

L. MAYO. U.S.N.

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PRIVATE JOURNAL  
AT SEA FROM  
1809 TO 1810

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# Key to Journal No. 1.

Washington, Nov<sup>r</sup> 15<sup>th</sup> 1809 - appointed as Mid<sup>sw</sup> in the U.S. Navy  
May 9<sup>th</sup> 1810 - ordered to join the "Masp", Capt<sup>ns</sup> Lawrence.  
March 24<sup>th</sup> 1810, went to sea & cruised along the Coast, until July  
3<sup>rd</sup> 1810, when Capt<sup>ns</sup> Lawrence, with myself - were transferred to  
the "Argus" - July 11<sup>th</sup> left N. York in the Argus & cruised  
along the coast - until Oct 13<sup>th</sup> 1811, when Capt<sup>ns</sup> Law-  
rence with myself, were transferred to the "Hornet." Dec<sup>r</sup> 2<sup>nd</sup>  
1811, left N. Y. in the Hornet for Europe, with bearer of Despa-  
atches to court of St. Pa<sup>ris</sup> <sup>and St. Helena</sup> Jan<sup>y</sup> 1<sup>st</sup> 1812, arrived at Cherbourg  
~~France~~ on Jan<sup>y</sup> 3<sup>rd</sup> off Reoves. Jan<sup>y</sup> 19<sup>th</sup> left Leoves,  
& cruising in the English Channel to April 28<sup>th</sup>; crossed the  
Atlantic and arrived in N. York May 19<sup>th</sup>. June 21<sup>st</sup> War de-  
clared with St. Britain - Went to sea, & on the 22<sup>nd</sup> chased  
the British Frigate - which escaped. July 9<sup>th</sup> took  
the Eng Brig Dolphin, see page 18. - Sept 1<sup>st</sup> Put into  
Boston, refitted for sea, sailed Oct<sup>r</sup> 20<sup>th</sup> went to the Bra-  
zils, took the "Urew", a prize; myself in command of her &  
rejoined the Hornet Jan<sup>y</sup> 5<sup>th</sup> 1813, see pages 28 to 31.  
Peacock captured Feb<sup>y</sup> 24<sup>th</sup> 1813. see pages 35 to 38.  
April 24<sup>th</sup> arrived at N. York, refitted there & cruised  
along our coast, in search of the Enemy, until Dec<sup>r</sup>  
1814, when we ret<sup>urned</sup> to N. Y. Dec<sup>r</sup> 23<sup>rd</sup> 1814 app<sup>ointed</sup>  
ointed as a Lieut<sup>ant</sup> - see pages 52 to 54. Rejoined  
the Hornet at N. Y. and sailed on a cruise Jan<sup>y</sup> 24<sup>th</sup>  
1815. Capture of the Penguin, see pages 58 to 62.  
Spirited account of the Chase & Escape of the Dolphin  
from an English Cruiser, see pages 69 to 75.

1815. July 27<sup>th</sup>. Returned to the U.S. at N.Y.  
Peace declared with Great Britain &c; see  
page 76. Remained on Shore, at Gresham  
Hall, (mostly) until Decr 1817. when I rejoined the  
Mornet at N.Y. Sailed from N.Y. March 31<sup>st</sup> 1818. for  
Island of St Domingo, and on Special Service to the North  
of Europe, See pages 88 to 91. Returned to the U.S.  
at Boston, Decr 2<sup>nd</sup> 1818. + for the incidents  
of the passage homeward, see pages 92 to 95.  
1819. March 27<sup>th</sup>. Went to Sea as 1<sup>st</sup> Lieut of  
the Mornet, carrying out, our Minister to  
Spain. See pages 97 to 100. for an account  
of the time spent in Cadiz. Returned to  
the U.S. at N.Y. 30<sup>th</sup> July 1819.

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9  
Washington Nov. 15 - 1809 received a  
Midshipmans warrant in the Navy of the  
U. States, and on the 9 Feby. ordered to join the  
U. States Ship Wasp Commanded by Lt. Comdr.  
James Lawrence, The Honble Paul Hamilton  
Speaks in high terms of Capt Lawrence and  
recommends me to him, by permission of  
the N. Department remained a few days with  
my friends in Annapolis Md. It is only those  
that are blessed with an affectionate Mother  
that can appreciate my feelings at taking leave  
4 of her; on the 24 arrived in Baltimore and same  
day took stage for Philadelphia by the way of  
Have de Grace, roads very deep - lost some part  
of my baggage, met with many little disasters a  
fate I suppose most generally attending young travellers

27  
We proceeded rapidly notwithstanding the bad roads  
and at night were in Philadelphia, put up at  
the Mansion House, on 27 took stage for  
New York, a Lady passenger with her nephew  
four years old the only persons in the stage -  
weather very cold, but my stout watch coat (of  
which some of the older seepers that I have met  
with say will be to me a most inestimable  
companion) kept me warm, when day opened  
upon us. I found my companion de voyage  
both handsome and youthful - dined at

1810

July

Trenton about Sun Set - and the empty stage  
put off, remained at Trenton all night as  
the roads are excessively deep, next day we  
took stage and at dusk we were in New York,  
at Westminster Hall took leave of my travel-  
ling Companion, she gave me her address,  
I know not how it is, but I feel a most sin-  
-cere regard for this Lady, I am two hundred  
and fifty miles from friend or relation, at part-  
ing she wished me happiness and promotion  
in the profession that I have chosen.

March

1

On 1 March reported myself for duty on  
board the Wasp of 18 Guns, lying at the Navy  
Yard Brooklyn. Cannot say that I am  
much pleased with first appearances. The  
first night on board was put in for rather  
more than four hours of the mid watch,  
through a snow storm, these 24 hours seem  
longer to me than all my previous life.  
Have dined with my Commander and much  
pleased with him, but the seepers say that  
there are no favours shown on board this  
ship. The Frigate Constitution, Brig Hornet  
and Schooner Enterprise are the only Public  
Vessels at the Navy Yard. In the absence  
of Capt Lawrence I was ordered to the Enterprise  
Lt. Comdr. Tripp - but on Capt L's return the

requested the order of Com<sup>d</sup>. Rodgers might be  
revoked which was done - from the time of my  
joining the Wasp until the 20 March the crew  
employ<sup>d</sup> rigging ship steering Hold &c. bent-sails  
and haul<sup>d</sup> in the North River, been but twice  
on shore to the City of N. York., 24 weighed  
anchor stood down the harbor, passed Sandy  
Hook, where there are two light-houses, and put  
to sea, first- and second day out- most- dreadfully  
sea sick, oh could I have got on shore in  
the light of it, I swear that Uncle Sam, as  
they call him, would certainly forever have  
lost the services of at least one sailor -

ordered aloft by Capt L, when I could not  
keep my feet on deck, about to remonstrate  
but as usual in such cases, came of only severe  
beat. The log slate said that it was fine weather  
with moderate breezes, and so said those that  
had witnessed more of such scenes than myself.  
but I did not wish to see it worse - four days  
brought us to anchor of Long Wharf, Boston, as  
a very great favor one third of the Med<sup>ical</sup> Officers  
were allowed to go on shore every day for three  
days, to be of after the Theater - The Exchange is  
said to be a well kept house, at least it was so  
to me, after four days hard bread and salt junk  
mortal never enjoy<sup>d</sup> the land more than I now

