^t: Alexander¹ to whom I have given an order to take several pieces of Cannon with a proper supply of Ammunition, that he, in conjunction with the other Gentlemen of the Navy,² may endeavour to interrupt the Enemy's shipping in their passage up and down the River—³

Having never found an opportunity of conveying the letter which you some time ago sent to me for M^r: Duché, by such a channel as I thought it would reach him, I return it to you again. The Contents have not been made public. I am [&c.]

Copy, DLC, George Washington Papers, Series 4. Docketed: "Jan^y: 27th: 1778/to/Francis Hopkinson Esq^r/of/Bordentown."

1. Capt. Charles Alexander, Continental Navy.
2. Under the command of Capt. John Barry, Continental Navy.
3. Delaware River.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Tuesday, January 27, 1778

The Committee on the Treasury report . . .

That a warrant issue on the treasurer in favour of the Marine Committee, for twelve thousand dollars, in discharge of John Langdon, continental agent at Portsmouth, in New Hampshire, his draught on said committee, dated the 20th December last,¹ in favour of Stephen Hooper, Esq^r for that sum; the said committee to be accountable:

JCC 10: 94.

1. See NDAR 10: 759. This letter was referred to the Board of Treasury on 26 Jan. JCC 10: 91.

FRANCIS LEWIS TO GOVERNOR THOMAS JOHNSON, JR.

Dear Sir,

Baltimore 27th. Jan^{ry}. 1778.

Being indulged by Congress with a few days absence in order to visit my family at this place; As a member of the Marine Committee, I have been charged by that Board, to inspect the fitting out some Continental Vessells now in this harbour; of which one is a new Vessell built for a Packet Boat¹ destined to carry the Congress's dispatches to their Commissioners in Europe; This Vessell is ordered to be fitted for the sea with the utmost expedition, and commanded by Thomas Read Esq^r of the *Effingham* Frigate now laid up at Borden Town.

As this Packet Boat is directed to be armed for defence, being pierced for Twelve Carriage Guns four pounders and as no such cannon can be procured here, induces me to apply to your Excellency for Ten pieces of Cannon for that purpose, being informed that there is now at Annapolis several such belonging to this state under your direction.

If the Cannon can be spared, ~~upon the receipt~~ please to let me know the terms on behalf of the state, and upon the receipt of your answer I shall return to Congress and report the same. I have the honor to be [&c.]

Fra: Lewis

L, Phi, Etting Papers (Signers of the Declaration of Independence). Addressed: "On the Public Service/His Excellency/Thomas Johnston Esquire/Governor & Commander in Chief &c &c &c/att/Annapolis." Docketed: "27 Jan^y 1778/Francis Lewis/ab^a four pounders."

1. Continental Navy packet *Baltimore*.

MARYLAND COUNCIL TO RICHARD HARRISON

Sir.

In Council Annapolis Maryland Jan^y. 27th. 1778.

We have to acknowlege the Receipt of your Letters of [*blank*] and of [*blank*] the last inclosing your Account Current against this State, and are uneasy to find you under the Difficulties you mention, by being so considerably in Advance. By the Schooner *Chance*, you will find, we have purchased of Mess^{rs}. Vanbibber and Crocket,¹ one Half of that Vessel and Cargoe and refer you to Letters by her from those Gentlemen. You will receive this by the Schooner *General Smallwood*, Cap^t. Rogers,² with the inclosed Invoice. The net Proceeds of this Cargoe & Vessel, for which we hope you will be able to get a good Price, is to be carried to the Credit of this State. We have in View some further Means of making you speedy Remittances.

If the Schooner *General Smallwood* cannot be sold to advantage, we request you to send her back, ballasted with Salt.—We are [&c.]

LB, MdAA, Governor and Council (Letter Books) 1777–1779, S 1075-6, 4007. Addressed at the foot: “M^r Richard Harrison.” Harrison was agent for Maryland at Martinique.

1. [Abraham?] Van Bibber and John Crockett, merchants at Baltimore.
2. Capt. John Rogers.

MARYLAND COUNCIL TO CAPTAIN JOHN ROGERS

[Annapolis, 27 January 1778]

Instructions to Capⁿ Rogers of the Schooner *General Smallwood*—You are to proceed from hence to Martinique Consignd to M^r Richard Harrison in that Island—In proceeding down the bay your utmost care & diligence must be exerted in avoiding the Enemies Ships—If by unforeseen accidents you shou’d not be able to make the Island of Martinique & shou’d be oblig’d to put into any French or Spanish Port, the sales of ~~the Vessel and~~ the Cargoe must be put into the hands of some Merchant of the first Character there, & the nett proceeds are to be remitted by him to M^r Harrison, after Ballasting the Vessel with salt, & you are to acquaint M^r Harrison of your proceedings, & send him duplicates of yr Letter—

LB, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-10-42.

MARYLAND COUNCIL TO CAPTAIN JOHN DAVID

Cap^t Davy

[Annapolis] In Council Jan^y: 27th. 1778.

You are to proceed with your Galley¹ from hence to Smiths Creek in the mouth of Potomack, there to take under your protection the Ship *Lydia*, which you will defend and secure from any attempts that may be made against her by the Enemies of the united States—Upon the Ships sailing you will receive further orders from the Council.

L, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-10-43.

1. Maryland Navy galley *Conqueror*.

THOMAS SMITH TO CAPTAIN JOHN YOUNG

Sir

Virginia W^{ms}burg 27th. January 1778

The Instructions given you by his Excellency the Governor of this State,¹ tho couched in a very concise manner, is of such Importance when the nature of the voyage (of which I have informed you) is considered, that I cannot too warmly recommend to you care, attention and dispatch on the affair, as much depends on this matter being well conducted for the Interest of the State and I must observe I think your own Honor, Interest and welfare is ultimately concerned in the event. The assurances given you by his Excellency and his Honble Council are in my opinion a sufficient inducement for you to exert every Faculty you are Master of, and should the circumstances turn out agreeable to our wishes I shall express myself with thanks on your return. wishing you a safe Voyage and speedy return, I am [&c.]

Thomas Smith A. S [Agent of the State]

LB, Vi. Thomas Smith Letter Book, vol. 1. Addressed at the top: "Captⁿ. John Young."
 1. See Governor Patrick Henry to Captain John Young, 26 Jan., above.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board [Charleston] Tuesday 27th. January 1778—

The Board Met According to Adjournment

Present Edward Blake Esq^r first Commissioner—

Tho^s Corbett, Tho^s Savage, Josiah Smith, Geo Smith, Edw^d Darrell, Esq^s

The Captains Hall,¹ Sullivan,² Morgan,³ & Anthony,⁴ were Summon'd to
 Attend the Board this Evening & they attended Accordingly—

A Letter was wrote to Alex^r. Moultrie Esq^r Attor^y General

Navy Board 27th January 1778—

Sir/

Captⁿ. Sullivan having Shipped on board his vessel in the Service of the State,
 Nine Seamen belonging to Captⁿ. John Holmes of the Ship *Brunswick* who has
 absolutely refused to pay their Wages, we shall be glad that you will write to him to
 pay the same (an Acco^t of which is Inclosed) which should he refuse to do please
 proceed against him agreable to an Ordinance passed Yesterday—⁵

By Order of the Board

Edward Blake first Commiss^r

To Alex^r. Moultrie Esq^r }
 Attorney General }

[Agr]eed that the [undecipherable] of the before mentioned Mens wages *when*⁶
 settled by the Cap^t & Attorney General shall be paid to Captⁿ Sullivan by the Clerk,
 and to be repaid him when received by Alex^r Moultrie Esq^r—

A Letter to Captⁿ William Hall—

Navy Board January 27th 1778—

Sir/

The Commissioners of the Navy direct that you deliver from on board the
 Brigg *Notre Dame* to Captⁿ Sullivan of the *Gen^l Moultrie* Twelve of the Men belong-
 ing to the *Notre Dame*

Edw^d Blake first Commiss^r

To Captⁿ William Hall }
 of the *Notre Dame* }

A Letter to Captⁿ Philip Sullivan—

Navy Board January 27th 1778—

Sir/

You are hereby directed to apply to Captⁿ Hall of the *Notre Dame* for Twelve
 Men he has on board more than his Complement, and receive them on board the
General Moultrie, Captⁿ. Hall is directed to deliver the Men when you apply for
 them—

To Captⁿ. Philip Sullivan }
 of the *General Moultrie* }

Edw^d Blake first Commiss^r

Orders were drawn on the Treasury in fav^r. of
 Captⁿ Philip Sullivan Amo^t of his Acco^t against }
 the Ships *Volunteer* & *Gen^l Moultrie*. }
 Captⁿ. Will^m Hall his acco^t against the Brigg

£1823.. 5—

<i>Notre Dame</i>	743— —
George Bowing for 9 M ^{os} . wages on board the <i>Defence</i>	189— —
M ^{rs} . Lester for 2 Months wages for 3 Negroes—on board the Floating Battery to 19 th Jan ^y 20/ ⌘ Day	} 186— —
James Toussiger for Making 4 Six pound Carriages for the <i>Notre Dame</i> a £30	
Tho ^s Shubrick Esq ^r for hire of his Negroe Carpen- ters at State Ship Yard to 31 st Dec ^r . Last	} 631..17.6
	£3693.. 2—

Adjourned to next Thursday Evening 6 oClock

Salley, ed., *South Carolina Commissioners*, 136–37.

1. Capt. William Hall, South Carolina Navy.
2. Capt. Philip Sullivan.
3. Capt. Charles Morgan.
4. Capt. Hezekiah Anthony.
5. See "An Ordinance for the more speedy and effectual manning the Navy," 26 Jan., above.
6. Words in italics, exclusive of ships' names, are taken from the engrossed copy of the Journal of the Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779.

ORDER BOOK OF 1ST SOUTH CAROLINA CONTINENTAL REGIMENT

[Extract]

Head Quarters Charles Town Jan^y. 27th. 1778

General Orders Parole

The Detachment that were order'd to hold themselves in Readiness to go on Board the arm'd Vessels, are to Imbark Imediately Cap^t. Blake¹ 1 Subaltern 1 Serjeant & 34 Rank and file from the Second Reg^t. are to Imbark on Board the *Gen^t. Moultrie*, one Subaltern 1 Serj^t. & 24 Rank & file on Board the *Fair Amarcan* Commanded by Cap^t. Morgan,² 1 Subaltern 1 Serj^t. & 15 Rank & file on Board the *Noterdame* Commanded by Cap^t. Hall,³ for this Duty Lieu^t. Proveaux⁴ & Lieu^t. Blanyar, who Are to Draw lots for the Choice of the 2 Briggs—⁵

LB, ScHi, Regimental Order Book of Captain Saunders (call no. 34/217). Roger Parker Saunders (Sanders) was a captain in the 1st South Carolina Regiment.

1. Capt. John Blake, 2d South Carolina Continental Regiment.
2. Capt. Charles Morgan, commanding South Carolina privateer brigantine *Fair American*.
3. Capt. William Hall, commanding South Carolina Navy brig *Notre Dame*.
4. Lt. Adrian Proveaux, 2d South Carolina Continental Regiment.
5. South Carolina privateer brig *Fair American* and South Carolina Navy brig *Notre Dame*.

JOURNAL OF H.M.S. CARYSFORT, CAPTAIN ROBERT FANSHAWE

January 1778.

Tuesday 27th

Charles Town Lighthouse WNW 14 miles
At 3 AM made the Signal & Tk^d Ship—At 6 Saw a Sail to the
E^tward D^o made the *Lizards* Signal to Chace At 8 made the
Lizards Signal to leave off Chace—At 11 Lighthouse NWBW ½
W D^o Saw a Sail D^o made Sail & gave Chace—

D° Lighthouse N 78° W^t 19 miles

First part fresh breezes Middle & Latter Little Wind & Hazy. At 1 PM Spoke the Chace, a French Brig from S^t Domingo for Charles Town¹ D° Shortn'd Sail & hove too At 3 hoisted the Cutter Out—At 5 hoisted the Longboat Out & sent her on board the *Hinchinbroke* for water. At 6 recieved from the *Hinchinbroke* 2½ Tons Water. At 8 hoisted y^e Boats in—

D, UKLPR, Adm. 51/168, fol. 360.

1. French brig *Flambeau*, Jean Cas Major [Casamajor], master, a crew of fifteen seamen, owned by Cas Major [Casamajor] & La Coste of St. Domingue, laden with rum, sugar, molasses, and coffee, sent to St. Augustine, capture credited to *Carysfort* and *Lizard*. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 238–39.

LOG BOOK OF THE SHIP *MARY*, HENRY JOHNSON, MASTER

Janry Tuesday 27 1778	Remarks at [<i>New</i>] Providence Thick and Hazy With Rain Blowing fresh this Morning A Rebel Sloop ¹ Came off the Harbour Sent 40 of her hands on Shore took possession of the fort ² Which Obliged us to make the Best of our Way out of the harbour the Sloop Run in And Came too We Standing off Keeping in Sight of the Land— ³
-----------------------------	---

D, DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Captures, 1776–1787, Case No. 67 (Rathburn v. the Ship *Mary*), Log Book of the Ship *Mary* (Aug. 1777–Feb. 1778), 25.

1. Continental Navy sloop *Providence*.

2. Fort Nassau.

3. From this entry on, the log is faked by her captors from the sloop *Providence*, in case she were to be examined by a British warship on her voyage north to New Bedford. See Journal of Marine Captain John Trevett, 31 Jan., below.

GOVERNOR PETER CLAUSEN TO CAPTAIN JOHN WATLINGTON

To Captⁿ. John Watlington

I have receiv'd your Complaints against the Commander of the commission'd armed Sloop from Tortola call'd the *Reprisal* with the notarial Deposition of Captⁿ. Walter Burk & Thomas Tatem, which I shall immediately send to the General at Antigua,¹ & therefore demand Satisfaction.—

P. Clausen.

St^e. Croix Januarii 27th. 1778

LB, DNA, RG 55, Government of the Virgin Islands, Box 1 (Copybooks, Letters sent by Gov. Peter Clausen to Foreign West Indian Officials, 1774–84), p. 35.

1. Gov. William Mathew Burt, governor of the British Leeward Islands.

VICE ADMIRAL CLARK GAYTON TO GOVERNOR JOHN DALLING

Copy

Sir

By M^r. Clement this morning I had the honor to receive the Letter addressed to you from the Governor of S^t. Domingue,¹ for the perusal of which I am very much obliged to your Honor; I have an exact copy of that Letter addressed to me,

but shall not answer it by their Frigate,² as I intend to send a Man of War on purpose, of which your Honor shall have timely notice.

The reason I did not answer his dispatch of 15th. December, was, I received it by a Spanish Officer, who I thought an improper Person to be sent with it.

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

(signed) Clark Gayton

Adm^{l's}. Penn [*Port Royal, Jamaica*]

27th. Jan^y. 1778

Copy, UKLPR, C.O. 137/73, fol. 118. Docketed: "Copy of Admiral/Gayton's Letter to—/Governor Dalling/dated 27th. Jan^y. 1778/In Gov Dalling's (N^o 15)/of 12th Feb^y 1778./{3}." Enclosure no. 3 in Governor John Dalling to Lord George Germain, 12 Feb. 1778, below.

1. Comte d'Argout. See Governor Comte d'Argout to Governor John Dalling, 16 Jan., above.

2. French frigate *Inconstante*.

January 28

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

January 1778.

Wednesday 28

Ditto [S^o. part of Saint Georges Bank] WSW. 20 Lg^s.
at 8 AM saw a Sail to the West^d. out reefs, made Sail, and gave
Chace, at noon the Chace bro^t too.

Ditto [S^o. part of Saint Georges Bank] SW ½ W. 11 Lg^s.
Fresh breezes and hazey for the most part, remainder Strong
gales. PM sent a Boat on board the Chace, the *Betty*,¹ a Brig
from Liverpool bound to Dominica, Lading with Provision &
dry goods, had been taken by the *Harliquin*² Privateer of Boston
in Lat^{de}. 18.0 N^o. took out the Prisoners, & sent a Petty Officer
& 6 men on board her, at 4 close reef'd the Topsails, at 7 sound-
ed 20 fath., at 9 24 fath.

D, UKLPR, Adm. 51/52, part 2, fol. 4.

1. Brig *Betty*, James Dawson, late master, owned by John Chorley, from Liverpool to Dominica, with provisions and dry goods, retaken near St. Georges Bank, sent into Newport. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 486.

2. Massachusetts privateer schooner *Harlequin*, Francis Bowden Dennis, commander, mounting 10 carriage guns, a crew of 60 seamen, owned by Jerathmeel Peirce and John Leach of Salem, which was commissioned on 12 Nov. 1777. M-Ar, Revolutionary Rolls Collection, vol. 6, 93, p. 95.