1810  
April  
1 do. This day we were made an April fool  
for just as the 1<sup>st</sup> Watch had rigged themselves  
out, and the master mate, about to descend  
the Ward room ladder, all hands were  
called up anchor, and in a short time we  
cleared the ports, and stood of towards Cape  
Cod. we soon were out in the Atlantic,  
and how delighted I am to find that I have  
none of those quarrelsome feelings expurged  
upon leaving New York - Stationed in the  
main top, in working ship and also at Quarters,  
have entirely gotten over my dislike to the  
Lieutenants, for when I was sea sick I thought  
them no better than the monsters of the deep -  
4 on the 4 April arrived at New York, visited  
15 the Throton and saw Miss S. about the  
middle of April stood up the North River  
as far as the once famous West Point. Arnold  
and Trosen, visited the establishment, did  
not envy the Cadets their station on shore,  
neither do I believe that they ever were mine  
on board, particularly when I ordered them  
into our Steerage, and informed them that seven  
clubshippers were to be put and hung their Hammocks  
20 in an apartment ten feet by twelve. on the 20  
21 returned to New York, and on the 21 put to  
sea, second day out made Montauk point -



stood into Long Island Sound, anchored in the river Thames off the Town of New London. cannot say much for this place, which was once engaged in a very honest home trade with the west Indies, but since the Embargo and non-entrepreneur it is found more profitable tho, less honorable to take bullocks to the same market--

27 stood down Long Island Sound and anchored of Troys point, W. Hammond who resides on the point evenced much hospitality to the officers of our ship. John Q. Coughton joined the Wash as first-Lieutenant. 10 June stood down through

Hell Gates and anchored of New York, on the 20 stood up through Hell gates, our ship in much danger, and very near being lost, in consequence of the wind dying away when the ship was in the spot, warped the ship to the shore and made her fast to the trees, when the tide turned she got

clear. stood up sound and anchored of New Haven, a few days after came too of New Port, here is a fine harbor a ship may put in or out let the wind be as it may. (Some of the ~~traders~~ <sup>traders</sup> the ship in which Capt. Cook is had navigated the ~~place~~ <sup>of a ship that</sup> to be seen)

stood out to sea, and on the 2 July anchored at New York. on the 3 July Capt Lawrence received orders to give up the command of the Wash to Capt

1810 July 3  
 4  
 5  
 11  
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 18

Jacob Jones, who was his senior, Capt- Lawrence was ordered to the Brig Argus 16 Guns lying near us, late the Command of Capt Jones - Capt L took a part of his officers and crew with him to the Argus myself amongst the former - such had been the deportment of Capt L, that every officer and man would have gone with him to the Argus altho a very inferior Vessel -

This being the anniversary of our Independence, the Wasp & Argus also the Forts and batteries fired a national Salute - hauled the Argus to the Navy yard overhauled and painted, and on the 11<sup>th</sup> stood out through Sandy Hook to sea in company with the Wasp - but soon parted with her. 16<sup>th</sup> made the Cape of Virginia. 17<sup>th</sup> anchored in Hampton Roads, where all the national Vessels in Commission within the U. State are ordered to rendezvous - namely. The Frigate, President Commodore Rodgers; United States Com<sup>dr</sup>. Decatur Constitution Capt Hull and Essex Capt Smith. The <sup>Wasp</sup> Capt Jones, Brig's Hornet Capt Hunt, the Argus Capt Lawrence and the Sycamore Capt.

Such changes were made as the service required. The Argus stood up to Norfolk and anchored between Forts Norfolk & Nelson, 2 August - stood down, and anchored in Hampton roads - on the 4<sup>th</sup> stood out to sea, and on the 8<sup>th</sup> anchored

Augt- 24<sup>th</sup>

10 at New York. 18 stood out to sea, made  
Sept 18 for the Grand Banks of Newfoundland. horse  
two to fish boat L caught 2 Cods, which his  
steward gave me for a Bladdoch that I had  
taken, he observed at dinner how much made  
like that. near getting on shore in Barnstable  
Bay, one of the aft-guard having put a marking spike  
30 in the Binnacle - 30 anchored at New York,  
Sept and next day stood out to sea upon one of  
1 our short-cruises, in support of the non-intervention  
made Martha's Vineyard, passed over Nantucket  
20 Shoals and put into Boston, 19 arrived at N. York  
hailed into the navy yard and overhauled ship.  
from the 20 to the 30 Mr. Fulton made repeated  
30 attempts to get his torpedos under our bottom,  
giving us ten minutes to prepare ourselves, I don't  
think that he was altogether satisfied with the escape  
October moment. 5 October stood out to sea. and on  
5 the 11 anchored a few miles below Philadelphia  
17 stood down the Delaware and anchored of  
18 Port Penn, 18 put to sea. 27 anchored at  
Boston, the Chesapeake Frigate at anchor in  
31 ordinary at the Navy Yard Charlestown. 31 stood  
Nov out to sea, 8 November anchored at New York  
8 the Frigate President Com. Rodgers, Schooner  
Cheveree Lt. Comdr. O. H. Perry at anchor, hauled into  
the Navy Yard, and overhauled, 28 rigged ship

1810 on the 14<sup>th</sup> December stood up the East river  
July through Hell Gates and up the Sound - on  
8 15 anchored in New London, where we found  
the President, the Constitution and the Revenge  
26 26. stood down Sound, and anchored at the  
Navy yard New York, The U. S. Navy Nauticus  
1811 at the yard, about the 15<sup>th</sup> January the Revenge  
July 15 was lost up the Sound crew saved - during July  
July from the Argus cut and capped her bottom  
wreck and refitted for sea - on 4 March stood up  
4 through Hell Gates, up and out Sound and  
anchored at New Port - our object was to  
take Mr. Chapman or Hamilton on board and  
proceed with him to Europe or hearer of  
despatches, but the Corvette John Adams had  
arrived at New Port a few hours before us and  
Mr. A was about to embark in the J. A -  
7 7 stood out to sea, and then into New  
13 London, took Com. Rodgers and Lt. G. H. Perry  
on board and proceeded down Sound to New  
April York, on 21 weighed anchor and stood out  
21 to sea by way of Sandy Hook, on 24 made  
24 Cape Henry light - 26 & 27 standing up the  
Chesapeake Bay and anchored at Annapolis  
found my friends all well, The Frigate  
President arrived at Annapolis a few days after  
the Argus. The citizens of Annapolis welcomed

the hospitality by giving the officers a Ball,  
110 on 10 may stood down the Chesapeake Bay. 13 spoke  
the U.S. Ship *Wasp*, <sup>bound</sup> to Washington. 15' lost sight  
of the Capes of Virginia, and parted company  
7 with the President. 17 made the Capes of the  
Delaware, and anchored off Lewistown. 18 stood  
9 out to sea, during the night discovered a large  
suspicious looking sail, beat to Quarters or us  
and prepared for action, she proved to be the  
Georgia Packet bound to Philadelphia, 20 stood  
up the Delaware and came too a few miles below  
24 Philadelphia, visited the city. 24 stood down  
the Delaware and put to sea. 26 spoke a Pilot  
boat, informed us that a few hours previous he was  
spoken by one of H. B. M. Three masted schooners,  
as the English have many cruizers on our coast  
and getting to be a great annoyance to our traders  
we stood in the direction most likely to fall in  
26 with her. at midnight discover'd a strange sail  
prepar'd for action the first division, the stranger  
continued to stand from us, the third shot brought  
her too - proved to be the Philadelphia Packet bound  
21 to Charleston. arriv'd in New York, 28 proceeded  
28 to sea in company with the Frigate, President  
and United States, arriv'd at the Chesapeake Bay  
run in and anchored off the light house bearing E. S. E,  
distant 8 miles. the two Frigates in company.

1811 on the day following the U States Frigate Essex  
July 9 from Europe anchored near us, on 10 the Essex  
stood up the Bay; the squadron put to sea.

14 anchored off the City of New York, the 2 Frigates  
20 in Company. 20 Squadron put to sea upon  
Sept a cruise, 1 August returned to New York having

1 seen no English Cruisers - 1 September the Argos  
Sept put to sea alone upon a cruise, leaving the

1 Frigates at New York - previously to our  
sailing a Court of Inquiry had commenced for  
an investigation of Comdr. Rodgers conduct, for  
returning the fire of H. B. the ship Little Belt.  
we only regret that the Little Belt was not of  
equal metal with the President. but the day  
is not far distant - when we shall have a trial  
of ship for ship and gun for gun, or we must  
lay aside all pretensions to the freedom of the seas.

5 made the capes of Delaware, stood up the Bay  
and anchored off Marcus Hook, visited Philadelphia  
and rejoined the ship at Weymouth, where much

14 hospitality was evinced by its inhabitants, in going  
down anchored off New Castle, also off Bombay Hook

15 The Comdr that has been venible for some time has

29 incurred so brought very considerably - 29 heavy  
gales blown from our morning of Lewistown and

October compelled to put to sea, leaving several officers

1 and a boat crew on Shore, returned to our

1 anchorage of Lewistown rec<sup>d</sup>. the boat on board  
2 discover<sup>d</sup> 3 strange sail in the offing with sails  
flying, stood out to sea, and joined Com<sup>d</sup>.  
Proger's Squadron, consisting of the 2 frigates President  
and U. States, and sloop of war Wasp, cruized along  
the coast until the 11 when the Wasp returned to  
her station of the Delaware, the 2 frigates and Argos  
put into New York, 13 Capt Lawrence was ordered to  
Washington to take Command of the sloop of war  
Hornet, for merely a Brig - Capt Wm. M. Crane took  
Command of the Argos, being sick remained on  
shore until the 13 Nov, when the Hornet arriv<sup>d</sup> at N.  
York, joined Capt L<sup>t</sup> new Command, on the 2 Dec<sup>r</sup>.  
dropp<sup>d</sup> down to the Swamphire sound, where when  
we received Lt. James Biddle, and M<sup>r</sup>. Taylor on  
board bearers of despatches to St Cloud & St. James - 3 got  
under way and stood out to sea, discharg<sup>d</sup> the Pilot and  
unbent the cables - stowed the anchors and loaded the  
guns, wine fair and fresh, nothing of consequence occur<sup>d</sup>  
during our run across the Atlantic, on Christmas day  
struck upon Soundings in 70 fathoms water gravelly bottom  
the day following fell in with an English westward bound  
fleet of more than 100 sail of merchant vessels, protec-  
ted by several men of war, this is what we stand so  
much in want of, as it is the property of our citizens  
go unprotected and at the mercy of all nations who  
choose to plunder and maltreat them -

811  
200  
25  
30  
1812  
Party  
2

Spoke one of the fleet, informed that the Legard had  
passed within 6 miles of the Legard light-house, 29  
from the Eddystone and West points, Monday of  
the British Channel, discover'd a sail making  
signals, shortened sail and prepared for action,  
at Alderney and Cape La Hague in Sept<sup>r</sup> having shorten'd  
sail the stranger came within hail, being a Brig  
of war with English colours flying the two commands  
hailed alternately several times, neither being disposed  
to answer the hail - however at last the stranger  
answered that it was H. B. M. Brig Thersiphan Capt  
Symes, an request permission to send his boat on  
board, which was granted, upon the officers of the  
boats reaching our deck his first words were why  
Sir we came very near firing into you, Capt L  
merely pointed you & aft to our battery, where the  
men were blowing their matches, and must say  
that his lofty bearing seem'd much humble when  
he saw with what boldness and deliberation our Crew  
kept their guns to bear upon him - Stood in for  
the Harbour of Cherbourg, hoisted our colours, set the  
Jack and fired a gun for a Pilot - The 27<sup>th</sup> of the  
U. S. Frigate Constitution hoisted on board of her  
in the Harbour, which we answer'd, stood in  
and anchored near the Constitution (Capt Hull) landed  
Lt. Biddle who proceeded to Paris - at midnight



stood out in the English Channel, and on the next morn-  
ing, had the Isle of Wight in sight with its chalky cliffs,  
anchored off the Town of Cowes Isle of Wight, Mrs. Taylor  
on hearing of dispatches proceeded to London, Capt. Laven  
also went up. Altho it is winter, with a thick and  
cloudy atmosphere, yet one can but admire this Island, it  
must be a Garden spot in Summer, The Town of Cowes  
has some handsome houses, but is badly built and the  
lower streets very dirty. there appears to be very few respecta-  
ble looking people here - but some fine Soldiers to appear  
-ance - East Cowes stands on the opposite side of a small  
Creek, Portsmouth and Spit Head in sight, the Channel  
fleet at anchor at Spit Head - on the 18 Capt. L. &  
Mrs. Taylor returned from London, weather unpleasant  
no Sun, These Englishmen are always soaked with rain  
or stony beer - 19 weighed anchor and stood up to Spit  
Head, boarded by a boat from the Guard Ship of the day,  
the fleet is always ready to put to sea, some good looking  
ships, stood out by St Helens Bluff, and across the  
Channel, same day anchored again in the harbor  
of Cherbourg France, The Constitution had sailed for  
the U.S. at anchor in the Harbor 2 - French 74  
2 Frigates & several Corvettes - The Hornet saluted the  
French admiral, which was returned with one  
gun less - a boat was immediately despatched to the  
Admiral's ship to know why gun for gun had not be  
returned, It was a mistake, and the other gun was