LIST OF BONDS FOR NEW HAMPSHIRE PRIVATEERS

List of Bonds given on issuing Commissions for Privateers

(Viz^t)In New=Hampshire

Bond dated	2 ^d . Sept ^r . 1776 from	Rob ^t . Parker	Commander of the Schooner	<i>McClary</i>	of Portsmouth
D ^o .	2 ^d . Dec ^r . D ^o .	James Johnson	D ^o . of the D ^o .	<i>Adventure</i>	Exeter
D ^o .	6 th . D ^o .	Rob ^t . Parker	D ^o . of the Ship	<i>Portsmouth</i>	Portsmouth
D ^o .	26 th . Feb ^r . 1777.	Eliphalet Ladd	D ^o . of the D ^o .	<i>White Oak</i>	D ^o .
D ^o .	29 th . May D ^o .	Francois Burnyer Dievauroy ¹	D ^o . of the Brig:	<i>Non Pareil</i>	D ^o .
D ^o .	17 th . May	Tho ^s . Dalling	D ^o . of the Schooner.	<i>McClary</i>	D ^o .
D ^o .	29 th . May	Mendes Fits Cadits	D ^o . of the Sloop	<i>Wilks</i>	D ^o .
D ^o .	7 th . June D ^o .	John Hart	D ^o . of the Ship	<i>Portsmouth</i>	D ^o .
D ^o .	13 th . D ^o .	Nich ^{os} . Fautruel	D ^o . of the Ship	<i>Amphitrite</i>	D ^o .
D ^o .	5 th . July D ^o .	Ja ^s . Arnold	D ^o . of the Schooner	<i>Mary</i>	D ^o .
D ^o .	30 th . D ^o .	Mark Dennetts	D ^o . of the Brig:	<i>La Maria</i>	D ^o .
D ^o .	6 th . Aug ^t . D ^o .	Kinsman Paverley	D ^o . of the Schooner	<i>Friends Adventures</i>	D ^o .
D^o.	19th. D^o.	John Blackler	D^o. of the D^o.	<i>Union</i>	
D ^o .	2 ^d . Sept ^r . D ^o .	Joshua Stacpole	D ^o . of the Brig:	<i>McClary</i>	D ^o .
D ^o .	13 th . D ^o .	Tho ^s . Dalling	D ^o . of the D ^o .	<i>General Sullivan</i>	Exeter
D ^o .	28 th . Jan ^r . 1778.	John Gregory	D ^o . of the D ^o .	<i>McClary</i>	Portsmouth

D, DNA, PCC, Item 196, vol. 16, p. 77 (M247, roll 204). Docketed: "New=Hampshire/Privateer Bonds/for 1776-1777 & one for 1778." Endorsed: "New-Hampshire/List of/Privateer Bonds."

1. According to the bond for the brig *Non Pareil*, her commander's name was Flecher De Berruyer Du Vanrouy of Portsmouth. DNA, PCC, Item 196, vol. 11, p. 36.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 28th. 1778

Order'd, That Manasseh Marston for Sundry Work for Brig^t *Massachusetts*¹ as p^r Bill—be paid . . . £12..—..—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 187.

1. Massachusetts Navy brigantine *Massachusetts*.

JOHN CRUDEN, JR., TO REVEREND WILLIAM CRUDEN

My dear Father

New York 28th. January 1778

. . . there is an amazing quantity of goods brought in to N^o Carolina, and that Virg^a. & Maryland are supplied from that quarter.

If Lord Howe would only grant Letters of Marque to the Merch^{ts} of this Town. I am convinced much good would follow from the measure—the Rebell Army have received every Necessary in that round about way, and the insignificance of the place (Oacrecock) prevented Lord Howe from Sending Vessels to cruize there—whatever it might be formerly—all the Tobb^a of James River in Virginia is Shippd from it now, and if they were prevented from having any kind of Trade—the good effects would soon be seen—Some Gentⁿ of Virg^a & Carolina applied to Lord Howe to send Vessels there. explained to him the Service they would render Gov^t as well as the proffit that would Arrise to themselves—his Lordships words were “Will you never give these poor people an opportunity of coming in[]”—If such measures are to bring them in farwell America it will never be my Country

I hope your Gov^t on the other side of the Water will think diffrently from his Lordship, and give every encouragment to the Mercantile Intrest to fit out Strong Vessels to cut of the Trade of the Southern Collonies, and if it is not the intention of Government to carry on the Warr in New England—I do think evry Town upon its Coast should be levell' with the ground, particularly Boston—desprate distempers requires desprate Cures—there is cruelty in destroying the property of your friends—but every Man who has anything at Stake and who is the friend of the King would cheerfully make the Sacrifice, and help to Burn his house rather than this Country should become independent—Those very towns are now gnawing the very vitals of the Nation, they are fitting out very respectable privateers and supplying their Army at our Expence, with the Cargoes of Vessells they make prizes of—Depend upon it the utmost exertions must be used but of their resources—let them have no Trade to the Southward, and no Privateers to the Northward—and send men who can plan and execute, and all will yet be well. . . .

John Cruden Jr

Transcript, Nc-Ar, English Records, Earl of Dartmouth Manuscripts, 1720–1783, H.R. 39 pp. 211–17. Addressed: “The Rev^d Mr Cruden.” Endorsed: “American.”

AGREEMENT OF JEHU EYRE AND OTHERS TO FIT OUT ARMED BOATS AS PRIVATEERS

Trenton January 28 1778

Whereas Col. Jehu Eyres and Company have obtained leave to fit out two of the Armed Boats in private Service to anoy the Enemy in the River Delaware. We the Subscribers do hereby bind ourselves to pay our Parts in Victualling, Manning and all other Expences accruing to the said Boats in fitting for the said Expedition¹

We do also agree that the Crews are to have One Half of all Prizes, they paying for the Provisions out of the first Prize taken; The other Half to be divided between the Subscribers

And it is further agreed that any Person refusing or neglecting, after being called on for that Purpose, to pay his part of the Expence, that on hearing of the Matter by a Majority of the Company, such Person so neglecting or refusing may be excluded the Company

Jehu Eyre
 W^m. Bradford²
 Joseph Blewer³
 W^m. Bradford for Paul Cox⁴
 Manuel Eyre⁵
 W^m. Bradford for John Hazelwood
 James Loughhead
 Jo^s. Marsh⁶

DS, NHpR, Correspondence Regarding Naval-Maritime Matters, 1775–1783, nos. 65–66 (Jehu Eyre Folder).

1. To Eyre Commodore Hazelwood gave a copy of his own commission, to which he added the following: "Sir you are Herby authorised By This Copy to Take Burn and Sinke all Vessels Belonging to the Enemy of The united Staits of Amirca givin under my ~~Sea~~ Hand This 28th of Janr^y 1778 John Hazelwood."

2. Chairman, Pennsylvania State Navy Board.
3. Member, Pennsylvania State Navy Board.
4. Member, Pennsylvania State Navy Board.
5. Member, Pennsylvania State Navy Board.
6. Member, Pennsylvania State Navy Board.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES NICHOLSON

Captain James Nicholson
 Sir

[York, Pa.] January 28th 1778

We have received your favour of the 23^d instant¹ and are sorry that your Late effort to get to Sea had failed The great service that might be done to the States by your Ship being out has urged us to wish much for that event and altho you have been unsuccessful in your late attempt yet we would not have that prevent your making an other trial and as we are perfectly satisfied that your best endeavours has been used, we doubt not a continuance of them will be kept up until the business is happily accomplished.

We observe what you say respecting the term of entry of some of your Crew being expired. we would have you if possible engage them again allowing them the bounty.

The Navy Board at Bordenton in a Letter of the 13th instant² writes that they had collected 19 or 20 Seamen belonging to the Navy and would send them forward to Baltimore as soon as a waggon could be had to take their baggage and provisions—These Men we expect are now nearly got down and you may order them on board your ship. This supply with such of your present crew as you may reinlist will keep the *Virginia* well manned

We authorize you to provide a small fast sailing Tender to preceede your ship down the Bay to give notice of the situation and motions of the enemies Vessels as we formerly directed³ & we trust you will embrace the first opportunity of pushing out confiding in your vigilance & good conduct we wish you success & are [&c.]



Collection of the New-York Historical Society

Captain James Nicholson

LB, DNA, PCC, Marine Committee Letter Book, p. 124 (M332, roll 6).

1. Not found.
2. Not found.

3. Nicholson was employing the Maryland Navy ship *Defence's* tender *Amelia* as a scout boat. For the Continental Marine Committee's previous authorization to obtain "a fast sailing Tender to precede the frigate," see *NDAR* 10: 652.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Wednesday 28. January 1778—

Commission of Letter of Marque and Reprisal issued to John Rogers Master of the Schooner called the *General Smallwood* mounting four Carriage Guns navigated by 10 Men belonging to the State of Maryland & dated 20 Oct. 1777. . . .

[*Ordered*] That the Commissary of Prov^o deliver to Capt. Bryan¹ 1 Barrel Beef and 1 Barrel Bread for the Schooner *Dolphin*.

LB, MdAA, Governor and Council (Proceedings) 1777–1779, SM 123-22, M 3156-3.

1. Capt. Daniel Bryan, Maryland Navy.

MARYLAND COUNCIL TO WILLIAM LUX

Sir,

In Council Annapolis Jan^y 28th. 1778.

Please to furnish Cap^t Bryan¹ with what Cordage he may want, for the Use of the *Dolphin* armed Boat. We are &^{ca}.

LB, MdAA, Governor and Council (Letter Books) 1777–1779, S 1075-6, 4007. Addressed at the foot: "M^r William Lux."

1. Capt. Daniel Bryan.

CAPTAIN IGNATIUS FENWICK TO GOVERNOR THOMAS JOHNSON, JR.

Sir,

Jan^y 28 1778 Piscataway Creek [*Maryland*]

The Ship¹ has been frose up for five or six days past it is now likely to Break away & leave us Clear for Sailing only the want of a Pilot I have Sent twice sent down to S^t marys for one but are not Come up. Judge they are Prevented by the Ice We have different Reports that the British Ships are in the Bay above the mouth Potomack Shold that be the Case Am Affraid the Galley² has not got down I am Disappointed in getting a hand from Alexandria that I had great dependance on & none of those that Cap^t Cooke³ Sent away Ever Came we Shall want two good Seaman more if they Can be got its likely Cap^t Ross or Cap^t Rogers⁴ may meet with Some Shold they be Disird to look out, Shold the polit Come up Shall push down Immediately unless orderd to the Contrary by next post I am [&c.]

Ignas Fenwick

MdAA, Maryland State Papers (Black Books), S 987, 4633-142. Addressed: "His Excell^y/Tho^s Johnson Esq^r/Annapolis." Docketed: "Cap^t Ig^s Fenwick."

1. Maryland State trading ship *Lydia*.
2. Maryland Navy galley *Conqueror*, Capt. John David, commander. See Maryland Council to Captain John David, 27 Jan., above.
3. Capt. George Cooke, commanding Maryland Navy ship *Defence*.
4. Capt. John Rogers, commanding Maryland State trading schooner *General Smallwood*.

"A PAY ROLE OF MENS WAGES BELONGING TO THE *HENRY*. GALLEY—"[Williamsburg, 28 January 1778]¹(N^o. 1.)From 28. Decem^r. to Janu^r. 28.

Robert Tompkins. Capt ⁿ .	31 D ^{ys} .		8/. 12 8 ..
Rations . . . for Ditto	31		3/. 4 13 ..
Joshua Singleton. 1 st Lieut.	31		6/. 9 6 ..
Rations Ditto	31		2/. 3 2 ..
Christopher Tompkins 2 ^d Lieut.	13		4/6. 2 18 6
Rations Ditto	13		2/. 1 6 ..
Francis Read 1 st Midshipman	31		3/. 4 13 ..
Rations Ditto	31		1/. 1 11 ..
Robert Dobson Midshipman	31		3/. 4 13 ..
Rations Ditto	31		1/. 1 11 ..
William Dunford. Master	31		5/. 7 15 ..
Rations Ditto	31		1/. 1 11 ..
Robert Hall Masters Mate	31	3 years }	3/. 4 13 ..
Rations . . . Ditto	31		1/. 1 11 ..
John Swope Surg ⁿ .	31		8/. 12 8 ..
Rations . . Ditto	31		1/. 1 11 ..
Ambrose Arnando Gun ^r	31		3/. 4 13 ..
Starkey Moss Carpenter	31		4/. 6 4 ..
John Warton Boatswain	31		4/. 6 4 ..
Peter Foster Carpent ^s . Mate	31	3 years }	3/. 4 13 ..
Edward Wollage Boats ^{ns} Mate	31		2/6. 3 17 6
Francis Horn Sailmaker	31		3/. 4 13 ..
Francis Brown Stuard	31		3/. 4 13 ..
William Lucas Clark	31		2/. 3 2 ..
Francis Moss Armorer	31		4/. 6 4 ..
James Willis Quarter Master	31		3/. 4 13 ..
Nucomb Dodd . . Ditto	31		2/6. 3 7 6
William Lucas Master Arms	31		2/6. 3 17 6
John Revell	31		2/. 3 2 ..
James Minter	31		2/. 3 2 ..
John Bander	31		2/. 3 2 ..
William Jarvis	31		2/. 3 2 ..
Dunford Moore	31		2/. 3 2 ..
Richard Saunders	31		2/. 3 2 ..
Philip Brumley	31		2/. 3 2 ..
William Pippen	31		2/. 3 2 ..
John Cleuverius	31		2/. 3 2 ..
John Wilson	31		2/. 3 2 ..
Edward Moore	31		2/. 3 2 ..
Turn Over—			£ 166. 4. ²
Amount Brought Forward			£ 166. 4 ..
James Peters	31 D ^{ys}		3/. 4 13 ..
Michael Donovan	31		3/. 4 13 ..

Spence Hall	31	3/. 4 13 ..
Henry Donohow	31	3/. 4 13 ..
Hugh Bingham	31	3/. 4 13 ..
Jerry Malone	31	3/. 4 13 ..
Michael Cuningham	31	3/. 4 13 ..
Patrick Welch	31	3/. 4 13 ..
Samuel Cavener	31	3/. 4 13 ..
James Williams	31	3/. 4 13 ..
John Clark	31	3/. 4 13 ..
Enoch Edwards	31	3/. 4 13 ..
John Prosser	31	3/. 4 13 ..
John Fitzhugh	31	3/. 4 13 ..
George Hall	31	3/. 4 13 ..
Ayers Darbey	31	3/. 4 13 ..
Custis Harman	31	3/. 4 13 ..
John White	31	3/. 4 13 ..
Charles Lucas	31	3/. 4 13 ..
Stephen Wilkeson	31	3/. 4 13 ..
James Lucas	31	3/. 4 13 ..
George Edwards	31	3/. 4 13 ..
Fredrick Byrd	31	3/. 4 13 ..
Williams Williams	31	3/. 4 13 ..
Banister Pippen	31	3/. 4 13 ..
Voss Foster	31	3/. 4 13 ..
Nicholas Scarborough	31	3/. 4 13 ..
<u>William Brumley</u>	31	<u>3/. 4 13 ..</u>

£ 296. 8 ..

Voss Foster Deserted Disall^d

4 13 ..

£ 291.15 ..

4 days additional Pay to the
Officers from 24th. to 28 Jan^y.

6 12—

298 7—

Robert Tompkins

[Enclosure]

Addition¹ Allowance 4 days pay from 24th to 28th Jan^y.³

to Captain	.. 12. —
1 st Lieut	.. 8. —
2 ^d . d ^o .	.. 14. —
Master	.. 12. —
Masters Mate	.. 8. —
2 Midshipmen	.. 16. —
Gunner	.. 12. —
Boatswain	.. 8. —
d ^o . Mate	.. 6. —
Carpenter	.. 8. —
D ^o . Mate	.. 4. —
Clerk & Steward	.. 8. —

Armourer	.. 4. —
Q ^r . Master	.. 2. —
Ditto	.. 4. —
Master at Arms	.. 6. —
	£ 6.12. —

D, Vi, Papers Concerning the State Navy, 1:346–48. Docketed: “a pay roll of the/*Henry Gally*.”

1. This pay roll is undated but must have been made out before 8 April 1778 when Lt. Joshua Singleton took temporary command.
2. The first page of the document ends here. The remaining entries are on the second page.
3. In the margin is written “(N^o. 2.)”

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

Jan^y. 1778
 Wednesday 28 D^o. [at Anchor off Cape Henry]
 at 7 AM saw a Schooner coming up the River¹ at 8 Weigh^d &
 kept turn^s towards her at 10 she ran aground, came too with
 B^t. B^r. hoisted the Boats out & sent them to her—
 D^o. [at Anchor off Cape Henry]
 Fresh Breezes & hazy at 2 PM the Boats Ret^d. having destroyed
 the Schooner Weigh'd and came to sail at 4 anch^d. with B^t. B^r.

D, UklPR, Adm. 51/909.

1. Hampton Roads.

JOURNAL OF H.M.S. *GALATEA*, CAPTAIN THOMAS JORDAN

Jan^y. 1778
 Wednesd 28 D^o. [Charles town] S 46^o.48 W 26 L^s.
 [AM] Saw a Sail in the NE Gave Chace ½ p^t 8 TK^d ½ p^t 10
 fired a Shot & Bro^t. too the Brigg *Katy* from Edenton N^o.
 Carolina bound to Charles town S^o Carolina Laden with
 Tobacco & Staves William Bunker Master¹ S^d: 36 f^m Water
 D^o. S 48^o W 8 L^s.
 D^o W^r: [Mod^{te}. and fair] [PM] ½ p^t. 5 wore Ship

D, UklPR, Adm. 51/4197.