1872

July 20

found the next morning when we hoisted our Ensign. Cherbourg is certainly a very filthy place, the females are not handsome, few men to <sup>be</sup> seen the women are employed upon all occasions - The harbor is strongly fortified. The excavations commenced by Napoleon will very soon be completed, and ready to receive shipping, there are several thousand Spanish Prisoners at work upon this magnificent undertaking - The Inhabitants are polite and the French

July 21  
2  
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made

officers very attentive - much more so than we found the English at Cadix. 2 Stags out in the Channel and on the 3 anchors off Cadix, heavy gales. let go all the anchors and struck lower yards & topmasts - W. Porter the messenger from our minister in Paris Laet Bodow Esq. proceeded to London, 13 W. Porter returned from London - crossed the Channel, and after a heavy gale of two days, during which an ignorant Pilot was near running us upon the rocks, & with the loss of one of our Boatmen, mate Mr. Thomas we anchored in the harbor of Cherbourg, we passed an English Frigate just out of Gun shot of the Rocks - altho within fifty yards of each other, neither hailed - nor extended ~~any~~ of the courteous custom upon two national Vessels coming in contact. this is a pretty clear mark of the feelings of the two nations - as our ministers appear busy on both sides of the Channel, we shall

soon see how it is to end - April 5, disco<sup>d</sup> a sail  
in the offing with the American colours flying, hoisted on  
a <sup>small</sup> vessel, and was answered by that of the 'U. S. Ship Warf'  
sent our boat out to her with a Pilot. Same day  
she came in and anchored near us - The Warf was  
Commanded by Capt Jones - 26 days from New York  
with despatches for our minister at Paris - Capt  
Jones & Lawrence went to Paris - Capt Black  
an American, Commanded a Privateer from this  
port and has made many valuable captures from  
the English, with whom the French are now at  
War - 25 Capt. Lawrence & Lt Kiddle returned from  
Paris, 26 got underway and stood over to the Coast  
of England. put Mr. Jones of New York, messenger from  
our minister at Paris to the American Charge des  
Affaires in London, with several other American  
Gentlemen on board a Pilot Boat to be landed in  
England - and the Hornet stood down Channel  
Passages for the U. States Sir James Lay, Clausen,  
de Grand, & Mr. Turner - 27 spoke H. B. M. Frigate  
Spitfire, 28 passed the Lizard, and took our depar-  
-ture from Scilly by St. Ives bearing N E by E 13 miles,  
making the best of our way across the Atlantic, 13 May  
carried away our fore topmast & main top gallant mast  
by the hauling of the weather fore topsail brace - soon  
clear<sup>d</sup> away & had her all a-tail again - fair  
winds and pleasant weather - 15 Sounded in 90 fathoms water

1812  
May 19<sup>th</sup> in and Brown Sand, Eighteen days from Sand-  
ings to Sanding. 19 received pilot, and run  
19 up to New York. St. Biddle proceeds immedi-  
ately to Washington, 20 hours came to the  
New York and overhauled ship, The Frigate  
President, United States, and Congress at anchor  
off the Quarantine ground. In 24 hours our ship  
was equip'd and ready for sea. The Brig Argus  
June Capt. Hautclair joined the Squadron.

21 This morning the declaration of War by the U. States  
against Great Britain was received; on shore all  
is commotion and bustle - on board every counte-  
nance is beaming with delight - for many is the  
bold Tar in our Squadron who have been imprisoned  
for years in the English naval Service, that may  
now have an opportunity of wreaking their vengeance  
upon those that have oppressed them - at 10 A.M.  
Commodore Rodgers gave out the signal to weigh,  
never was anchor to the cathead so soon - for Coopers  
sheeted home and to the mast head with more  
despatch than upon the present occasion, the  
Smallest boy on board seems anxious to meet what  
is now looked upon as the common tyrant of  
the ocean, for they had heard the woeful tales of the  
older Tars - when the ship was underway Capt. Lambert  
delivered a short and appropriate address to the Crew, it  
was returned by three hearty Cheers - and swore never to

22 dignau their courous Flag. Capt Lawrence had  
the crew called to their Quarters, and told them  
21 that if there was any amongst them who were dis-  
affected, or one that had not rather sink than surrender  
to the enemy with Gun for Gun, that he should be  
immediately and unimped landed or sent back in the  
pilot boat. the reply for and aft was not one -  
at half past two o'clock P.M. paper Sails & Mast and  
put to sea. The Squadron consisted of the Frigates -  
President Comd: Rodgers, United States Comd: Decatur  
Congress Capt Smith, Sloop of War, Hornet Capt:  
Lawrence, and Brig Argos Capt St. Clair - The two  
3 first days out spoke several American Merchantsmen  
4 informed them of the track - 24 at midnight discover'd a  
large sail, and soon made her out a Frigate under  
English Colours - The Squadron made all sail in  
chase, and continued for some time to gain upon  
the stranger, at 4 the enemy cut away her boats and  
appear'd to be lightening, ship, as we did not come up  
with her at all. at 5 the wind became very light, the  
President the only ship within gun shot of the enemy who  
at this time commenced dropping the President. when  
Comd: Rodgers commenced a fire upon her from his  
bow Guns. which was promptly returned by the enemys  
stern Guns - The President kept up a constant and  
well directed fire as long as the enemy was within  
gun shot. The President crowded on, but the enemy

151 - continued to drop her, at Sun set - the enemy out-  
June of gun shot of the President - the rest of the squadron  
from 2 to 6 miles astern - soon after dark lost  
sight of the Commodore and the enemy - at 2 A.M.  
the squadron came up with Commodore who had  
been run out of sight by the enemy - The President  
was but little damaged, she had 2 Midshipmen and  
two men killed and 12 men wounded, the Commodore  
was also severely wounded, The Commodore used every  
25- exertion to close with the enemy - but he was too  
wounded after lightening his ship - boarded several  
July immense Merchant Vessels and informed them of  
4 the War - 4 boarded an English Merchant Brig, took out  
the prisoners and set her on fire, thus must the  
innocent suffer with the guilty - 5 took another English  
Brig which we also burnt - Lat. 47° 20' N Long 38° 12' W  
9 discovered a stranger, the Hornet fairly out sailed the  
whole squadron, and was the first to come up with  
the chase - which proved to be the English Brig Dolph,  
took out the crew and sent Mid. Comdr. act. Port master  
as prize master and ordered her to the U. States -  
22 made the Island of Madiera, 24 Captured the English  
24 letter of Marque ship John of 16 Guns - from London  
to Martinique, took out the prisoners and sent them  
Augt to prize master for the U. S. - 2 Captured the  
2 English Brig Argo, took \$10,000 in Spain and ordered  
her to the U. States - 13 all the squadron in chase

of a sharp schooner, she is supposed to be one of  
our Privateers - could not come up with her -  
17 captured an English schooner despatched her for the  
U. States - 24 recaptured the American schooner Victory  
she was captured on the 13<sup>th</sup> Inst. by the British Frigate  
Guerron, despatched her for the U. States - fell in  
with the American Brig Hiram, captured by the  
B. F. Guerron and ransomed for \$2000 - fell in with  
a Brig prize to the U. S. Ship Warf. - bent the cables -  
sounded in 30 fathoms water - 27 passed Cape Sable,  
passed two Carrels from Halifax bound to the U. S.  
at night lost sight of a large sail that we had  
been in chase of - but at a great distance - 30 made  
the breakers on Georges Bank. 31 passed Cape Cod  
and soon after discover'd a Frigate at anchor in Nantasket  
road, The squadron rose too, and the Comd. stood down  
for the supposed enemy, our signals not being answer'd,  
when a pilot boat inform'd us that it was the U.  
S. Frigate Constitution Capt Hull that she had captured  
H. B. M. Frigate Guerron, Capt. Sir J. R. Dacres, after  
an action of 30 minutes having all her masts cut  
away - 15 killed and more than 60 wounded - The Constitution  
was but little injur'd, had 7 men killed & 20 men wounded -  
let us have one more victory, and we may then say  
truly that we can cope with the enemy - The whole  
squadron stood up to Boston - where Capt Hull, his officers  
and crew were receiv'd with the respect due to the conquerors

1512

of a British Frigate - The Quorum was so much  
 cut to pieces as to render it impossible to get her in,  
 The <sup>action</sup> was in Lat 41°-42' N Long 55°-48' W. on 19 Aug<sup>r</sup>

According to the preceding cruise -

Month	Date	Lat in	Long in	Wind	Month	Lat in	Long in	Wind	Month	Lat in	Long in	Wind		
June	22	40-15 W	72-40 W	1/4 E	July	13	47. 5	17. 42	2 1/2	Aug <sup>r</sup>	2	39-11	32-18	1 3/4
	23	39-54	70-42	1/4		14	46-17	18-56	2 1/2		3	39-18	35-00	1 3/4
	24	39. 46	68-54	1/2		15	45-23	18- 3	2		4	38-57	35-20	1 1/2
	25	39-45	65-55	1/2		16	42-43	16-44	1 3/4		5	39-30	36-15	1 1/2
	26	39. 3	62-37	3/4		17	41. 6	17-30	1 3/4		6	38-39	37- 4	1 1/2
	27	38-52	60-18	3/4		18	40-53	16-22	1 3/4		7	37-57	38-21	1 1/2
	28	39-53	55-52	1		19	39. 23	15-45	1 1/4		8	37-43	39- 35	1 1/4
	29	40-44	51-44	1		20	37-22	15-45	1 3/4		9	37-39	39-20	1 1/4
	30 <sup>th</sup>	44. 25	45-24	1/4		21	34-14	16-31	1 3/4		10	39-45	40-17	1
July	2	46-54	42-00	1/2		22	31-24	17-17	1 3/4		11	38- 7	40-55	1
	3	47. 20	37-25	1 3/4		23	30-48	17. 32	1 3/4		12	38-47	40-37	1 1/4
	4	46. 47	35-12	2		24	30-50	20-11	1 3/4		13	40-52	40-38	1 1/4
	5	47. 57	32-24	2 1/2		25	31-55	22-35	1 3/4		14	40- 5	41-51	1 1/4
	6	48-53	29- 2	2 1/2		26	32-59	23- 5	1 3/4		15	40-21	43-45	1 1/4
	7	47-59	26-30	2 1/2		27	33-40	24-50	1 3/4		16	41- 5	45-25	1 1/2
	8	40-57	23-41	2 1/4		28	34-32	27-00	1 3/4		17	41-45	46-20	1 1/2
	9	45-47	23-00	2		29	35-43	28- 6	1 3/2		18	43-14	48-00	1 1/2
	10	44 52	23-07	2		30	36-14	28-37	1 3/4		19	41-27	47-00	1 1/2
	11	45-20	22-30	2 1/4		31	37-33	29-00	1 3/4		20	40-35	49- 4	1 1/4
	12	46-40	18-26	2 1/4		1	39-32	31-50	1 3/4		21	40-39	50-44	1 1/4



## Continuation of reckoning

Date	Lat in	Long in	Lat	Lat in	Long in	Bar	Date	Lat in	Long in	Bar	
Day			Day				Day				
22	41-39	54-20	1/2	25	42-39	61-50	3	28	42-35	65-31	2
23	42-22	57-30	1	26	43-00	64-3	3	29	41-25	67-24	1
24	42-5	59-32	1	27	42-52	65-56	2	30	42-6	69-5	2

The Squadron refitting and getting ready for another cruise, Commodore Rodgers put to sea with his Squadron, consisting of the Regate, President, United States & Congress, with the Argus Brig - 28 The Constitution Comd. Bainbridge & our ship the Hornet put to sea in company - course off  $E\frac{1}{2}S$ . boarded several American vessels - took possession of the American Brig ~~Wing~~ South Carolina, discov<sup>d</sup>. she had English licence, sent her for the U. States - 18 made the Cape de Verd Islands. The N.E. trade winds quite stiff, surrounded by flying fish, several have come on board - frequent & heavy showers of rain, thunder & lightning crossed the Equator into South latitude - 2 made the Island of Fernando de Noronha, the Constitution & Hornet anchored in 16 fathoms water, hoisted English colours & reported as such, rec<sup>d</sup>. some fruit and a few thousand gallons water, and a small quantity of fresh provisions all purchased from the Governor of the Island - the Island is small it is situated in Lat  $3^{\circ}55'S$ . Long.  $32^{\circ}27'W$  This is the Portuguese Botany Bay for male connects - there is not a female on the Island nor are they suffered to visit it - no boats are allow<sup>d</sup> to belong to the Island