1. Brig *Katy*, William Bunker, master, 25 tons burthen, a crew of eight seamen, owned by William Hartshorn of Edenton, N.C., taken in lat. 33^o 00', long. 78^o 26', sent to St. Augustine. Howe's Prize List, 23 Apr. 1778, UklPR, Adm. 1/488, fols. 239–40.

JOURNAL OF H.M.S. *CARYSFORT*, CAPTAIN ROBERT FANSHAWE

January 1778.
 Wednesday. 28th D^o. [Charles Town] Lighthouse N 78^o W^t. 19 miles
 at 5 AM Departed this Life Nich^s Inch Seaman At 7 the *Lizard*
 made a Signal for Seeing a Sail D^o made Sail & gave Chace to
 y^e NW *Lizard* in Company. At 10 Saw a Sail to the E^ward D^o
 hauld the Wind & gave Chace to her D^o Spoke the Chace
 found her a french Sloop from Misissippi for Charles Town
 D^o sent the Cutter on board her.¹
 D^o. Lighthouse N 75^o W^t. 13 Leagues

First & Middle part Mod^t & Cloudy Latter Fresh breezes & Hazy—At 2 PM Dble Reefd Topsails—at 8 the Prize Sloop in Company.—

D, UklPR, Adm. 51/168, part 8, fol. 360.

1. French sloop *Notre Dame des Charmes*, Pierre La Suss, master, a crew of twelve seamen, owned by Bourga of New Orleans, with rum, sugar, brandy and clothing, sent to St. Augustine, capture credited to *Carysfort* and *Lizard*. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 238–39.

JOURNAL OF H.M. SLOOP *BADGER*, LIEUTENANT MICHAEL J. EVERITT

January 1778

Wednesday 28th

D^o. [Turks Island] N^o 80^o.. 00' W^t dist: 14 Leagues.—

[at] 6 A.M. Saw a Sail in the NE Quart^r made sail and Gave Chace, [at] 9 Mod^t Breezes & Clear Weath^r Spoke the Chace which proved to be a Schooner from Cape Francois Bound to Virginia sent an Officer & Boat and took Possession of her.—¹

D^o [Turks Island] S^o 83^o.. 00' W^t dist: 8 Leagues.—

P.M. Mod^t Breezes & Cloudy Weath^r. People employ'd Making Points and Gaskets, [at] ½ past 4 Saw 2 Sail in y^c SW Quart^r made Sail and Gave Chace. Fresh Breezes & Cloudy Weath^r [at] 8 Lost Sight of y^c Chace Shorten'd Sail, In Reefs Topsails. Wore Ship D^o Weath^r.

D, UklPR, Adm. 51/78, part 2.

1. Schooner *Liberty*, master unknown, with salt. Gayton's Prize List, 26 Feb. 1778, UKLPR, Adm. 1/240.

January 29

NEWS FROM BOSTON

BOSTON, January 29, 1778.

The Treatment of Lieutenant Thaxter¹ and Lieutenant Hopkins,² and others, while in captivity.

The 5th of June, 1777, being on board the letter of marque brig *Lucy*,³ of 12 guns, (a prize to the United States, and within 15 leagues of Nantucket) was that day taken by the *Amazon*, *Juno*, and *Orpheus* frigates: the first Lieutenant of the *Amazon*, coming on board the brig, ordered every one of us on board the cutter, and were transported on board the *Amazon* frigate:—At our arrival there, we were treated with many insults, our chests searched, and deprived of every manuscript, (however so trifling) and also our commissions were taken from us:—We were afterwards sent on board the *Juno*, and there lodged and messed in the bay, amongst the foremast hands, where we were obliged to suffer the insults of such people, as a man of war's crew consist of, (though we must say, the treatment from the foremast hands, was much better than what we received from the officers of that ship, as they took every opportunity of making use of insulting language, which was by us unnoticed.) We were kept on half allowance, which consisted of

burgoo, peas, pork, tainted beef, and some bread:—We must give credit to sundry of the foremast hands, who would often-times, send us a small part of their allowance, by which we made out to exist. We were denied speaking to any prisoner on board, even to the foremast hands, that were taken with us, and also forbid walking the quarter deck.

July 20. At 3 o'clock, P.M. there was an order for all the prisoners in the fleet, to go on board the *Amazon*. we were immediately, with the rest of the prisoners, put on board the cutter, and transported to the *Amazon*; and according to their usual custom, were huddled under the half deck, without the least distinction to rank or Station—and there messed and lodged all together, (being 25 in number) until we arrived at Halifax. [There were sundry officers of States vessels, who shared the same fate with us.] At our leaving the *Juno*, was deprived of a quadrant, and other mathematical instruments.

July 22. arrived at Halifax, July 23d. at 10 o'clock, A.M. we were sent on shore; at our landing, were delivered in custody of the main guard, who were ready for our reception, and were huddled through the town to goal, with treatment, similar to that which we received, while on board the frigates.

July 28. Thirteen of us, (the Continental officers) were sent to the barracks, and there confined to one room, 14 feet square, with 2 centinals in the room. . . .

The Letter of Marque Ship,⁴ (mentioned in our last, to have been taken by the *Portsmouth*⁵) is safe arrived in Port.

Independent Chronicle (Boston), 12 Feb. 1778.

1. Lt. Adam W. Thaxter, Continental Navy.
2. Lt. Esek Hopkins, Jr., Continental Navy.
3. Brig *Lucy*, Nathaniel Watson, master, prize of Continental Navy sloop *Providence*. See NDAR 9: 22, 22n, 109, 109n.
4. British letter of marque ship *New Duckinfield* (20 guns), W. Foster, commander.
5. New Hampshire privateer ship *Portsmouth*, John Hart, commander.

THE CONTINENTAL JOURNAL, AND WEEKLY ADVERTISER (BOSTON),
THURSDAY, JANUARY 29, 1778

BOSTON, January 29, 1778.

We hear from Marblehead that on Saturday last a Transport Ship,¹ bound from Halifax for New-York, arrived there with about 280 Continental Prisoners. She sailed from Halifax about 10 Days ago, under Convoy, and parted with the Convoy in a severe Gale a few Days after she sailed; and on the Prisoners' discovering they were separated they rose on the Crew, which consisted of 15 Hands, and carried her into Marblehead as above. Some of the Prisoners came to Town on Sunday last, and inform, they lost Twelve on the Passage, besides Two who accidentally fell overboard.

We also hear, That a Flag² returned into Cape-Ann from Halifax on Friday last, with upwards of 100 more, some of whom had been Prisoners above a Year.

1. Cartel ship *Royal Bounty*, Thomas Compton, master. *Royal Bounty* sailed from Halifax on 12 Jan. with several vessels under convoy of H.M. brig *Cabot* bound for Newport. *The Quebec Gazette, or La Gazette de Quebec*, 23 Apr. 1778.

2. Cartel brig *Favorite*, which arrived at Halifax on 10 Jan. Ibid. See *Independent Chronicle*, 5 Feb., below.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[Extract]

At a meeting of the Governor and Council of Safety holden at Hartford in and for the State of Connecticut on the 29th day of January, A.D. 1778.

... *Voted*, That an order be drawn on the Committee of Pay-Table to draw an order on the Treasurer for the sum of £250, in favour of Capt. John Cotton,¹ to be improved for procuring spars for the use of this State, to be in account.

Ord^r del^d Jan^y 29th. 1778.

Hoadly, ed., *Public Records of the State of Connecticut*, 1: 517-18.

1. Capt. John Cotton was supervising the building of the Continental Navy frigate *Bourbon* at Middletown, Conn.

ADVERTISEMENT FOR SEAMEN FOR CONNECTICUT PRIVATEER SLOOP *AMERICAN REVENUE*

—This is the PRIVATEER.—

To all Gentlemen Volunteers, who are desirous of making their FORTUNES.

An Opportunity is now presented them (if they apply speedily) on Board the Sloop *AMERICAN REVENUE*, one of the fastest sailing Vessels on the Continent; fitted in the best Manner for a four Month's Cruise, and will sail immediately, SAMUEL CHAMPLIN, Commander; who may be seen at the House of John Owen, or on Board the Privateer in the Harbour of New-London.—None need apply but good clever Fellows.

New-London, Jan. 29, 1778.

Connecticut Gazette; and the Universal Intelligencer, 30 Jan. 1778.

THE ROYAL AMERICAN GAZETTE (NEW YORK), THURSDAY, JANUARY 29, 1778

NEW-YORK, January 29.

Since the 6th inst. The rebels have taken the following vessels, near Chester, in the river Delaware; the transport brigs *John* and *Lord Howe*, the schooners *Hope* and *Industry*, that lately sailed from this port. They were forced on shore by large bodies of ice.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Lancaster, Thursday, January 29, 1778.

Present. His Excell^y: Tho^s: Wharton, jun^r: Esq^e: President.

_____ Hon^{ble}: George Bryan, Esq^e: Vice President. _____

Joseph Hart, Jacob Morgan, John Hambright, Thomas Urie, Esq^{res}: Jacob Arndt,

_____ Thomas Scott _____ & _____ James Edgar, Esq^{res}.

An Order was drawn on the Treasurer, in favor of Mr. Joseph Bradford, for the Sum of One thousand & five hundred Pounds, to be charged to Will^m: Crispin, Esq^e: Commissary of Provisions for the Navy, & to be delivered to him by Mr. Bradford—An Order was also drawn on the Treasurer, in favor of Will^m: Crispin, Esq^e: for the

further Sum of One Thousand & five hundred Pounds, to be charged to his account—The Council taking into consideration, the extravagant price of Spirituous Liquors & the extreme difficulty, if not impossibility of procuring a supply for our Navy, Ordered, That the Men of the Navy, be allowed One Shilling each Man p Diem, in lieu of their Rations of Rum, until the General Assembly shall otherwise order herein—An Order was drawn on the Treasurer in favor of John Tyler, Armourer, for the Sum of Two hundred Pounds, to be charged to his account. . . .

D, PHarH, RG 27, Minute Books of the Pennsylvania Supreme Executive Council, vol. 6, p. 201.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Thursday, January 29, 1778

A letter, of the 19th, from F. Hopkinson,¹ one of the commissioners of the Navy Board, concerning the conduct of Captain Barry,² was read: Whereupon,

It was moved, that it be

Resolved, That Captain Barry be not employed on the expedition assigned to his conduct by the Marine Committee, till further orders of Congress.

It was previously moved to add after the word “conduct,” *by the approbation of Congress*, and the question being put, it was resolved in the affirmative.

The question was then put on the motion as amended, and the house being equally divided, it passed in the negative.

JCC 10: 99.

1. Francis Hopkinson; letter not found.

2. Capt. John Barry.

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

The Commissioners of the Navy Board at Bordenton

Gentlemen

[York, Pa.] January 29th. 1778

We have directed Captain Barry to employ the Pinnace and Barges belonging to the Frigates¹ and the Barge taken by Captain Josiah² in annoying the enemies Vessels in their Passage up and down the Delaware and to employ such a number of Continental Navy officers now out of service, and collect such a number of men as he may think necessary to officer and man the Fleet of Boats under his command.

We desire that you would deliver to him such war-like Provisions and other necessarys as he may think necessary for equipping and victualling the said Boats.

As it appears to us that in this way we may greatly annoy the enemy and collect considerable quantities of Provisions and other necessarys for the use of the Army and the Country, and as every thing depends upon dispatch we earnestly request that you will give him all the assistance in your [*power*] in equipping and moving the Boats across the land and in every other thing that respects the execution of this business. As Captain Barrys station cannot from the nature of the business be fixed and he may occasionally by his distance and situation down the River want supplies, we would have you furnish him with such sums of Money as he may want during his Cruize—You will have the Barge taken by Captain Josiah valued before fitted to make her Continental property—We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 126 (M332, roll 6).

1. Continental Navy frigates *Washington* and *Effingham*.
2. Capt. James Josiah, Continental Navy.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN BARRY

Captain John Barry

Sir

[*York, Pa.*] January 29th 1778

We having agreed to employ the Pinnace and Barges belonging to the Frigates¹ and the Barge taken up by Captain Josiah² in the River Delaware on a Cruize in Said River under your command We hereby empower you to receive such war-like Stores, Provisions & other Stores from the Navy Board, and to employ such Continental Navy officers not in actual service and to collect such a number of Men as you shall think necessary for officering manning victualling and equipping said Boats. As you will have frequent occasion to land on each side of the Delaware during your Cruize you will take effectual care to restrain your officers & men from plundering, insulting or in any way treating ill the Inhabitants of the Country. Humanity good Policy and your reputation demand that they Should be treated with kindness—you may want supplies from them and their assistance in moving to a place of safety such effects as you may capture. you will therefore attend particularly to this Instruction. We have directed the Navy Board to furnish you with every thing necessary for equipping your little fleet and with money to procure supplies for your Crews as occasion may require. You will take account of all goods of every kind which you may Capture and prevent their being pilfered. As it will be necessary that you should take with you or appoint on Shore some honest faithful persons who are well acquainted with the Country and will undertake to procure waggons for the speedy removal to a place of safety and take care of such goods as you may Capture—you will attend particularly to this necessary point and employ such persons. You will give immediate notice to General Washington of such stores as you may Capture which are necessary for the use of the Army. We would have you Sink or otherwise destroy the Hulls of all such Vessels as you may take which cannot be removed to some place of safety. The Vessels w^h you take and preserve and the goods which you Capture must be libelled in the Court of Admiralty in the State into which they are carried—you will therefore employ some suitable Attorney to libell for the same.

The Success of your Cruize depending upon your dispatch activity prudence and valour we hope you will exert the utmost of your abilities on this occasion. Write to us frequently and particularly of your proceedings. Wishing you success We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, p. 125 (M332, roll 6).

1. Continental Navy frigates *Washington* and *Effingham*.
2. Capt. James Josiah, Continental Navy.

JOURNAL OF H.M.S. *CARYSFORT*, CAPTAIN ROBERT FANSHAWE

January 1778.

D^o [Charles Town] Lighthouse N 75 W^t 13 Leagues

Thursday 29th

At 2 AM lost sight of the Prize At 4 Veer'd Ship At 8 Saw a Sail D^o made Sail and gave Chace at ½ past 9 fired 2 Guns & br^t too a Schooner from Port S^t tonie¹ for Charles Town in Ballast² D^o punished Henry Connelly with 2 Dozen lashes for Drunkenness At 11 Veer'd & Lay too. D^o made Sail—At Noon the *Lizard* Joined Company.

D^o Lighthouse S 86^o W^t 47 miles

Mod Breezes & fair Wea^r—At 6 PM made the Signal & Veerd to the NW.—At [*blank*] Tk^d to the SW—

D, UKLPR, Adm. 51/168, part 8, fols. 360–61.

1. Possibly Port San Antonio, near Cabo San Antonio, Cuba.

2. Unidentified schooner, formerly a prize of South Carolina privateer *Rutledge*, Capt. John Porter, 25 tons burthen, destroyed. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488, fols. 239–40. This schooner may be the unidentified schooner taken by *Rutledge's* tender, sloop *Pallas*, in Jan. See Deposition of Peter Norris, 18 Feb., and Petition and Claim of Captain John Porter, 20 Feb., below.

CAPTAIN JOHN PECK RATHBUN TO ANY CONTINENTAL AGENT

States Sloop of War The *Providence*

of[*f*] the Harbour of New
Providence Janu^r y^e 29th. 1778

S^r

The Bearer hereof Cap^t John Cockram in the Sloop *Trya*[*l*] a Prize Taken by the afforesaid *Providence* Whe have Thought Fitt by and With the Consent of Cap^t Officers and Sloop Crew To give Unto John Cockram & those assisten To Convey The Said Sloop and all and Every Part or Parts of our Shares that Shal Be Comming unto Us For and in Consideration of their Singular Courage and assi[s]tance During our Stay on the Island of Provid^{ce}. Nott Doubting but the Congress Will ass Readily give their Part I remain S^r yours

John Peck Rathbun

Given under my Hand
in behalf of My Self and
the Sloop Crew.

L, DNA, PCC, item 41, vol. 10, pp. 23–24. Addressed: "For one of/The Continental Agents/of the United States of/North America." Notation: "M^r John Cheney." Docketed: "Letter from Rathburn/to Continental Agent."

"EXTRACT OF A LETTER FROM MARTINECO DATED JAN. 29, 1778."

"We sail'd in the Privateer *Revenge*,¹ Captain Isaac Freeborn, from Marthas Vineyard Dec. 9[,] 1777. About ten Days after we fel in with a Privateer Schooner, gave her a couple of Shot, and she run. About 8 Days after, we fell in with and took the Slo[o]p *York*,² from Glasgow bound to Barbados, laden with dry Goods, some Provisions, &c. which was sent in to Martineco. About 4 Days after fell in with a large English Ship of 18 Guns, which was too much for us. We afterwards came across a Fleet of about 100 Sail to Windward of Barbados, but they being convoy'd by 5 Frigates, and it blowing a hard Gale, we could do nothing with them. We then bore away for Martineco, sprung our Mast, and carried away our Topmast, but luckily got in and found our Prize safe. We are now making a Brig of the Sloop, which will be call'd The *Saucy Revenge*."