1812 for fear the convicts should attempt their escape to  
the coast of Brazil which is not many leagues  
distant - there is a guard of fifty Portuguese Soldiers  
who take care of the convicts - The best anchorage is  
5 abreast of the Large Fort about 2 miles North of the  
5 Belah, 5 m<sup>th</sup>? and on the Constitution in company  
steer to the S<sup>W</sup>. passed several Cotamarans during  
the day & night about 50 miles from the coast of  
6 Brazil, 6 made Cape Ledo, on the 8<sup>th</sup> passed the city  
of Pernambuco & spoke a Portuguese Polacca she  
informed us that an English man of war was at  
anchor in the Harbour of St. Salvador - Employ<sup>d</sup>? pump  
-ing of our water for the Constitution, and endeavored  
to keep clear of all small craft that were likely to give  
15 intelligence of our being on the coast - 15 St. Ballard  
and myself were dispatched in the 9<sup>th</sup> cutter for St. Salva  
dore, in the evening the Hornet came up and anchored  
near the city, the Constitution keeping out of sight -  
Exchanged salutes of 18 Guns with the Forts - all boats  
employ<sup>d</sup> filling water and getting stores on board - H. B.  
Corvette Bourne City came at anchor near us, she mounts  
25 Guns with a complement of 170 men - Commanded  
by Capt. Green - having on board one and a half Millions  
of Dollars, we wish the Constitution as many miles from  
us, for it will no doubt be her plea not to give us  
combat - St. Salvador, upon an eminence on the right  
hand as you enter the Bay of all Saints, it was once the

Capital of the Brazils, The houses are more the appearance of jails than of private dwellings, having huge doors and Iron grating to the windows, Some of the Churches are indeed Elegant, being decorated inside with Images of pure gold and Silver, the climate at this time is fine, the people appear wretched, the better sort of females do not appear during the day, but flock out upon the public walks after sun set - attended by their old servants, The men are mostly too indolent to walk and are carried by 2 or more Slaves in a Sedan, the Slaves are generally naked except below the waist - visited most of the Convents and Nunneries where are some of the prettiest girls that I have seen, and who appear to me with each other in beauty and gracefulness, particularly when the elder sisters would be employ'd in selling to advantage some beautiful wreaths of flowers made of feathers - we could not get near enough to kiss their hands, but this they would do and wave them to us, we were kept off by a double Iron grating - we only saw those that had not taken the veil, and I have no doubt but many of them would gladly escape it - would it not be an act of Charity to break open this prison house, and run off with a dozen <sup>of</sup> these sweet creatures - we referees have become acquainted with one of the Padres who acts as our guide - Mr. Hill our counsel is very attentive to the affairs, and very active in procuring the necessaries for the two Ships - The Hornet is the first

812 United States ship of man of War that has ever  
for entered a South American <sup>Brazilian</sup> Port. The English here  
are not at all pleased that the Governor should  
answer our Salute, and that we should receive  
the attention that we have - but the capture of  
the Governor is already known here, which was  
denied by the English untill our arrival - It appears  
to me that only one thing is wanting to make this  
Country equal to ours; that is our Government with  
18 administrators equally wise and virtuous - 18 stores  
out to sea. 19 furnished the Constitution, furnished her  
with most of the stores we received - being 15 bullocks  
20 with good vegetables and fine fruit - 20 parted Company  
with the Constitution she stood to the N<sup>W</sup> previously  
to separating from Bainbridge wrote to the British  
Consul at St Salvador, stating that he had gone upon  
a cruise to the North, that Capt Lawrence was anxious  
to meet the Bourne Cityonne, and if Capt Green was dis-  
disposed, he pledged his honor not to be in sight, at  
the same time Capt L. wrote to Capt G. what we  
he called a formal Challenge, the enemy mounts 5  
Guns more than the Hornet - and from thirty to forty  
more men - we have every reason to believe that  
will be a most desperate bump - the enemy must  
support the honor of his flag - and our first division  
of boarders are nick named by the crew the hell  
hounds - no fifty men, can over power them -

on the 22 sent our Communication to the enemy  
by a Portuguese sloop, who had been spoken by  
the Constitution of Pernambuco 60 miles to the north  
of us - stood close in to the harbor fir'd a shot  
to windward, hoisted our Ensign, and clew ship  
for action, have too of the port - no appearance  
of the enemies getting underway - 24 again stood close  
in fired 2 shots to windward, hoisted our colors, and bore  
too off the harbor, The morning Chronicle (a small  
written paper on board) sarcastically says that the Borneo  
Company's Chain Cable is of much better stuff than  
her Guns, whilst lying too of the harbor discover'd  
2 sail one in chase, standing down the coast - stood  
in chase, and cut the stranger off but being within the  
jurisdiction of the Portuguese Dominions, only fired a  
shot over her and let her pass - The ship in chase  
was the Constitution, the one chased, one of H. B. M.'s  
Packets - Doubtless will the enemy observe this Law of nations.  
The Constitution returned to her cruising ground of Pernam-  
buca - and gave Capt Green another opportunity to come  
out - discover'd two sails to windward, hoisted English  
Colors when one of them ran down to us and got  
within musket shot before she discover'd her mistake, she  
attempted to get off, but the first Division brought  
her too - she proved to be the English schooner Ellen  
from London bound to St. Salvador with almost  
valuable cargo of dry goods - and \$6000 in specie

1812  
stood on for the other sail also under English Colours  
we having the American Ensign aloft - first one  
Division towards her when she bore up and run  
down to us - she proved to be the American Ship  
William of Philadelphia, and cut out from one  
of the Cape de Verd Island by H. B. M. Frigate  
Java - she had on board one English Mid<sup>n</sup>. 2 master  
mates & 15 men, one first Mid<sup>n</sup> on board &  
ordered her into St. Salvadore - The prize crew infor-  
med us that the Java had them in tow, when she  
discov<sup>d</sup> a Frigate with American Colours flying of  
which she went in chase, and (as one of the English  
Midshipmen told me) as the Java sailed two feet to  
your Frigate one, you know she must be captured  
before this, we did not think proper to believe that  
our good old Constitution was to be taken so easily  
notwithstanding the Java has an extra complement  
of men according to the prisoners account of 150  
men for a new sloop of War building at Bram Key.  
What can Capt. Green be composed of, to remain  
quiet - when two of his countrymen are taken under  
his eye - The Command of the Ellen was given to  
me - she mounts 16 guns - and I have twenty men -