Boston-Gazette, and Country Journal, 9 Mar. 1778.

1. Massachusetts privateer sloop *Revenge*, mounting 10 carriage guns, a crew of 60 men, owned by John Dean and Mungo Mackay, of Boston, was commissioned on 30 Apr. 1777. M-Ar, Revolutionary Rolls Collection, vol. 7, p. 50. For her return to New Bedford, see "Extract of a Letter from Bedford dated March 19," 19 Mar., below.

2. Snow *York*, John Adams, master, 120 tons burthen, built at Liverpool in 1769. *Lloyd's Register of Ships, 1777-1778*.

January 30

JOURNAL OF THE MASSACHUSETTS COUNCIL

[Boston] Friday January 30th. 1778

Capt John Lambert's Roll of Brig *Massachusetts*¹ Crew for one months advance Wages amounting to Two hundred thirty eight pounds seven shillings & four pence—Read & Allowed & Ordered that Warrants be drawn on the Treasury in full discharge of each of the above Rolls—Warrants drawn accordingly—

LB, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October 1778), 47.

1. Massachusetts Navy brigantine *Massachusetts*.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 30th 1778

Order'd, That Ebenezer Fosters Bill for Sundry[s] for Brig^t *Penet*¹ £1.. 4.— be paid—

Also, That he be paid for Sundrys for *Lincoln Galley* £4.. 4.—⁹

Order'd, That Mess^{rs}. Bowdoin & Reed for Flaxseed for B^{rs} *Nants*² & Casks for d^o. as p^r Account be p'd . . . £349..11.—³

Order'd, That M^r. Ivers⁴ pay Col^o. Glover⁵ Cap^t James's⁶ Bill of Disbursements for Ship *Union*⁷ £32..12.. 6—

Order'd, That John Chesman's Account for repairing Fire Arms for Brig^t *Massachusetts*⁸ . . . £23..15.— be paid—

Order'd, That Cap^t Hopkins⁹ deliver Doct^r. Fudger¹⁰ for the Benefit of the Sick on board Brig^t *Massachusetts* 2 doz Bottles Port Wine.—

Order'd, That Jon^a. Glover Esq^r for Wharfage two Schooners (viz.) *Glover & Savage*, as p^r Bill, be paid £0..15 S../—

Order'd, That Gen^l. John Glover¹¹ in full for Schooner *Hannah*,¹² be paid £1600.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 189–91.

1. Massachusetts State trading brigantine *Penet*.

2. Massachusetts State trading brigantine *Nantes*.

3. "paid Feb^y—" is inserted below in a different hand.

4. Thomas Ivers.

5. Col. Jonathan Glover.

6. Capt. Richard James.

7. Massachusetts State trading ship *Union*.

8. Massachusetts Navy brigantine *Massachusetts*.

9. Caleb Hopkins.

10. Dr. Harris Ellery Fudger.

11. Brig. Gen. John Glover, Continental Army.

12. Massachusetts State trading schooner *Hannah*.

CONTINENTAL COMMERCE COMMITTEE TO ROBERT MORRIS

Sir

York [*Pa.*] January 30th. 1778

We have received your favours of the 19th, 22nd, 23rd & 24th¹ instant and returning thanks for the Contents we shall reply to them in course.

In answer to yours of the 19th. we received the Letters Sent down to you for your opinion, and think with you that M^r Steward² is a very honest Active man, we have wrote him to have the Brigantine chartered by M^r Lux³ Surveyed, and should she be deemed insufficient to perform the voyage, of course the Charter party will be void—we have taken Steps which we hope will prove effectual for procuring materials for the new Brigantine at Baltimore,⁴ and as Cap^t Thomas Read has taken the command and undertaken the fitting of her out, we expect she will soon be got ready for the Sea. in due Time we shall order M^r Steward to Load her with Tobacco.

We Shall be glad to receive the Account of the Tobacco on hand in Maryland & Virginia

As you concur in Opinion with us that the Building of Small fast Sailing Vessels for Commercial purposes would be an eligible plan, we wish to have your sentiments, as to the Burthen, Construction Rigging &c of those Vessels, keeping in mind that the principal design is to ship with some degree of safety Tobacco from Cheseapeak Bay. We think they might be built at the Continental Ship yards out of the small Timber that will be left from Ships of war.

Before receipt of yours of the 22nd, M^r Lux had advised the arrival of Cap^t Buffington and his having taken measures for bringing the Goods up to Baltimore—M^r Lewis⁵ being now there he will give directions to have them sent forward. We have given the Board of War an Account of Captain Lambs Cargo, and we think it would be proper in future to furnish that Board with Lists of all articles that may arrive, suitable for the army, and they to communicate the same to the Officers of the different Departments.

We approve of your Selling the Eight casks Indico taken out of the Brigantine *Andrea Doria* and brought up to Lancaster if you think it best so to do.

To yours of the 23^d. we shall only say that we shall do justice in everything respecting M^r Sargentons Brigantine.

We come to reply to yours of the 24th. we agree that it is of much Importance to furnish M^r John Ross with the means of repaying the Money the Commissioners at Paris have advanced, as well as for his own advances and for that purpose we fully approve of your altering the Bills of Loading of Some of the Cargoes of Tobacco now on board Vessels in Maryland and Virginia (formerly consigned to M^r Thomas Morris) and taking new Bills of Loading Consigned to M^r Ross or his order to be disposed of by him and the proceeds applied to the purposes afores^d. this we authorize you to do, and as M^r Ross has transacted his business in A Satisfactory manner, you will please to write and Sign a Suitable Letter to him (which we will also Sign) directing him to dispose of those Cargoes &c and should any balance remain in his hands to invest the Same in Goods suitable for the army, and Ship them for the Continent, observing to him also that the Vessels which carry the Tobacco and are chartered to return to the States should bring back salt.

By Express yesterday we had Account of the arrival at Edenton in North Carolina of Two Vessels with 129 Bales of Cloth, Blankets Hose Shoes &c shipped by Mons^r Currabasse⁶ at Cape Francois; and Captain Morrison from Martinico

touched at Edenton and landed 9 Bales of goods Shipped by M^r. Bingham. The Brigantine *Success* which we ordered round from Boston is also arrived at that port. We can see no better way than to order the purchase of Cargoes of Tobacco for those Vessels even at the high price it now bears, as waiting on that to be transported from Virginia would occasion great delay. We are [&c.]

William Ellery
James Forbes

P.S. Inclosed are the Coppies of A Letter from General Hand⁷ of an Estimate of Provisions of Col^o. Morgan⁸ and of A Letter from M^r Willing.⁹ The originals have been laid before Congress who were Startled at the Expenche, which is like to arise on this Voyage or expedition and have postponed the Consideration thereof. As we were not in Congress when the Adventure was undertaken and know nothing about it excepting what appears by the Letters to the Governor of New Orleans & Louisiana,¹⁰ to our Agent¹¹ there and the Instructions given to M^r Willing and are no Judges respecting Col^o Morgans estimate of the Provisions we should be glad to have your Sentiments on this matter as soon as possible.

We hope you will be able to compleat the Books of the Secret Committee in a Short Time so that they and the papers may be laid before Congress, and a Commercial Committee appointed upon the Plan proposed by you or one Similar to it, for we are fully convinced from the little we have seen that such A plan is necessary and that we are unequal to the Important business Committed to our charge.

William Ellery
James Forbes

L, PYHi. Addressed at the foot: "The Honorable/Robert Morris Esq^r"

1. Not found.
2. Stephen Steward, shipbuilder at West River, Md.
3. William Lux, merchant at Baltimore.
4. Continental Navy packet *Baltimore*.
5. Francis Lewis, member of the Continental Marine Committee.
6. Monsieur Carabasse, Continental Commercial Agent at Cape François.
7. See Brigadier General Edward Hand to Continental Commerce Committee, 17 Jan., above.
8. See Colonel George Morgan to Captain James Willing, Jan., above.
9. See Captain James Willing to Brigadier General Edward Hand, 7 Jan., above.
10. Bernardo de Gálvez.
11. Oliver Pollock.

MARYLAND COUNCIL TO CAPTAIN IGNATIUS FENWICK

Sir.

[Annapolis] In Council Jan^y. 30th. 1778.

Yours of the 18th. is just come to Hand. The Galley¹ left this some Days past to meet your Vessel,² according to appointment, with the Stores required. We would have you proceed to meet the Galley. We shall be under Difficulties in sending hands from hence & hope you will be able to procure them. We shall, in a few Days, send to you at Smith's Creek where, we hope you will be. We are &c^a.

LB, MdAA, Governor and Council (Letter Books) 1777-1779, S 1075-6, 4007. Addressed at the foot: "Cap^t. Ignatius Fenwick."

1. Maryland Navy galley *Conqueror*, Capt. John David, commander.
2. Maryland Navy trading ship *Lydia*.

JOURNAL OF H.M.S. *ST. ALBANS*, CAPTAIN RICHARD ONSLOW

January 1778

Moored in Hampton Road Virginia

Friday 30th.

Moderate & Cloudy [AM] Sent the Boats on b^d. y^c. Victualer for Provisions & employ^d. Carry^s. Staves Hoops & Casks on board the *Jane* Victualer

Moored in Hampton Road Virginia

Light Airs [PM] the *Otter* & Arm'd Schooner¹ went in Chace of a Ship that hoisted French Colours² At 8 PM came to anchor the *Otter* and Prize

D, UkLPR, Adm. 51/828.

1. *Dasher*

2. Ship *Fortune*, Joseph Mass (or Masse), master, owned by Joseph Mass, a crew of 14 seaman, from Guadeloupe to Nantes, with rum and sugar, taken in Chesapeake Bay, sent to New York City as a prize of *St. Albans* and *Otter*. Howe's Prize List, 23 Apr. 1778, UkLPR, Adm. 1/488, fols. 240-41. *Fortune* was libelled on 12 Mar. by Capt. Richard Onslow in the Vice Admiralty Court of New York and was declared a recapture on 10 Apr. UkLPR, H.C.A. 49/94, fols. 33, 72-73. Her cargo was condemned as a lawful prize of *St. Albans*, and she was ordered to be appraised, with *St. Albans* receiving 1/8 of her value. *Fortune* had been taken in the West Indies by a French privateer fitted out at Martinique with a false Continental Congress commission and a crew of Frenchmen, and had been carried into Guadeloupe and sold. On 15 Apr. she was appraised at £1,092, and the Vice Admiralty Court ordered her sold. Her prize papers are in UkLPR, H.C.A. 32/333/7.

LIEUTENANT DE VAISSEAU MARQUIS DE VERDUN DE LA CRENNE

TO GABRIEL DE SARTINE

a Bord de la *Renommée*, en croisiere sur le mole s^t nicolas
le 30 janvier 1778

Monseigneur

depuis le 10 de ce mois que je suis a ma croisiere, sur le mole s^t nicolas, j'ai chasé et joint le 25, a trois lieuës au nordouest de la pointe occidentale de la tortuë une petite goëlette anglaise, n'ayant que 10 pierriers et 17 hommes d'equipage, nommée le mosquito commandé par le second pilote de la fregate le winchelsea nommé james seton qui ma fait voir son ordre du capitaine Bateman¹ commandant le winchelsea par le quel il lui est enjoint de chercher le bateau le palisser dans le debouquement entre mogane et les cayques pour le faire révenir a La jamaïque et d'être de retour a port royal de la jamaïque le 15 fevrier au plus tard; il ma egallement montré la lettre adressée a cet effet au lieutenant rye² commandant actuellement le bateau le palisser,³ qui est la mouche ou la decouverte de la fregate le winchelsea

j'ai enjoint a cette goëlette de s'éloigner de la côte, et que si je l'y rencontrais une seconde fois je la conduirois dans l'un des ports de Cette colonie, et comme dans sa commission il lui est seulement ordonné de se deffendre ni tout son pouvoir, en cas qu'elle soit attaqué par quelque pirate, ou batiment rebelle. je lui ai dit en consequence que si elle savoit de fouiller quelque batiment francais, je la traitois comme pirate

j'ai appris par cette goëlette que la fregate le winchelsea devoit escorter, de la jamaïque au angleterre; un convoi qui doit mettre a la voile le 10 de mars prochain, et quil croyoit que ce convoi n'auroit pas dautre escorte

j'ai encor appris que le 20 de ce mois il a du partir de la jamaïque un convoi pour l'angleterre sous l'escorte de la corvette le linx et du lord amherst batiment marchand armé en guerre pour le compte du roi

Le 26 de ce mois a la pointe du jour, etant a 2 lieuës au nord de la pointe occidentale de la tortuë je rencontraï un bateau, a qui je donnaï chasse vent arriere, courant a l'ouest j'apperçus peu apres un batiment a trois mats par mon bossoir de bas bord a environ deux lieuës et demie de distance qui parvissoit prolong la terre en courant comme le bateau, il mît un pavillon anglais au bout de sa vergue d'artimon et tira un coup de canon a poudre; je vis bien que ce signal etoit pour ordonner a sa mouche a qui je donnois chasse de se raliër; je mis alors mon pavillon et ma flamme que j'assurai d'un coup de canon a poudre, et je fis porter sur cette fregate qui etoit a moins de deux lieuës de la côte; elle mît par apres pavillon et flamme anglaise; qu'elle n'assura pas et manœuvra de maniere a se rapprocher peu a peu de son bateau, en prenant chasse toutes voilles dehors; a midi elle fit signal a son bateau de venir lui parler, et mît en panne pour cet effet environ un demi quart d'heure ensuite de quoi elle reprît chasse vent largue courant a l'ouest nord ouest toutes voilles dehors et son bateau prît chasse vent arriere courant au sud ouest

depuis le matin jusqu'a ce moment j'avois approché la fregate anglaise d'environ une lieuë quand j'ai apperçu deux batiments dans l'ouest comme je ne pouvois pas distinguer ou ils faisoient route, et que je craignois qu'en chassant la fregate ces batiments ne fussent visités par le bateau, ou quen donnant chasse au bateau, ils ne le fussent par la fregate, j'ai pris le parti de diriger ma route sur ces batiments jusqu'a ce que j'ai distingué qu'ils couroient a peu pres comme la fregate, et alors j'ai continué de lui donner chasse et je ne l'ai abandonnée que lors que la nuit close me l'a fait perdre de vuë etant alors a quatre lieuës au nordouest de l'île de cuba j'ignore quel est le nom de cette fregate qui n'est que de 18 a 20 canons et qui m'a paru tres bien marcher, je n'ai pas pu l'approche plus près qu'une lieuë de distance

au coucher du soleil les deux batiments que j'avois vu dans l'ouest se trouvoient a environ trois lieuës de distance de moi, l'un d'eux avoit un pavillon au haut de son grand peroquet dont je n'ai pas pu distinguer la couleur, mais pour en imposer davantage a la frégate anglaise j'ai mis un pavillon blanc au petit peroquet et j'ai tiré un coup de canon a poudre pour quelle imaginât que je répondois au signal de ce batiment

j'ai encor rencontré dans cette derniere croisiere deux petites goëlettes qui ont été prises sur les insurgents par des batiments marchands anglais ayant des commissions en guerre, pres des îles bermudes, et qui faisoient route pour se rendre a la jamaïque, l'une delles manquoit d'eau douce, je lui en ai donné une quantité suffisante pour se rendre a la jamaïque

il raigne depuis dun mois des vents de nord et de nordest tres violents dans ces parages qui ont dechiré presque toutes mes voilles les unes apres les autres; un batiment marchand francais nommé l'*esperance* parti du port de paix avec huit jours de vivres et d'eau pour se rendre au cap se trouvoit au bout de dix jours porté par le vent et les courantes sous le vent du mole s' nicolas ou la force du vent ne lui permettoit pas d'entrer je lui ni donné leau et les vivres dont il avoit besoin

j'ai aussi donné du secours a un bateau chargé de planches pour le roi, parti du port au prince pour se rendre au mole, ou il ne pouvoir entrer depuis plusieurs jours vu la force du vent, il avoit cassé son beaupré dechiré ses voilles et faisoit beaucoup deau, je l'ai fait mettre en etat de gagner le mole, ou je l'ai même fait conduire par le petit canot de ma fregate et huit hommes de mon equipage

j'ai maintenant fort peu de malades et mon equipage est en assez bon état
 j'ai l'honneur d'être avec respect Monseigneur [&c.]

Verdun de la Crenne—

[Translation]

on Board the *Renommée* on a cruise off the Môle Saint-Nicolas
 the 30th January 1778

My Lord

Since the 10th of this month I have been on a cruise off of Môle Saint-Nicolas. On the 25th I chased and came up with a small English schooner having only 10 swivel guns and a crew of 17 men three leagues to the northwest of the western point of the island of Tortue. She was named the *Mosquito*, commanded by the 2nd mate of the frigate *Winchelsea*, James Seton, who showed me his orders from Captain Bateman,¹ commanding the *Winchelsea*, directing him to search for the vessel *Palisser* in the passage between Mayaguana and the Caicos Islands, in order to have him return to Jamaica and be back at Port Royal, Jamaica, by the 15th February at the latest. He also let me see the letter on this subject addressed to Lieutenant Rye,² commanding the *Palisser*,³ which is the tender or scout boat for the *Winchelsea*.

I ordered this schooner to keep away from the coast, and that if I met her a second time, I would take her to one of the ports in this colony, and since his commission merely states that he is to defend himself with all his might in case of attack by any pirate or Rebel ship. I told him, therefore, that if he had in mind searching any French ship, I would treat him as a pirate.

I learned from this schooner that the frigate *Winchelsea* is to escort, from Jamaica to England, a convoy which will set sail on the 10th March next and that he believed that it would have no other escort.

I also learned that on the 20th of this month a convoy was to have departed Jamaica for England under escort of the sloop *Lynx* and the *Lord Amherst*, an armed merchant ship in His Majesty's service.

On the 26th of this month at daybreak, being 2 leagues to the north of the western point of the island of Tortue, I met a vessel which I chased before the wind. Running to the west, I soon sighted a three-masted ship on my port bow at a distance of approximately two and a half leagues which appeared to sail along the shore running as the vessel did. She hoisted an English ensign at the end of her mizzen yard and fired a blank cannon shot. I well saw that this signal recalled her tender that I was chasing which was hugging the shore. I then hoisted my ensign and pennant, which I confirmed with a blank cannon shot, and I ordered to close this frigate which was less than two leagues from the coast. Shortly after she hoisted the English ensign and pennant which she did not confirm and maneuvered to approach her boat gradually while sheering off under full sail; at noon she made a signal to her boat to come speak with her and hove to for this purpose. About half of a quarter hour later she resumed sheering off with the wind on her quarter, running to the west-northwest under full sail, and her boat sheered off before the wind, running to the southwest.

From morning until this time I had approached the English frigate within about one league when I sighted two ships to the west. As I could not distinguish their course and fearing that by chasing the frigate these ships would be searched by the vessel, or in chasing the vessel they would be searched by the frigate, I decid-

ed to set my course for these ships until I made out that they were running nearly the same as the frigate, and then I continued chasing her, and I did not give up until night fall made me lose sight of her, being then four leagues to the northwest of the island of Cuba. I do not know the name of this frigate which had only 18 or 20 guns and which seemed a very fast sailer. I could not draw closer to her than about one league.

At sunset the two ships which I had seen to the west were approximately three leagues away; one of them hoisted an ensign at the maintop; I could not distinguish its color, but to overawe the English frigate I raised a white ensign at the foretop and fired a blank cannon shot so that she imagined I was answering her signal.

On this last cruise I also met two small schooners, which had been captured from the Americans by English merchantmen having commissions for war, near the Bermuda Islands, and which were on a course for Jamaica; one of them needed fresh water, so I gave her enough to make Jamaica.

For two months very violent winds from the north and northeast have prevailed in these latitudes which have torn almost all my sails, one after the other. A French merchant ship named the *Esperance* which departed from Port-de-Paix with eight days supply of provisions and water to sail to Cap Français, was at the end of ten days carried by the wind and currents to the leeward of Môle Saint-Nicolas where the strength of the wind prevented her entering. I gave her the water and provisions she needed.

I also aided a vessel loaded with planks for the King, which sailed from Port-au-Prince for the Môle, which she had not been able to enter for several days because of the force of the wind. It had shattered her bowsprit, had torn her sails and she was making much water. I had her put in condition to make the Môle, where I had her taken by a small boat from my frigate and eight men from my crew.

I now have very few sick and my crew is in rather good condition. I have the honor to be with respect Sir [&c.]

Verdun de la Crenne—

L, FrPNA, Marine B⁴ 140, fols. 205–6.

1. Capt. Nathaniel Bateman, R.N.
2. Acting Lt. Edward Rye, R.N.
3. See *NDAR* 10: 494, 790.

GOVERNOR PETER CLAUSEN TO GOVERNOR WILLIAM MATHEW BURT

Sir

By your Excellency's Letter of the 27th. of Decemb. last I find that a mere naked Information, which You say to have receiv'd of a Sloop mounting fourteen Guns actually fitted out at S^t. Thomas, has not only alarm'd You, but also induced Your Excellency on the Strenght of this Information, to call upon me in the Name of the King, Your Master, not only to stop and disarm the said Sloop fitted out from S^t. Thomas, but also to prevent any Vessel, piratically taken from the King your Masters Subjects being brought into and sold within my Government—

I must beg leave here upon to animadvert, that I am at a loss to find any Probability for your Excellency's believing such Informations; as I am confident that your Informer has no other Proof than hear Saying; and I am amazed that

Your Excellency will on the Slight Strenght of Your Informers Tale, accuse me of Disobedience of my Kings Laws and Ordinances, which I unavoidably must have committed if your Assertion had only the Shadow of truth—

I declare upon Honor, that there never was fitted out any armed Sloop or Kind of Vessel at S^t. Thomas; and I will have forfeited my Life, if ever any Vessel has been carried to Buck-Island belonging to His Danish Majesty opposite to the Harbor of S^t. Croix, there landed and sold her Cargo.

I call therefore upon Your Excellency in the Name of truth and honesty, to oblige your Informer to prove his Informations: and in failure thereof, to punish him, according to his committed Crime of falsehood: by which the Informers of every Grad[e] will be deterred from reporting false Stories—

Let me further beg of Your Excellency to establish an honest Agent here and an other at S^t. Thomas in whom You can have Confidence: and You will then not be importuned with false Reports, nor I troubled with their Vexations, which grieve me, as my Point, in them many Years I as Governor have served my King and Country, has constantly been Obedience to my Master and his Allies, joint with the Welfare of that Government which I have been intrusted with: and which now seems to be doubted with You by Virtue of your Informations.—¹

I am with due Regard Your Excellency's [&c.]

P. Clausen.

S^{te}. Croix

Januarii 30th. 1778

LB, DNA, RG 55, Government of the Virgin Islands, Box 1 (Copybooks, Letters sent by Governor Peter Clausen to Foreign West Indian Officials, 1774–84), pp. 35–36. Addressed at top of first page: "To His Excellency/Governor Burt &c^a. &c^a. &c^a. /Antigua."

1. In his first letter of 29 Dec., Clausen had urged Burt to send an agent to St. Croix and St. Thomas so as to dispel fictitious reports of American privateers operating in the Danish Virgin Islands. Governor Peter Clausen to Governor William Mathew Burt, 29 Dec. 1777. Ibid.

January 31

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Saturday Jan^y. 31st. 1778

In the House of Representatives. On the Petition of the Honb^{le}. William Seaver¹ Esq^r.

Resolved, That the said William Seaver Esq^r receive out of the Publick Treasury of this State Eight hundred forty One Pounds, Eight Shillings and four pence in full of his Account for building the Brigantine *Independence*² and furnishing her with Sundry Stores for two Cruizes.

In Council Read and Concurred.

Consented to by Fifteen of the Council.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records, 1777–1778), 277.

1. William Sever.

2. Massachusetts Navy brigantine *Independence*, built at Kingston in 1776.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston Jan^y 31st 1778

Order'd, That George Minot's Bill for Wharfage of Brig^t *Nants*¹ am^o^b to £6.. 8/. be paid.—

Voted, That Jon^a. Glover Esq^r be desir'd to procure a Master & Crew for the Brig^t *Favorite*.—²

Order'd, That the Ballance of Ebenezer Foster's Account for Sundry Iron Work for Brig^t *Massachusetts*³ £25.. 9/. be p'd

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), 192.

1. Massachusetts State trading brigantine *Nantes*.

2. Massachusetts State trading brigantine *Favorite*.

3. Massachusetts Navy brigantine *Massachusetts*.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOHN LAMBERT

War Office

Boston Jan^y 31st 1778

Sir

You being Commander of the arm'd Brig^a *Massachusetts*. Your orders are to proceed with the first fair wind on a Cruize from hence to the Coast of England Spain or Portugal,

In this Cruize you are to use your best exertions to Capture or destroy all Arm'd and other Vessells laden with British property

Should you meet with Fish or Lumber Vessells or Vessells from the Coast of Africa we advise your sending them to Martinico, consign'd to M^r Godfrey Hutchinson Merch^t and our Agent there. suitable Cargoes of Fish & Oyl you will send to Mess^{rs}. Gardoque & Sons Merch^{ts}. in Bilboa, Vessells with Mahogany Lignum Vita[*e*] & other dying Woods send either to Nantz or Bourdeaux if to Nantz consign them to Mess^{rs} Morris Pliarne Penet & Comp^y, if to Bourdeaux consign them to Mess^{rs} Raimbeaux & C^o.¹ our Correspondents in those Ports, all other prizes, that may be laden with provision, Cloathing Ammunition &c our orders are that you send them immediately to this or the nearest port on the Eastern Shore of this State, ordering all prize Masters to send immediate intelligence to this Board by Land and be careful with all Prizes to send the Papers by the Prize Master—

If on your Cruise you expend all your Men before you get on the Coast of Europe Then proceed back for this State. If not, Upon the European coast where you are at Liberty to touch at Nantes Burdeaux or Bilboa to Refitt if need be, Where you may apply to the Gentlemen before mention'd.—

If at Nantes, apply for what Goods you can bring home as P^r. Schedule if at Bourdeaux or Bilboa you should send in any prizes & should touch there then you are to desire the Gentlemen as above to advance as nigh the neet proceeds of the prizes as P^r. Schedule and, bring home with you, make all the dispatch you possibly can from any port you should put into, at the port you put in at If you take a Cargo in, on your homeward passage you are not to Cruize but make the best of your way home. if you should see any Sail and you judge you can take & Man her you may, but run no risk as you may have a Valuable Cargo on Board—

You will by all means send or bring in as many prisoners as you possibly can to the united States for the purpose of redeeming our suffering Seamen in the hands of the Enemy. Recommending to you the giving us all possible intelligence from Time [*to*] Time & we wish you a good Cruize & a safe Return.—& are Y^r Friends &c

By order the Board

Sam P^hs Savage Pres^t

War Office 31 January 1778.

The foregoing are Copy of my Orders which I promise to observe.

Jn^o: Lambert²

Mem^o. of Sundries to be Shipt on Board the Brig^a *Massachusetts* Captⁿ. Lambert
Viz^t.

50 Barrels Powder

1000 Blanketts 3 point

600 P^s. Linnen. $\frac{3}{4}$ fit for Soldiers Shirts

$\frac{1}{4}$ d^o. for Officers

cost 1/6 to 2/6 Sterl^g.

Lead to Ballast

2000 P^r. Soldiers Yarn Hose

2000 P^r. d^o. Shoes large & Strong if not large & strong
send none

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War), pp. 435–37. Addressed at top: “Captⁿ. John Lambert.”

1. The firm of Reculès de Basmarein & Raimboux, merchants at Bordeaux.

2. Lambert, formerly first lieutenant of the brigantine *Massachusetts*, was promoted to captain in the Massachusetts Navy on 15 Nov. 1777. *Massachusetts Soldiers and Sailors in the War of the Revolution*, 17 vols. (Boston: Wright & Potter Printing Co., State Printer, 1896–1908), 9: 443.

MASSACHUSETTS BOARD OF WAR TO GOVERNOR PATRICK HENRY

[*War Office, Boston, January 31, 1778*]

“We take the earliest opportunity to Acquaint you of the Arrival of a Prize Sloop¹ taken by Capt. Robert Herbert² in your Privateer Brigantine *Liberty*,³ the Circumstances of which as given in by the Prize Master Mr. Seth Cobb,⁴ are as follows, On the 5th of November the Sloop near the Rock of Lisbon on her Passage from Malaga to London laden with Lemmons and Raisins was Captur’d[,] the prize Man’d, keeping on board two persons belonging to her, and the Prize Master order’d to proceed to North Carolina, after keeping Company Two days with the Brigantine, was by a Gale of wind Seperated and after attempting to get to her Design’d port was forc’d by a Series of Misfortunes into Mount Desert,⁵ one of the most Eastern Ports of this State from whence he proceeded & with Difficulty got into a Town to the Eastward Call’d York, part of which time for Want of Suitable Provisions the people were obliged to eat Raisins for the Support of Life, not a Man [*on*] board Except the Master and Mate fit for duty and the Sails almost blown to Pieces, he there protested, and taking a Pilot on Board left that Port, Design’d for Boston, but was forced into Squam a back Port on Cape Ann where he had the Additional Misfortune to get on a Bar, which oblig’d him partly to unload his Vessel from whence the Master came to Boston by Land and apply’d to the Members of this Board for advice and assistance.”

Samuel Phips Savage

President of the War Office in Boston

Robert Armistead Stewart, *The History of Virginia’s Navy of the Revolution* (Richmond, Va.: Mitchell & Hotchkiss Printers, 1933), 47–48. The original letter has not been found. It was probably addressed to Gov. Patrick Henry or the Council of State of Virginia.

1. Sloop *Portland*, T. Bayley, master, 100 tons burthen. *Lloyd’s Register of Ships, 1777–1778*.

2. Capt. Thomas Herbert.

3. Virginia Navy brigantine *Liberty*.

4. See Captain John Carey to Captain John Lamb, 16 Jan., above.

5. Mount Desert Island, Me.

JOURNAL OF H.M.S. *UNICORN*, CAPTAIN JOHN FORD

January 1778
Saturday 31

Moor'd as before [*in Newport harbor*]
at 8 AM hove up and came to Sail, mod^e & hazey W^r:
Abreast the Lighthouse [*at Beaver Tail Point*]
PM fresh Breezes and thick hazey W^r: at 2 the West End of
Block Island NE dist: 2 Leagues, at 3 saw a Sloop to the SW,
gave Chace, fir'd several Guns with round and Grape at her, at
5 brought too the Chace, she proved to be a Sloop¹ from New
London bound to S^c: Cruz.² took the Crew on board Prisoners,
and put a petty Officer & 5 Men on board her to take Charge,
parted Comp^y: with the Prize and sent her to Newport,

D, UKLPR, Adm. 51/1017.

1. Sloop *Polly*, Thomas Gyon, master, owned by Thomas Gyon & Co., from New London to St. Croix, with provisions and lumber, taken on 31 Jan. off Block Island, sent into Newport. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 486. She was libelled on 25 Feb. in the Vice Admiralty Court of New York and condemned on 20 Mar. as a lawful prize of H.M.S. *Unicorn*. UKLPR, H.C.A. 49/94, fol. 38. Her master is given as Thomas Clark in her prize papers. UKLPR, H.C.A. 32/424/12.

2. St. Croix.

ROBERT MORRIS TO JOHN BROWN

Dear Sir

Manheim [*Pa.*] Jan^y 31st. 1778

I rec'd your favour by Cap^t Barry with its enclosures for which I thank you & herewith send a packet for Mess^{rs} Hewes & Smith¹ which I beg you will forward by their express and inform me first Conveyance whether the Committee send them any Money. I shou'd also if agreeable to the Committee be glad to see H & S.s letter to them which shall be Returned again if you send it to me

Congress last Fall gave 100 Blank Commissions for Privateers or Letters of Marque to the Commercial Committee to be sent abroad to their agents I beg you will put six of them under a Cover to M^r John Ross to the care of Mess^{rs} Sam^l & J. H. Delap in Bourdeaux & put that letter under a Cover to Cap^t Patrick Barry & send it to him at Mess^{rs} Hewes & Smith by their express. M^r Ross will have opportunity to make use of these Commissions agreeable to the designs of Congress and I have promised him they shoud be sent, your compliance will oblige D^r Sir Your Obed^t hble Serv^t.

Rob^t Morris

L, PHi, Dreer Collection (Signers of the Declaration of Independence). Addressed: "To/M^r John Brown/at/York Town." Docketed: "Manheim Jan^y 31. 1778/Hnble Robert Morris Esq^r". John Brown was secretary of the Continental Marine Committee.

1. Joseph Hewes and Robert Smith, merchants at Edenton, N.C.

JOURNAL OF H.M.S. *ST. ALBANS*, CAPTAIN RICHARD ONSLOW

January 1778
Saturday 31st.

Moored in Hampton Road Virginia
at 3 AM Came on board the Schooner¹ M^r: Athern fell from
on board the Schooner & was drown'd
Moored in Hampton Road Virginia
Moderate and hazy [*PM*] sent the Schooner and Pinnacle with
a Lieut^t in chace of a Sloop in the NE Q^r: at 5 returned y^c:
Arm'd Schooner & Pinnacle from chacing a Rebel Sloop after
setting fire to her.²

D, UklPR, Adm. 51/828.

1. *Dasher*.

2. Not identified on Howe's Prize List, 23 Apr. 1778, UklPR, Adm. 1/488, fol. 240-41. The schooner that appears in that list as having been captured by *St. Albans* on 31 Jan. was actually taken on 4 Feb. See Journal of H.M.S. *St. Albans*, Feb. 4, below.