1813  
Jany  
1 The Constitution home in sight - the Hornet and my  
schooner the Ellen stood out for her, the Ellen being  
the swiftest sailer came up with the Constitution  
first, and passed under her stern, one of the Midsh

from the prize ship Lohu, had been put on board  
of me, we both discover<sup>d</sup> that the Constitution had shot  
holes in her stern and stern boat - by this time the  
Hornet had come up and spoke the Commodore, when  
she gave three cheers - my English friend observed  
that well we might - when for our Frigate had  
made a most lucky escape - I ran down to the  
Hornet when Capt. Lawrence informed me that  
the Constitution had sunk H. B. M. Frigate Java  
after an action of one hour and twenty minutes,  
replied that it was no more than I expected - hauled  
up for the Commodore and gave him three cheers -  
my English companion ~~down~~ his surname in London  
Porter of which the Ellen had a good supply - the Java  
had all her masts shot away, with 60 men killed  
and 106 wounded - and so much cut up in her Hull  
that it was impossible to get her into port - the  
only serious damage that the Constitution received  
was having her wheel shot away early in the action  
which made her fight to a very great disadvantage  
yet she had 9 killed and twenty five wounded - having  
been under a suit of sail it was not easy to discover  
that she had been into action - Commodore Boscawen  
was severely wounded - Capt. Lambert - a distinguished  
officer of the British Navy dangerously - Gov. Bishop  
appointed to Crown Bay and suit men on board the  
Java, the Constitution anchored at St Salvador -

1813  
Jan 7  
2  
3  
4

Sent an Ozege the William in with the Commodore,  
upon the command of the Bourne Citygame's  
hearing of the capture of the Java, he let go another  
anchor chain cable. Commodore B. has placed his ship  
under the guns of the forts and pledges himself  
not to interfere if the Bourne Citygame will come  
out and give the Honour battle. This day Capt  
Lambert late of the Java died of his wounds.  
on the 4<sup>th</sup> the Commodore informed Capt. L. not  
to let the Ellen come in, as the custom house  
would seize her - we having let her late Commodore  
go on shore to Mansam her, he had entered into  
an arrangement with the consigner to make it  
appear that she had been sold to Portuguese  
merchants previous to her capture - of this I  
was not informed by Capt L. - some night the  
Hornet stood off in chase, and as she did not  
return for 24 hours - I run in with the  
Ellen agreeable to my instructions from Capt L,  
and anchored near the bastation, soon after  
two boats filled with soldiers came on board  
as they said to prevent smuggling - at the same  
time an Consul's Clerk came on board and infor-  
-med me that their object was to seize the vessel  
went on board the Commodore to get his opinion  
how to act. He said that Capt L had been infor-  
-med of what was going on, and asked why I had



came in; I received my written instructions from  
Capt. L, directing me in the event of the Hoopet's  
running of and not returning in less than 24 hours  
to run in to St. Salvador procure what stores  
that were necessary and make the best of my  
way to the U. States. I then informed the Comd.  
that Capt. L had not made me acquainted  
with the intention of the Customs house to seize  
the Ellen, he having run of in chase a few hours  
after receiving the information - The Commodore  
informed me that he had given his honor to  
Capt. Green of the Hornet to inter-  
fere with the Hoopet in any way - left the  
Commodore in high dudgeon as he believed that  
we should lose one of the best prizes taken dur-  
ing the war - I lost no time in determining how  
to act - upon my return to <sup>the</sup> Ellen, I evinced not  
the least suspicion of what was the intention of the  
officers and soldiers on board of me - Permitted the  
officers of the guard and the Customs into the Cabin,  
got them fairly underway, at good eating, and better  
drinking - went upon deck and feasted the soldiers  
upon the best - in a few words informed my acting  
Brethren of the danger we were in of losing our  
Prize, our land was stationed to cut away the hawsen  
that we had come to with, two to let fall the fore  
top sail and come down by the sheets - the crew to

813  
May 5  
6  
moored off at a given signal - and seized upon  
the soldiers arms that were carelessly laying about  
the deck. hailed Mr. Sweet who was at anchor  
near us in another prize to send his largest  
boat on board - as soon as she came alongside  
a wave of the Land <sup>longer</sup> brought my crew off - I closed  
the Cabin doors upon the officers below, and in  
half a minute the Portuguese soldiers were driven  
into St. Marts boat with their own muskets - the  
cable was cut, and the partopraile upon her.  
stood immediately for the Constitution and kept  
her in a line between the Ellen and the Fort -  
stood off until out of Gun shot. let the officers  
up from the Cabin, and sent them in the boat  
with their men, they directed the Portuguese Pilot  
to <sup>say</sup> that I had on board, to say that I had not  
treated them well, my reply was that I had given  
them the best on board - no - but that I had de-  
ceived them, desired ~~that~~ pilot to say, that  
there we were at quats - for their object in com-  
ing on board had been to deceive us - cast  
of the boats painter and requested Mr. Tiffitt  
who had charge of the boat, not to hurry him-  
self in getting on shore, stood out of the har-  
bor and fell in with the Hoop of St. Antonio  
Capt L, was alarmed for the safety of his prize -  
but pleased at my escape - on the 6<sup>th</sup> the Constitution

came out. received fresh provisions and fresh powder from  
her, Commodore Boscawen concluded to take the  
Ellen to the U. States with him, not being disposed  
to return home, I was ordered back to the Hornet.

7 The Commodore took his departure for the U. States  
having the Ellen with him - from the 7 to the 24 con-  
tinued to blockade Commodore Green and the men  
now told him, he having with him the Porpoise brig  
of 25 Guns, the British Packet of 16-Guns, and a  
letter of Marque Ship of 20 Guns - yet the enemy  
discovered no disposition to come out - altho vessels  
have arrived that speak the Constitution more than  
a week since 200 miles from us - 24 discovered a large  
sail to leeward, made all sail in chase, soon  
discovered her to be a ship of the line, did not alter our  
course until all was ready to square away - when we  
set sudden sails and made all other sail to advantage,  
The Island of Japico locked us in to leeward, so that  
we were obliged to make sail obliquely across the  
Enemy's bow to get into St. Salvador. The enemy  
was quick to discover our intention, and expanded all  
her canvass to cut us off - continuing to gain upon  
us very fast. It was neck or nothing with us - we were  
to cross the 3 fathom shoal, where we lowered the  
mizzen - The enemy opened his fire upon us but his shot  
fell short by more than an 100 yards - The chase  
in worn pursuit was near running upon the shoal