JOURNAL OF MARINE CAPTAIN JOHN TREVETT

[*Sloop Providence, New Providence Is., Bahamas*
[1-31 January 1778]]

Now we are Agoing on a New Cruse¹ and a new Year Jan 1778 I have had A Long time to think of What I am A Going to undertake but I am Very well Satisfied that we Are in a Good Cause & we are fiting the Lords Battel and we are Getting under sail Runing Down from Georgetown the Next Day put to See Standing to the Southward the Next Day att Day Light Saw a Sail to the Eastward then Saw two More that Pruded to [*be*] British one Ship Brigg and Sloop tha [*t*] Gave Chase the Ship Ganed farst on us by 2 PM the Ship we Could Discover her Teair of Guns Night Come on And Dark we Haled Down All Sail & put our Lights out of Sight and in a Few hours we Could See her and She pased and When She Gott out of our Sight we Alterd our Corse and the Next Morning we Could See no Sail Att all now we had hove over a Board So Much of Our Wood and Started So Much Warter that we Concluded to Make All Sail for Abaco [*Island*] we had A Short Pasage to Abaco we Come to Anker and went to fixing A Scailing Lader in Tew Days Arfter [*26 Jan.*] we Stood over for New Providence we Sent Down our Top Mast and Top Sail Yard and Howsed our Guns and New providence in Sight [*27 Jan.*] we kept all our men out of Sight and About 12 Aclock att Night we Got a Brest of The Harbor and A Light are of Wind of [*f*] the Land I had now picked out my Lams better I Could never Wish All Smart but one was Lame he Says to Me I can not Run I Made him this Replia You are the Man I would Chuse we Sune Embarked on Board fifteen Men first as our Barge would Take no More and then twelve besides My Selve that Made 28 All; we Carred Nothing with us to Eat or Drink but filled our Pockets with Carteredges we Landed About A Mile from the Fort² we Got our Scailing Lader and All in order and I Recolected When I was with Comadore Hopkins I Recolected one of The Pickets was out and I thort itt would be faverabel I Left our Men and Went My self I found the Picket had never bene put in a New I went thru Near the Ambezears [*embrasures*] I heard talking in the fort Emeadety one of the Sentres Came to the Corner of the Fort and Hallowed All is well tha [*they*] Anserd att the Other End of the fort All is well The Ship³ Lay Near the foort all is well I Lay a few Minets as I Expected tha ware Walking Round I went back and we Came on with the Scailing Lader and Lay Down Near the fort untill tha Should Come Round Agan for I Expected Every Half [*h*]our tha would Cry out which we had bene but a Short Time before tha Came Round and Cry^d. All is well I Waited a Few Minets and then we Plased the Scailing Lader near one of the Ambazear & Went over Every Man followed I Gave Positive orders for No Man to fire a pistel as I new itt would A Larm the town As I was a Turning Round the Corner of the Barrucks I met one of the Sentres full Butt I Took Hold of His Coler and orderd him Rite into the first Barruck Door; he was much frighted and Said for God Sak What have I Dune the Next Man to Me fired a Pistel over My Sholders att the Man I had Hold of butt Did no Damege I Spoke a Sorft Werd and put Him into the Barruck and Examend him I found there was only one More Sentinel att the Other End of the foort I Sune put him in a Nother Barru[ck] And Examend them apart When I Gott into the fort I found Severel of the Eighteen

pounders Loaded and Matches Litt by them I Examend the Men we toock in the foort and tha Each of them Told one Storry I found About three Tons of Pooder and Tha informed Me that Govener Gambear^t had Sent into the Fort Every Arterkel Nesesery About thre Weeks before we paid them these Visit; I Asked these priseners the Reasion of Only Tew Sentres tha informed Me If tha had only time to fire one or Tew of them Guns in Less then Ten Minets tha would have fife [*five*] Hundred Men in the forte we Emeadety orderd one of the prisener to See What Cartreges ware filled Took A Lanton and Proseded to the Magazene of Pooder and finding Not So Many as I thort Nesesary Sett Tew Men a filling Carterg[*es*] now itt was Tew AClock in the Morning and we Kept up thare Custom Crieng out All is well Every Half our and the Jamaca Ship Anserd and a Nother Vesel up the Harber we Employed the Remainder of the Night in Placing Some of the Cannon on the Different Streets and on Ship Day Light now Appears we Sett our Thirteen Stripes A Flieng; and You Must Remember we ware Landed Without A Singel Bisket or any thing to Eatt or Dring that Gave Me Now Consern as we Had Tules to Work with in the fort The first Move I made was to Send a Flag not to the Govener or Commandig officer but I Sent itt to M^r James Gould A Merch^t and a Gentlemen formerly a Native of Newport Rhode island he Emeadely Came Down to the Fort I had the Scalen Leder Lanchéd out of one of the Ambezeairs he New Me Emeadely he Asked Me What our fleet Consisted of I made Yuse of Commadore Biddels fleet⁵ I informed him the Fleet was of[*f*] the Island Abbaco and I was Sent into See Some of My Old Frinds In a Tender and that we ware bound the North Side of Jamaca only Hearing Cap^t Henry Johnson was in Your haber & I Came to Waite on her and was Determend to take her of[*f*] and My orders from the Commadore was not to Molest or Disturb any Private Property onless war Like Stores; Then I informed My Frind Gould I had Tew Hundred Men and thirty officers and I had Plenty of Provison for the Men but I mus[*t*] have Breckfast Gott for My thirty Officers he Emeadely Said itt Should be Gott as Sune as Posab[*el*] he Emeadely Called on the Bakers and Stoped a Very Large Allowance of Bread & Down Came Butter Corfea and Every Arterkel we wanted and A Very Good Breck[*f*]as & Dubel Allownce Before our Breckfast Came; I sent M^r Mickel Molton⁶ fore Miles thru the Town to Take the Other Foort⁷ with Only Tew Men I Gave Perteckeler Orders and I new thare ware only 2 Sentres and to give them no Time to parle and to inform them that we had Posesion of Fort Nassau with Tew Hundred Men and thirty officers and Keep Posesion untill you herd from Me he succeded with out Any Diffculty The Next Afare or bizness was to Gett Posesion of the Ship She Mounted Sixteen Carrege Guns & was All most Redy for See She Lay withen Pistel Shot of the fort I Sent A Long Side A boat I Took from one of the Wharfs With fore Men and a Midship Man to Bring to the foort All the boarding pikes and Muskets Pistels &c the Cap^t Was Sick on Shore and the Second in Command Refused to Lett them Come on board I was All Redey to Settlet the Affair with them I Haled her with hard Langege & Some hard Names and tha Admitted them on board the Midship man Staid on Board & Sent thare Crew and Arms into the fort then Our Breckfast being Redy we Sett Down and Made A Very Harte Breckfast the Town in Grate Confusion and we Could See fife or 6 Legs att See and Could not See nothing of our Vesell Arfter Breckfast was Over M^r Gould Came Down and asked Me Wether we had had Sufficent I informed him we had I then Asked M^r Gould If thare was Any Turtel in the Corrls he Said thare was I Said I Should like A Turtel Cucked he Said itt Should be Done Accordingly the Lades Orderd thar Servents to Work and we had A Grand Turtel Diner that Day About 2 PM we Saw a Sail Standing for the Harber and a Nother Sail A Runing Down from Harber Island one was the Sloop

*Providence*⁸ and the Other was Cap^t Chambers⁹ in a Privateair of Sixteen Guns¹⁰ fitted out att Jamaca the Sloop *Providence* Gott Safe into the Harber About Tew Hours before Cap^t Chambers Gott Near the Barr I had informaiton of Cap^t Chambers being Looked for I informed Cap^t Rathbun [J] New [who] the Privater was we Concluded to Hall Down All our Cullers I Likewise Halled our flagg Down att the fort but the Devel was in the Men Wemen and Children for the Hills being Coverd Men a Waven Hatts wemen the Aprons and She Runnin in for the Bar and att Last tha Gott A bouthe out Side of the Harber and She Roing hard for her and Waving thare Hatts She bore A Way and Going out Side I Run our Flagg up and Gave her thre Eighteen Pound Shot one of the 18 pound Shot went into her Main Beame And never hert a Man She went Round the Island an Came in A Nother way and Came to Anker in Sight of us . . . I Fore Saw I Could Give M^r Molton Now Asistance att the other fort as itt was fore Miles from us I Sent a Mesage to him to Spike all the Guns & brake All the Ramers & Spunges and heve All the Powder in the Sea So as to Discomode them All he Could and Return Emeadetly to our foort Which he Did Compleat; and Arived with All His forse A Littel before Dark his fors[e] was Tew Men and himself; You Must Remember before our Sloop Got to our Asistance All this was Dune And A Good Diner of Turtel Reserved for them and then our Sloops Crew ware Qualitey that Day for the[y] Dined att 7 Aclock in the Evening Arfter Dining I may Say Sup[p]er; Cap^t Rathbun had the Sloop Morred Abrest of the Town & Springs on her Cabel and likewise the Ship So that we ware All in good Order; Arfter M^r Molton had Distroed All the Amanition and Spiked the Guns att the Other fort Cap^t Cham[b]ars Came by that fort and Ankerd About Gun Shot from us and thare he Now lays Now itt 9 Aclock in the Evening and as for our parts we are Very Eazea but the inhabitens in Grate Consternaton Moving thare Effects out of the Town and the Culerd people Very Riatus Are I May Say Culerd people for tha are of All Cullers from Cole Black to White—So Ends this first 24 Hours—

[28 Jan.] This 24 Hours begans with Pleasent wether All Hands on board The Vesels bizea in Getting the Ship *Marry* formely Commed by Cap^t Henry Johnson Redey for Sea and Lixwise A Brigg¹¹ with A large Quantity of Indego and other Valuabel Goods on board This Brigg M^r Danel Beairs¹² o[u]r therd Lieu^t is to take the Command; The Town of New Providence in Grate Confusion Many of them Moving back thare Valuable Goods Grate Numers of All Cullers onder Arms Round the Goveners House & All the Hills Round is aLive with thare Guns &c Glisening itt Gives Me but A Very Littel uneziness for I Have now in the foort Twenty fife Men with My Self and All in Good Sperits as Many of them is Very U[r]gent for Me to fire on What tha Call Black Berds; but I think I Know What Ground I Stand on and If I Can do without I am Determend in My one Mind not to Shed Blude . . . this Morning Came withen Half a Pistel Shot of the fort Some of thare Culerd Trupes one of them Holloweng to Some Near att Hand Seing me on the Walls of the fort Says thare is that Dam Buckener Come Again that Carred Away Govener Brown¹³ I paid no Attention to no Such Small Affairs . . . Sune Affter the Colecter M^r Hunt and Tew Gentlemen Came Down Near the fort I Purseved tha would wich to Speak to Me I orderd our Scalling Lader Lanchd over the Wals of the fort and went out to Meait them I found that Govener Gambeair had Sent Down M^r Hunt Colecter of the Custum House and these Tew Gentlemen to Enquir of Me What our Intenshons Ware I informed him that Commadore Biddel had Gave orders to Cap^t Rathbun to take fort Nassau and All Armed Vesels and All Ameri[c]an Properte we Could find in the Harber of New providence and Likewise to hold Sacred All Privet Property Which I meain to Comply witt and the Govener May Rest Ashured that He may Give himself and his frinds My werd

an[*d*] oner as An American that His person & All the inhabitens I Shall Protect but that I under Stood that Cap^t Chambers' Agent had the Sailes and Some Small Regen in his Store near his House and I want them Sent Down under the fort—and Likewise I hear the Agent Commands a parte of these Men that are under Arms on the hiles . . . I wated About one Hour and herd Nothing more from the Govener. . . then I Informed M^r Mickel Molton that I would have the Scailing Lader Lanshed of[*f*] the Walls of the fort and Go up Amongst the Rabel as I have inform^d You thare was All Cullers and tha ware All in Sight of the fort and If he Saw any Confushon Amung them to not Mind Me but to give them Tew or thre Eighteen pounders as we had them Redy Loaded with Grave and Langrege Shot I Gave My self one hour to go to them we Lanced the Lader and I took My Hanger¹⁴ in My Hand as a Walking Starf and then Seet out I had Walked but a Few Steps before I came Across Collector Hunt he Asked Me Whare Bound I informed him he Says If itt is a Greabel to You I will go with You I anserd itt was Very Agreabel he says itt is All in Your Way to Stop Att the Agents Hou[*se*] first I informed him What orders I had Left att the fort and I had but a Short time to Spend he Anserd itt would take but a Few Minets Accordingly we Sune Went to the Agents House and the Lady Sune Made her Apperence and Semed not a very well Pleased I Asked her Whare her Husban was She Sune Informed Me he was on the Hills and had not bene att Home Since we had taken the fort M^r Hunt Asked Me to Sett Down and handed Me a Chair I Said I had no time to Sett the Lady Did not Seme to be Pleased I inform^d her I was Agong to See him and would or May Come home When he Pleased for I would Protect him and his Property M^r Hunt Says to her Whare is Your Bottels of Wine A Serv^t Sune Brought them She Did not take any M^r Hunt & My Self Took a Glass Each and then Proseded up the Heall I Sune Saw this Gentlemen I informed him What I came for he Redely Complied and Dezired M^r Hunt to Walk with Me and Dezire His Wife to Send All the Sailes & Regeing Down by her Servents which was Dune Now Every Arterkel that was Neseserry for the Tew American Scuners¹⁵ was Gott them I then Informed the Cap^t tha had but a Few hours to gett Redy as our Ship & Brigg would be Redey by the Next Night and tha most Luse no time and If tha Wanted any Arterkel that was to be had att New Providence My C^t was Good as Long as I had the Command of the fort . . . I should not have Made them that offer If itt had not bene for a Refege Vesel Lay thare from George [*Georgia*] with a Valuabel Cargo of Goods & Provishens and we had put A Man on Board to Take Charge of Her and the Man or Merch[*ant*] that oned her Asked Me that Day What Cap^t Rathbun was A Going to Do with Her I anserd him I Could not Say he then informed Me and Shew Me that the Onerabel Congress had Given Liberte to All that ware A Mind to Leve the united States that tha may Go I new All this; he Emeadely offerd me Any Servis that Lay in his Po[*w*]or att the Same time Inform^d Me he had Plenty of Provison If I wanted I Should be Wellcome I Gave for Anser we had Riche oners and we Wanted for Nothing we Did not Alltho we Kept A Man on board we Did not Entend bringing her of[*f*]—This 24 Hours Ends Pesabel—and Pesabel—

[29 Jan.] Now Day Light Appears and A Plesent Morning; Cap^t Rathbun Came Ashore and Came to the fort and Informs Me tha will be All Redey for Sea the next Morning and that we Should Want thre Pilots one for the Ship one for the Brigg and one for the Sloop and the Scuners would be in Redeness to follow the Ship as itt is a Bard Harber we concluded on one Way to Procure the Pilots and Expected itt would Make a Bone of Contenshon betwixt the Whig & Torre parte[*s*] that was I have About 25 Casks of Rice belonging to Cap^t Chambers & his Crew in the fort have them Turnd

out under our Muskets and have A Vandue I have a man in My Eye I will Gett to be thare and to Give Me a hint Hew the Pilots are; You have Your Barge Mand and Armd on the opersit Side from the Shore So as the Inhabitents Should not Discover Any of our Prosedings And I will have All but Tew Casks Rold out them I want to Give to the Tew Men that we have Prisoners in the fort as tha have famelys and are Poor; Cap^t Rathbun Agreed to All this; the Next thing was When I Had My Vandue itt was to be Early Next Morning and When I had Gott My Pilots Marked out I was to take My Hatt of[f] & Screch My head that was the Signel, the Next Morning Twenty three Casks ware Rold out before Sun Rise A Short Time After Sun Rise I had our Drumer with his Drum I orderd him to beat with Me as I was A Going to Market Squair Whare most of the Gentlemen Resorted and A grate Number Gott Round Me to heair What I had to Say I informd them I was well Convinsed of Brerd [*bread*] Kind being Very Scase and I had A number of Casks of Rice Rold out from the fort that I would Sell them Very Cheap and If tha would not Purshhes them I would have them Started in the Sea & I Should have My Vandue att 8 Aclock I then Returned with my Drumer and Sent him into the fort itt was not Long before A number of Men and Boys Came Round I had thre Casks headed up and one head of Each Noked in then I Adresed My self to the Children to Run and Gett Some Baggs or Baskets and I would Give them What Rice tha wanted I told them to tell thare Mothers itt was Banyon Day¹⁶ and tha must have Rise Pudden and Butter; I Kept Laughing and Talking with them the Same as If tha had bene Pertickeler Acquainted thare was Boys & Black Girls Came Plenty of them tha Sune went of[f] with the thre Casks Rice; All this time My frind was a fixing on the Best Pilots I Sune Gott the Marks & Numbers of them I Gos up to one of them in Some Movement I Says What Price will itt best to fix I intend tha Shall go Sune and Vere Cheap I Pules of[f] My Hatt and began to Scrash as If I had Some Crepers thare I Luked a one Side now our Barge was Making for the Shore as Sune as She Struck the officer Steped out I Pecked out My thre Pilots and informed them and Gave them My Werd an[d] oner that as Sune as tha Carred the Vesels over the Bar I would have them Landed; one and All Declared tha ware not Pilots I order them Emeadelly in the Barge and Opened a Book of Hard Names upon one and All the Pilots tha Carred All over Safe I must Remind You the Arfternune before we Sailed I Dined with My Frind Gould I had not Sett Down att Tabel Long before one of the Lades A Loockeng out of the Winder Saw a Man Runing for thare House I Steped up and Mett him on the Peazer [*piazza*] He Inform^d. Me Cap^t Chamber[s] was A Landing His Men I Sent him Back to the Fort and Sune followed him I had Spys All Round I Come a thort one Sune Arfter he informed Me tha had Gott Some Peses of Cannon on the Goveners Hill and that Night tha ware Determined to Attack us I told My Good Frinds tha would have a hard time of itt If tha Did for I Should not Mind fore Times thare force I new All this Stoff I Said; would Sune be herd by them this Cap^t Chambers I was Entemetly Acquainted with Him in the Bay of Hondorus not Long Arfter this the Sun being About 2 Hours Hie frind Gould Came Neair the fort and his Famely Going over to Hog island I went out of the fort And Smilingly Said I Hope You are not Afraid No I am not Affraid but I Do not Expect to See You Any More for tha have All the Privaters Crew att the Goveners House and Makeing Every Preparation to Attack You to Night; for tha have Discoverd Your Strength; and If I thort as he Expresed him self that You had nothing Butt that Dam^d. Bumboat I would fight Aganst You My self I Smiled and told him itt Gave Me no Consern but If he Came over to Morrow Morning he would find Me in the fort we parted and he went to Hog island but You Must Remember I never invit-

ed no one to Come into the fort but I Kept them out untill I was Redey to Leve the Place Arfter My Frind Gould Left Me I Returned And went into the fort. I Asked one Jack Scranton¹⁷ a Rhode island Young Man that was the Spryes Man I had into the fort wether he Could Shin itt up to the head of the Top Mast So Spoke a herd Word and Sad Yes then I told him to Gett a hamer and Nails Redey untill I prepared A Flagg and Sent one Cap^t Tower of New London with itt I Did not Right but a few Lines to the Govener informing him that the Men ware Very Numerus on the Hills and Made An apperance Horstile and undfrindly and If tha Should not Disperse in 15 Minets arfter the Flag Returns to the fort I Shall be Gin to Cananade the Town and he May Rely on itt that I will Give no Quarter nor take none att this time of his Receiving this Billet Jack Scranton had Gott up the Top Mast head and was Nailing our flagg All in Sight and Within hearing the Flag Sune Returnd from the Govener and in Less than Twenty Minets Scarsly A Man to be Seen on the hills Att Sunsett and the Evening Vere Still and Quairt this Night All Hands Employed Getting All the Poder and Cartreges out of the fort onboard our Sloop and then began to Spike our Guns & Breeck all the Ladels Spunges and Destroing Every Warlicke utensil [30 Jan.] by Day Light we ware All Redy to Embark I must inform You that this is the S[e]cond time of My being att the Taken of New Providence and that thare never was A Dollor Taken from Any of the Inhabitens but this one Arterkel that is to Say M^r Duncam Mercht Att New Providenc had fore Hundred Waite of Powder As I was Inform^d. by one of My Frinds I Sent a Billet to him and Demand[ed] Eitt and that was All the Properte I ever herd of Being Taken from them . . . About ten Aclock this Day All our Peopl was out of the foort only My Self and that was no More then the Boat Could Take of[f] I had the Tew Prisners in the fort Confind So as tha Should Give no Information untill we Got of[f] to the Sloop *Providence* we took our Scailing Leader with us & Toed itt part of the way and then Lett itt Go A Drift All our Vesels over the Bar but our Sloop and She had her Mansel [*mainsail*] up and our Anker Short a peke for Tew hours before I Could Gett all in Rediness About ten Minets before I Gott into the Barge A Gentlemen Came with A Mesage to Me from Cap^t Chambers that Comanded the British Privatear as he was Near Att Hand Att Mrss Bunches Tarvern with an invitaiton to Drink one Glass of Punch before I went on board Att the Same time Swaring that no one Should Hert Me and Profesed A Great Del of Frenship; not old Anuf or a Yanke Yett. I Sent by this Gentlemen Like Man an Anser to Cap^t Chambers If he would Come over the Bar and take the Sloop *Providence* then I would take Some Punch with Him . . . but I new I had Left a bone of Contention betxxit the Whigs & Tore[s] So Caled for the 20 ord Casks Rice I Turnd out to Trap My Pilots Arfter I Had them that was All the Vandue I wanted; then I Made out Bills Some one Cask and Some Tew and Sold itt without Money or Price to the Whig Parte and made them take them Away before I Left the fort I anserd Every Point I Could wish for the Very Time we Got under way to Come over the Bar the Privatear Did the Same And Anchored Whare we Left and went on Shore tha Goot All by the Ears a fiting with Each other and Confined M^r Gould and Some Others we are over the Bar now and have Anserd Every Perpose I Could wish no Blood being Spilt the Ship Brigg & Tew Scuners a Leg a head Standing for Abaco we Released About thirty Ameri[c]ans that was thare Priseners Abaco or the Hole in the Rock in Sight. arfter I had Dined this Day Cap^t Rathbun and Lieu^t Vezea¹⁸ Dezired Me to Lay Down to Gett A Littel Rest as not one of our Men nor My Self Had any Sleep from the time we Landed untill now for When we Releved Gards we took them from ond part of the fort and put them on duty att A nother So as to Deceve the inhabitens and Make them think we had a grate Number

of Men in the fort the Most men I Ever had in the fort from the first to the Last was Twenty Eight besides My Self
 Now itt is Allmost Sun Sett Cap^t Rathbun and the Liu^t thinking I was a Sleep was in the Cabin & talking with Each Other I all this time was a Lising to hear What tha had to Say I found in a Short time tha ware ordering a Signull to be Hove out for our Ship¹⁹ to Bare Down to us and to take Lieu^t George House²⁰ out of Her and put Me in his Plase I then Turn out of My Cabin and Interfere^d in this and Said I had bene Acquainted with Lieu^t [*House*] Since the first of the War and A better officer tha was not in the Service Lieu^t House was Sune on board the Sloop And Side[d] in with Cap^t Rathbun and our other Liu^t So I finerly went on board and I had one half of our Sloops Crew Amounting to thirty Men I had not Got on Board the Ship But for we saw a Ship Bearing Down on us I Got on Board the Ship and then we parted the Ship Standing for the Sloop we Allterd our Course in the Ship and the Next Morning [*31 Jan.*] we Gott by Abaco and See no More of Ship Nor Sloop and now we Makeing the Best of our way for Block Island I had the Log book Kept in the Same Maner as If Cap^t Henry Johnson had the Command bound for New York this I had Dune in Case I had Come Acrors any British Cruser and I Did not intend to Run out of My Way from Any Ship;

Journal, RNHi, John Trevett Papers, No. 44–18. John Trevett was born in 1747 at Newport, Rhode Island, and died there in 1823. There are two versions of Trevett's Journal in his hand, namely No. 44–16 and No. 44–18. No. 44–18 appears to be the original version, written in an earlier hand and in the Rhode Island vernacular, covering the period 1776–82. No. 44–16 is a more polished and corrected copy of No. 44–18, covers the period 1775–82 and appears to have been written later, ca. 1795. There is a third version in a different hand and attributed to his son, Eleazar. The No. 44–16 version of the Journal was printed incompletely as "The Journal of John Trevett, U.S.N., 1774–1782" in *The Rhode Island Historical Magazine*, vol. 6 (July 1885–Apr. 1886); vol. 7 (July 1886–Jan. 1887). Charles R. Smith prints the original version of the Journal and a short biography of Trevett in his *Marines in The Revolution* (Washington, D.C.: U.S. Government Printing Office, 1975), pp. 325–42, 472–73.

1. Continental Navy sloop *Providence*, Capt. John Peck Rathbun, commander.
2. Fort Nassau.
3. Jamaica letter of marque ship *Mary*, Henry Johnson, master.
4. Lt. Gov. John Gambier.
5. Capt. Nicholas Biddle, who was forming a squadron at Charleston, including the Continental Navy frigate *Randolph* and four South Carolina Navy ships and letters of marque.
6. Lt. Michael Moulton, Continental Marines.
7. Fort Montagu.
8. Continental Navy sloop *Providence*.
9. Capt. William Chambers.
10. Jamaica letter of marque sloop *Gayton*.
11. Sloop *Washington*.
12. Lt. Daniel Bears, second lieutenant of Continental Navy sloop *Providence*.
13. Gov. Montfort Browne.
14. A short naval sword.
15. Sloop *Tryal* and an unidentified sloop.
16. Banyan Day is a day when no meat is issued to the crew of a ship.
17. Midn. John Scranton, Continental Navy.
18. Lt. Joseph Vesey, first lieutenant of the Continental Navy sloop *Providence*.
19. Ship *Mary*.
20. Lt. George House, acting third lieutenant of Continental Navy sloop *Providence*, who had been appointed a lieutenant on the Continental Navy brig *Hampden* in August 1776.

GOVERNOR JOHN DALLING TO GOVERNOR COMTE D'ARGOUT

Copy
 Sir

Jamaica 31st January 1778

I had the honor of your Excellency's dispatch of the 16th. Instant, by the Chevalier de Cuverville,¹ to whom I shall, with pleasure, render every kind of civility.

The nature of your Excellency's complaints against the person commanding the Tender, called the *Snail*,² relative to the Commission granted by Captain Garnier,³ and the Vexations your Vessels have received from him, made it necessary for me to lay your letter before the Admiral, he has informed me that you have written in terms exactly corresponding with those addressed to me, and that you will receive his Answer by a Ship of War, which he intends to send to you expressly for that purpose.

The impediments given to your Commerce, I am afraid considering the Times, and the Cloak so kindly lent to that of our Rebels, must occasion some little stoppage, now and then, to the fair Trader: but what are your disquietudes, and Vexations, to our real Captures and plunderings, to the ruin of many a wretched family by nominal Rebel Privateers? How have our Coasts throughout the whole West India Islands been infested by such piratical Interlopers? manned, not with our European Subjects, not with those Rebels who were our Subjects, but totally with French Men, French Negroes and French Molattoes; not fitted out in rebel Ports, but in French ones, not by American Rebels, but by French Merchants. I dare say, your Excellency will readily join with me in thinking, as there cannot be acts of higher Piracy than some of the abovementioned that it would have been justifiable, nay, that it would have been absolutely right, (as to both Nations) that these people should have been delivered over to the severity of our Laws and suffered the punishment due to such heinous crimes.—

I will again be proper to acquaint your Excellency, that the command of the Admiral here is totally distinct and separate from that of the King's Governor in whatever concerns the Ships of War, or the conduct of the Officers under him, and therefore I must wholly refer you to his Answer. Your Excellency's Astonishment will cease when I assure you, that I have not received the dispatch of the 15th of December mentioned in your Letter, it is an Affair entirely unknown to me, and it would only have been doing me Justice, as no notice had been taken of it, to have supposed it must have miscarried. The *Squirrel* sailed on Wednesday the 6th of November 1776, the *Maidstone* on Wednesday the 31st of March 1777. They sailed then from hence for Europe, and have never since returned into these Seas.

Your Excellency has been pleased to say, "enfin je le previens pour le dernier fois, que sa reponse determinera bien decisement la conduite que je' dois tenir pour r primer et arreter les vexations continuelles que'prouvent sur nos cotes nos Cabateurs &c."—These are words perhaps rather implying more than your Excellency can mean. Your Character for Humanity, and good Sense, seems to stand too fair to let small Evils light up in your mind that which may be productive of the most horrid of all Ills, a general War.

I do assure your Excellency, that no one can be more solicitous to preserve the Union now subsisting, or promote the continuance of it than I am, and it is my earnest Wish that you should have the fullest conception of the high Esteem and Regard with which I am Sir [&c.]

(signed) John Dalling

Copy, UKLPR, C.O. 137/73, fols. 114–15. Addressed below close: "To His Excellency/The Governor of/S^t Domingo." Docketed: "Copy of Governor Dalling's/Answer of 31st Jan^y 1778/to Count D'Argout's Letter/of 16th Jan^y 1778./In Gov^r Dalling's (N^o 15) of/12th Feb^y 1778./(1)." Enclosure no. 1 in Governor John Dalling to Lord George Germain, 12 Feb., below.

1. Capitaine de vaisseau Louis Cavelier de Cuverville, commanding the French frigate *Inconstante*.
2. Sloop tender of H.M. frigate *Southampton*, Capt. William Garnier, commanding.
3. See Captain William Garnier to William Richardson, 1 Jan., above.

JOURNAL OF H.M. SLOOP *CERES*, COMMANDER JAMES R. DACRES

Jan^y: 1778
Saturday 31

St^e eustatia Bore NW & by N 3 or 4 Leagues
at 7 A.M Came to Anchor in eustatia Road wth. the Best
Bower in 11 fath^m. water Veer'd away to Half a Cable
found riding here the *Rattlesnake* Privateer Belonging to
America¹ [S]ent the pinnace on shore wth. an Officer to the
Governor for [Inte]lligence at 11 Weigh'd & Came to sail
under Single Reeft Topsails the *Rattlesnake* riding in the
road²

St. eustacia N & By W Dist^{ce}. 2 or 3 Leagues
These 24 Hours Strong Gales with squalls of Rain

D, UklPR, Adm. 51/4141, part 8, fol. 191. The journal was kept by Lt. David Lockwood.

1. Pennsylvania privateer ship *Rattlesnake*, David McCulloch, commander, mounting 18 nine-pounders. See *NDAR* 10: 373, 462, 463, 732, 733n, 737, 738n, 748, 810.

2. For another account of this encounter, see *The New-York Gazette: and the Weekly Mercury*, 30 Mar., below.

WILLIAM AND GODFREY HUTCHINSON TO THE PRESIDENT OF THE
MASSACHUSETTS BOARD OF WAR

(Duplicate)
Sir

St^e Pierre M/que Jan^y: 31st. 1778.
(Original by Davis & Dupl^a Capt Hill.

We have Already had the pleasure of writing you by this Conveyance, and are now Sorry to Acqu^t you that we have rec'd Acco^{ts}. of one of the fish Vessells mention'd in our last being retaken, & carried into Dominica, & the other we fear has met with the same fate, as She does not yet Appear. You will please for the future to Order all Captains in the Service who may send any Prize Vessells to our Add^s. to take all the People out belonging to them & put in the Same Number of their own, each Person answering to the Names Agreeable to the Shipping Paper. Several Vessells have passed British Ships by this method. You will Likewise furnish them with Blank Clearances, to be filled of as they are coming into this Port, as Vessells from America.

As this Avoids any Difficulties arriseing, & is a great Advantage, in regard to the Duty's & Prevents any Advantages being taken from the Vessell being known to be a Prize, in w^{ch}. Case Government Obliges them to an Immediate Sale. they will at the same time in the Clearan^e they fill up pay Attention to that part of G H Letter

Carey,¹ in regard to mention^s but one half the Quantity of Fish on Board; As this Vessell is just Geting under way; we Conclude, with tender of our best Services on every Occasion & are with Respect Sir [&c.]

W^m. & G Hutchinson

L, M-Ar, Mass. Archives Collection, vol. 205 (2d ser., Revolution Letters, 1775-1783), 285-85a. Addressed below close: "The Hon^{ble}. Samuel Phillips Savage Esq^r/President of the Honble Board of War./Boston."

1. Capt. John Carey, commanding Massachusetts Navy sloop *Republic*.

February

PROPOSED ACT FOR THE BETTER REGULATION OF THE
CONNECTICUT STATE NAVY

[Hartford, February 1778]

We your Honors Committee appointed to take into Consideration what measures ought to be come into for the better regulation and Government of the Navy or Vessels of Force fitted out by this State, and the Officers marines and Mariners employ^d on board of Said Vessels—

Take leave to Report That in the Opinion of this Committee The following Bill be passed into an Act of this Assembly viz An Act for the better regulation of the Navy, being Vessels of War belonging to this State

Be it Enacted by the Governor Council & Representatives in General Court Assembled and by the Authority of the Same; That

1 The Commanders of all Ships & Vessels of war belonging to this State are Strictly required to Shew in them Selves a good example of Honour & vertue to their under Officers & men, and to be very Vigilant in Inspecting the behaviour of all Such as are under them, and to discountenance & Suppress all dissolute immoral & disorderly practices, and all Such as are Contrary to the Rules of discipline & Obedience, & to Correct those who are guilty of the Same, according to the rules & usages in Such Cases.

2 The Commanders of Ships where there is a Chaplain are to take Care that divine Service be daily performed, morning & evening & a Sermon preached on Sundays unless bad weather or other extraordinary Accident prevent.

3 If any person Shall be heard to Swear, Curse or blaspheme the name of God, the Commander is Strictly enjoind to punish them for every Offence, by Causing them to wear a wooden Collar or some other Shamefull badge of distinction for so long time as he Shall Judge proper

4 He who is guilty of Drunkenness, if a Seaman shall be put in Irons until he is Sober, but if an Officer he shall forfeit two days pay

5 no Commander of any Ship or Vessel Shall inflict any punishment upon a Seaman beyond Twelve lashes upon his naked back, with a Suitable whip, without the Sentence of a Court martial, but if the offence require it he may apply for a Court martial & in the mean time confine the Offender

6 The Commander of any Ship or vessel is never by his own authority to discharge a Commission or warrant Officer nor to punish or Strike him but he may Suspend or Confine them for offences until a Court martial can be holden for the Trial of their offence

7 The Officer who Commands, by accident of the Captain or Commander's absence (:unless he be absent for a time by leave:) Shall not order any Correction, but Confinement, and upon the Captain's return on board, he shall then give an Account of his reasons for so doing.

8. The Captain is to cause the Articles of War to be hung up in some public place of the Ship and read to the Ships Company once a month.

9 The Sea Men Shall, at their request be furnished with Slops that are necessary, by the Captain or purser who Shall keep an Account of the Same.

10 The Capt before he sails on a Cruize Shall make return & leave with the Governor or Commander in Chief of this State, or Such other person or persons as Shall be appointed for that purpose a Compleat list of all the Officers and men with the time and terms of their inlistment & entering: and during his Cruize Shall keep a true account of the desertion or Death of any of them: and of the entering of others, and after his Cruize and before any of them are paid off, he Shall make return of a Compleat list of the Same, including those who Shall remain on board his Ship, together with an account of the Slops & necessary articles deliver^d out to each man, which ought to be deducted out of their pay.

11 The Captain is to take care when any inferiour officer or Voluntier Seaman are turned over into the Ship under his Command, from any other Ship, not to rate them on the Ships books in a worse quallity, or a lower degree or Station than they served in the Ship they were removed from, & for his guidance, he is to demand from the Commander of the Ship from which they are turned Over, a list under his hand of their names and qualities.

12 Any officer Se[a]man or others, intituled to wages or prize money, may have the Same paid to his Assignee or Agent provided the Assignment or power of Agency be Attested by the Captain or Commander the Master or purser of the Ship or any Assistant or Justice of the peace.

13 The Captain is to discourage the Seamen of his Ship from selling any part of their wages and Shares, and never to attest a Letter of Attorney of any Seaman until he is fully Satisfied that the Same is not granted in Consideration of money given for purchase of his Shares or Wages when any inferior Officer or Seaman dies, the Captain is forthwith to make out a Ticket for the time of his Service & return the Same to the Governor or Commander in Chief of this State or other persons for that purpose appointed in order that the wages may be paid to the Executors or Administrators of the deceas^d

14 A convenient place shall be set apart for Sick or hurt men to which they are to be removed with their hammocks & bedding when the Surgeon shall advise the Same to be necessary and Some of the Crew shall be appointed to attend & serve them & keep the place Clean.

15 It is left to the discretion of the Commander to Shorten the allowance of provisions when absolute necessity Shall require it, taking care that the men be punctually paid for the Same.

16 The Captain Shall frequently Order the proper Officer to Inspect into the Condition of the provisions of all kinds on board & take all due & necessary care to preserve the same good wholesome & fit for use.

17 The Captain or purser Shall Secure the Cloathing, bedding, & all other Articles & things of such persons as Shall die or be killed, with a true Inventory thereof, to be deliver^d to their Executors or Administrators

18 All papers, Charter parties bills of lading passports and other writings whatsoever, found on board any Ship or Ships, which Shall be taken Shall be carefully preserved and the Originals sent to the Courts of Justice for Maratime affairs; and if any person or persons Shall willfully or negligently Destroy or Suffer to be destroy^d or willingly Conceal^d from the proper Officer any Such paper or papers he or they So offending Shall forfeit their Share of Such prize or prizes and Suffer

Such other punishments as the Offence Shall deserve by the Judgment of a Court martial.

19 When in Sight of the Ship or Ships of the Enemies & at Such other times as may make it appear necessary to prepare for an Action or engagement the Captain Shall Order all things in his Ship in proper posture for fight & Shall in his own person & according to his duty heart on & encourage the Inferiour Officers & men to fight Courageously & not to behave themselves feintly or cry for quarters on pain of Such punishment as the Offence Shall appear to deserve for his neglect.

20 Any Captain or other Officer, mariner or others, who Shall basely desert their duty or Station in the Ship or run away while the Enemy is in Sight or in time of Action, or Shall entice others so to do: Shall Suffer Death: or Such other punishment as a Court martial Shall inflict.

21 Any Officer Seaman, or marine who Shall begin, excite, cause or Join in any mutiny or Sedition in the Ship to which he belongs on any pretence whatever, Shall Suffer death, or Such other punishment as a Court Martial Shall direct. any person in or belonging to the Ship, who Shall utter any words of Sedition or mutiny, or endeavour to make any mutinous Assembly on any pretence whatever Shall Suffer Such punishment as a Court Martial Shall inflict.

22 None Shall presume to quarrel with, or Strike his Superior on pain of Such punishment as a Court Martial Shall order to be inflicted.

23 If any person Shall apprehend he has Just cause of Complaint, he Shall quietly and decently make the Same known to his Superior Officer or to the Captain as the case may Require, who Shall take care that Justice be done him.

24 There Shall be no quarreling or fighting between Shipmates on board any Ship nor Shall there be used any reproachfull or provoking Speeches tending to make quarrels & disturbances on pain of Imprisonment and Such other punishment as a Court martial Shall think proper to inflict.

25 If any person Shall Sleep upon his watch or negligently perform his duty, which Shall be enjoined him to do, or forsake his Station, he Shall Suffer such punishment as a Court martial Shall Judge proper to inflict according to the nature of his Offence.

26 All murder Shall be punished with Death.

27 All Robbery and Theft Shall be punished at the discretion of a Court martial.

28 Any master at Arms, who Shall refuse to receive Such prisoner or prisoners as Shall be Committed to his Charge, or having receiv^d them Shall Suffer him or them to escape, or dismiss them without orders for so doing, Shall Suffer in his or their Stead, as a Court Martial Shall order & direct.

29 The Captain, Officers, & others, Shall use their utmost endeavours, to detect, apprehend, & bring to punishment all offenders and Shall at all times readily assist the officers, appointed for that purpose, in discharge of their duty, on pains of being proceeded against and punish^d at discretion.

30 All other faults, disorders, and Misdemeanours which Shall be Committed on board any Ship, which are not herein mentioned Shall be punished according to the laws usages & Customs in Such Cases at Sea.

31 That his Excellency the Governor or Commander in Chief of this State for the Time being be & he is Hereby fully Impowered to appoint a Court martial

for the Trial of all Cappital Crimes Committed at Sea on board any of the vessels of war belonging to This State; which Court martial Shall Consist of nine members at Least & as many of them as may be obtain^d. without delay Shall consist of Officers belonging to the Navy of this State.

32 That in Cases not Cappital the Commander or Captain of any Ship or Vessel may appoint a Court Martial which Shall Consist of at least One Captain one Lieutenant with One Lieutenant of marines if there shall be Such officer of the marines then present, & the Eldest Captain Shall preside when more are appointed—

All Sea Officers of the Same denomination Shall take rank of the Officers of marines.

33 That in all Cases when the nature of the Case Shall require His Excellency the Governor or Commander in Chief of this State is Impowered to appoint a Court martial for the Trial of offences not Cappital, Committed at Sea, on board any vessels of war belonging to this State Every member of a Court Martial Shall Take the following oath viz. You Swear that you will well & truly try and impartially determine the Cause of the prisoner now to be tried according to the Rules & regulations of the Navy of the State of Connecticut, so help you God. which Oath Shall be administered by the president, to the other members, & the president Shall himself be Sworn by the officer in such Court next in Rank.

34 All witnesses before they may be admitted to give Evidence Shall take the following Oath viz.

You Swear the Evidence you Shall give in the Cause now in hearing Shall be the truth the whole truth and nothing but the truth, So help you God

35 And it shall be the duty of the president of every Court martial to transmit to the Governor or Commander in Chief of this State every sentence, which Shall be given with a Summary of the evidence and proceedings thereon by the first Opportunity, and the Sentence of a Court martial for any Capital Offence, Shall not be put in execution until it be laid before the Governor or Commander in Chief of this State, who Shall have power to Confirm Such Sentence or respit and reprieve the Offender under Such Sentence until the next Session of the General Assembly.

36 The Captain or Commander of any Ship or vessel Shall receive & obey all such Orders & Instructions as Shall be given him from time to time by his Excellency the Governor and his Committee of Safety or Such other persons as Shall be appointed for that purpose

37 There Shall be allowed to each man Serving on board the Vessels of Force belonging to this State a daily proportion of provisions according as is expressed in the following Table viz.

Sunday	1 lb bread,	1 lb beef	1 lb pottatoes or turnips
Monday	1 lb bread	1 lb pork	half a pint peas or beans & 4 oz. Cheese
Tuesday	1. lb bread,	1 lb. beef	1 lb pottatoes or turnips & pudding
Wednesday	1 lb bread	2 oz. butter	4 oz. Cheese & half a pint rice or Samp. ¹
Thursday	1 lb bread	1 lb pork	& half a pint of peas or beans
Friday,	1 lb bread	1 lb beef	1 lb pottatoes or turnips & pudding
Saturday	1 lb bread	1 lb pork	half pint of peas or beans & 4 oz, Cheese
	Half a pint of rum pr man per day when at Sea & half that quantity when in port.		

One pint vinegar for six men p^r week.

38 The pay of the Officers and men shall be as follows per Callendar month—

Viz.

	dollars		dollars
Captain or Commander	32.	Yeoman	9
Lieutenant	20	Quartermaster	9
Master	20	Quarter gunner	8
Mates	15	Cook	12
Boatswain	15	Coxswain	9
Boatswain ^s first mate	9½	Captain ^s Clerk	15
ditto second ditto	8	Steward	13½
gunner	15	Chaplain	20
gunners mate	10½	Able Seamen	8
Surgeon	21½	Cap ^t of Marines	26½
ditto mate	10½	Lieutenant of Marines	18
Carpenter	15	Sergeants	8
ditto mate	10½	Corporalls	7½
Cooper	15	Fifer	7½
Midshipmen	12	Drummer	7½
Armourer	15	privates or Marines	6½
Sailmaker	12		

39 If any person duly inlisted or engaged on board of any Vessel Shall desert the same he Shall forfeit all his wages due & Shares of prizes and shall Suffer Such other punishment as a Court Martial Shall Judge

40 That in Cases of re-captures, the recaptors Shall have and retain in lieu of Salvage one eighth part of the true value of the Vessel & Cargo or either of them, if the Same hath been in possession of the Enemy not more than twenty four hours, if more than twenty four hours & less than forty eight hours one fifth part; if more than forty eight hours & less than ninety Six hours, one third part; if more than ninety six hours the one half: unless the vessel hath been legally Condemned as prize in Some Court of Admiralty, in which Case the Recaptor to have the whole.

41 That all Captures, prizes & Shares in lieu of Salvage on the captures made by any Ships or Vessels belonging to this State Shall be & belong one half thereof to the use of this State: & the other half to the use of the Captors, the Necessary Charges of Condemnation being first deducted

42 That the Captain of a Single Ship or Arm^d. Vessel have two Twentieth parts for his Share of the prize allotted to the Captors

That the Lieutenants of the Ship & of the marines Surgeons Chaplains pursers Boatswains, gunners, Carpenters, Masters, Mates, have three Twentieth parts equally divided among them Share & Share alike

That the midshipmen, Clerk, Surgeons Mate, Steward, Sailmaker Cooper, Armourer, Boatswain^s mate Cook, Coxswain, & Serjeants of marines have three twentieth parts equally divided among them Share & Share alike

That the remaining Twelve Twentieth parts be divided among the rest of the Ships Company Share & Share alike.

provided that where more than one Ship or vessel are in Company & Concern^d in the Capture of any prize the part of Such prize which Shall be adjudged or accrue to each Ship or vessel Shall be Shared & divided among the Officers & Crew of Such Ship or vessel in the Same proportion as above Expressed in this Act.

43 That no Officer or man have any Share but Such as are actually on board their Several Vessels at the time any prize is taken, Excepting Such only as may have been Ordered on board any other prizes before taken, or Sent away by his or their Commanding Officers.

44 He who first discovers a Ship or Vessel which Shall be made a prize Shall be intituled to a double Share of Such prize.

45 He who Shall first board any Ship or other Vessel, making resistance, which Shall become a prize, Shall be intituled to a Triple Share of Such prize provided that this Act shall continue and be in force untill the rising of the General Assembly in may next & no longer.

all which is Submitted by your Honours most Obedient humble Servants

Sign^d p^r Order
Sam^l Huntington

Pas[se]d

In the Lower House

Test Benj^a: Payne Clerk

In the upper House

The further Consideration of this Report and Bill for An Act &c is referred to this Assembly in its next Session—

Test George Wyllys Secret^r

Concurred in the Lower House

Test Benj^a: Payne Clerk

D, Ct, Connecticut Archives, 1st Series, vol. 8, 251a–z (pp. 1–28). Docketed: “Report of Committee/for Regulating the/Navy”; “Comitees Report/De Maritime Laws—”; “Com^{tees} Report/for regulating the ~~Militia~~ Navy/Oct^r 1777/Contin^d a 21 Nom [illegible]/Jan^{ry} 1778/Febr^{ry} 1778.” The Connecticut General Assembly never adopted these rules and regulations.

1. Corn mush; a coarse hominy or a boiled cereal made from it.

RESOLVE OF THE CONNECTICUT HOUSE OF REPRESENTATIVES

Whereas that ~~one twentieth~~ part of all y^e prizes ~~belong~~ captured by the Arm^d Vessells belonging to this State (which by y^e Rules of Congress ~~as approp~~ relative to all prizes taken by Continental Vessells is appropriated to y^e Commadore or Commander in chief of y^e Continental Fleet) in this State has not been appropriated but is now in y^e hands of particular persons—

Resolved by this Assembly that y^e Committee of Pay-Table be and they are hereby directed and impowered to call all persons who now have or hereafter may have any of y^e said ~~20th~~ part of said Prizes or y^e avails thereof in their hands to Acc^t examine and adjust all Acc^{ts} relative thereto & receive & lodge y^e Money arising thereon with y^e Treas^r: taking his Rec^t: for y^e same & lodge s^d Rec^t: with y^e Secretary

Past in the lower House

[*Hartford*]/Feb 1778/

Test: And^w Adams Clerk.—

D, Ct, Connecticut Archives, 1st Series, vol. 10, p. 112.

February 1 (Sunday)

JOURNAL OF MARINE LIEUTENANT WILLIAM JENNISON

[*Boston*]

1778 Feb. 1. The Ship¹ fell down to Nantasket Road—

DLC, Journal of Lieutenant William Jennison, p. 5.

1. Continental Navy frigate *Boston*, Captain Samuel Tucker, commander.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO VICE ADMIRAL VISCOUNT HOWE

Roebuck at Philadelphia

the 1st February 1778.

My Lord,

The breaking up of the Frost has so much cleared the River of the Ice, that the *Liverpool* is enabled to sail for New York for the Generals Dispatches arrived there in the three last Pacquets.—With the *Liverpool* goes also a Mail for England in the *Despenser* Pacquet convoyed by two Armed Vessels.—

Since your Lordships departure from hence no material event has happened except the loss of the Transport Brig *Symetry* one of the Baggage Vessels from New York,¹ which run a shore near Wilmington, and by the Frost coming on fell into the Enemy's hands before any Assistance could be sent from hence.

Out of thirty Vessels that were taking in Forage at Tinnicum Island the 27th Decem^r when the Snow begun, only three (which were empty) failed of getting back to the Town; those drove up and down with the Ice for a day or two, and at last grounded on the Jersey Shore near Gloucester and were burnt by the Rebels.—

An Attempt was made some Weeks ago to get Six Gun-Boats past the Town, to lay in the Mouths of the Creeks on the Jersey Shore to prevent the Market Boats from passing; But as the two foremost of them deserted and came to Philadelphia,² the design was layed aside, since which it is said they have been carried over land to Salem Creek.³ There are also two Gun Boats and a small Privateer Sloop at Wilmington, and the Deserters from thence say the Rebels are preparing some Fire Machines—

The Cannon left by the Enemy in the Wrecks of their Ships and floating Batteries have been destroyed, and a small Work on the Shore opposite to them, erected for the purpose of preventing it, as well as to annoy Vessels going up and down the River, with one Gun mounted in it was also destroyed by the Officer sent on that Service

The Flat Boats are all in repair and the Transports and Men of War in some forwardness with their Refitting. I have the honor to be &ca.

A. S Hammond.

LB, ViU, Hamond Papers, Letter Book (1778–1779), pp. 9–11. Addressed at foot: “The R^d Hon^{ble}. the Lord Viscount Howe. &ca.” Marginal notation: “P: *York* Sloop.”