1813

Jan 7

24

and had only time to round too, and clew up -  
 and let go his anchors - The Hornet continued to  
 stand up the Bay - when we discover'd, three sail  
 standing down toward us. These we believ'd to be  
 Commodore Green and his Squadron, gallantly  
 coming out to cut us off - beat to Quarters and  
 clear'd ship for action. Capt L's intention was to  
 fight his way through them to the city - at dusk  
 came up with the three sail, they proved to be  
 merchant ships bound out - the Hornet stood up  
 and pass'd so close to the Bourne betwixt, that  
 she call'd away her boarders - stood up the bay  
 until after dark - when we took in all sail but  
 the topsails, and the land breeze setting down we  
 tack'd and stood down the Bay again - soon discover'd  
 the Ship of the Line, which we know to be  
 the Montague by Adm'l Dixon who has come  
 up from Rio de Janeiro to raise the blockade -  
 continued to stand down under our topsails, having  
 every thing ready to engage or - discover'd the enemies  
 Squadron form'd a cross the ~~harbour~~<sup>Bay</sup> - continued  
 to stand down and actually pass'd under the  
 Guns of the Montague with impunity, or taken  
 for some other vessel, supposing that we would  
 not dare pass them - when we pass'd they were  
 making night signals, this had no effect upon Capt L  
 and we continued to stand on under the same sail.

which in all probability deceived the enemy - after getting out of sight we covered all sail and stood to the Southward, leaving the old Admiral to blockade us - as he supposes, for it may be some time before he will discover that we are again in blue water. The morning chronicles a small paper written on board for the amusement of the crew: observes that the Trident of Neptune was on the night of the 24<sup>th</sup> Jan<sup>y</sup> 1813 transferred from H. B. M. 74 Montague, to the U. S. ship Hornet of 18 Guns - This change is said to have taken place in consequence of the gallant bearing of the Hornet in blockading an English Squadron for several weeks in St. Salvador - and when herself forced in, made her escape the same night through an overwhelling force of the enemy, the old Gentleman will remain on board the Hornet until we fall in with one of our Frigates, when he will hoist his flag on board of her - stood to the Northward having obtained a good offing - current setting 11 knots & from S. E. W. discovered a strange sail, went in chase, light winds gained upon her but slowly - after dark she altered her course, but our night glass was upon her - and at 9 o'clock took possession of the English Brig Resolution, she was loaded with bread, flour, Beef and small stores, with which the Hornet was supplied, and the Brig set on fire after she had been some time on fire her late commander said that she had specie on board - and we took out of

1813, Aug 23<sup>rd</sup> 000, whilst lying too to windward, Staring  
7 July our boats. The Brig opened a fire upon us - and we  
was forced to run from her, to the no small  
amusement of her late Captain, her guns were  
looted and when the fire reached them they went  
5 in succession - 5 Boarded a Portuguese Brig, and  
sent the prisoners of the Revolution, in her to St.  
Salvador - which will let Admiral Dixon know  
that we are not hauled up into any of the rivers  
10 of the Great Bay of all Saints - from the 5 to the 10  
beating round Capt St. Augustine, strong current  
11 setting to the Southward - 11 passed Cape St. Roque  
14 and stood more to the Westward - 14 crossed the  
Equator into North Latitude, The entrance of the  
22 river Amazon in Sept. - from 14 to 23 cruising off  
Cape Orange, Cayenne Paraito, Surinam, Berbice  
and Demerara formerly Dutch Settlements now in  
24 possession of the English - 24 at day light discovered a  
Merchant Brig and chased her in shore until in  
quarter left three, tack<sup>d</sup> and stood off - Some time  
discover<sup>d</sup> a sail at anchor to windward, under English  
Colours and apparently a man of war - She got under  
- way, Coratona Bank lay between us, and we both  
beat to windward to clear it, each apparently anxious  
to meet the other - soon after and about 3 P.M.  
discover<sup>d</sup> another sail to windward, and on the same  
side of the bank with us - with English Colours

Flying, and to all appearance a vessel of war,  
standing down for us. Tacked ship to gain a better  
offing and to increase the distance between the enemies  
two vessels. The one last discovered bearing down boldly  
upon us. at 4<sup>h</sup> 45<sup>m</sup> having gained a pretty good offing  
tacked ship. took in the light sails, beat to quarters  
and prepared for action - at 4-55 the enemy discovered that  
we could weather him (he having kept of too much) when  
he bore up a little, and at five we passed each other  
at less than half Pistol shot. and Exchanged broadsides,  
the Larboard battery of each bearing upon the other,  
The enemy put his helm up very short round &  
gave us his starboard broadside, we had also borne  
up, presenting the same battery to the enemy - run him  
close on board the yards of the two vessels being nearly  
clear of each other - our fire was so powerful and  
well directed, that in fifteen minutes the enemy struck  
his colors, hailed us and said that he was sinking,  
Immediately ceased firing, she proved to be H. B. M.  
Sloop of War Peachach, Capt. Wm. Peake commanding,  
both ships were brought to anchor being in 5 fathoms  
water, and all the boats employ'd removing the prisoners  
on to the Hornet, all the shot holes that could be  
got at were plugged, many of her guns have cracked  
yet she was so cut up that she sunk before all the  
prisoners could be removed, carrying down three  
of our brave fellows with her, who were below.

assisting in getting the wounded of the enemy upon deck. and also fainter of the wounded English - St. Courne & Midn. Cooper narrowly escaped the same fate - I was in a boat close alongside when she went down, my boat was then filled with prisoners, laid upon my oars, from that could swim cling to the sides of the boat and to her oars which was near swamping me - they were taken up by one of the other boats, but many were drowned, my boat took three sailors & a marine from her fore top after she was on the bottom, The Peacock was much cut to pieces in her hull, and mainmast shot of by the board - Capt. Peake fell at the close of the action. After being wounded between the eyes by a musket ball, a grape shot through the arm, and a 32 pound shot which nearly cut him in two - The enemy acknowledges 9 Killed, and we know of thirty five wounded exclusive of those that sunk in her -

The Hornet had 1 Killed and 2 wounded, one round shot in her hull and one through her foremast, and much cut up in sails & rigging - The Peacock mounted 19 Guns, one of them being a Shifting Gun upon ~~her~~ <sup>her</sup> top Gallant fore-castle - so that she fought 10 Guns of a side being the same number of the Hornet. Soon after the Peacock surrendered four daring fellows on board of her took one of her boats



and pulled for the shore, our boats were more humanely employ'd than to go in chase of her. She has no doubt - reach'd the Town of Demerara as we can see the English flag flying from the Fort - This book will give the good people of the place an account of the action, which must have been to them again tho' not a pleasing sight - The marine Guard received and secured the prisoners as fast as brought on board, for every officer and sailor was busily employ'd - ~~And~~ stopping the standing, rigging, and reeving new running, bending new topsails and courses - all of which was completed in a short time, and the ship ready for a second action, which we had every reason to expect - as the <sup>other</sup> man of war is now round the Corobona Bank and standing down towards us - we are inform'd by the officers of the Teacock that it is H. M. Schoop of war L'Espiegle mounting the same number of guns of the Teacock - To the astonishment to all on board both English and Americans the L'Espiegle has continued on and run into the port of Demerara - Capt Lawrence determin'd to lay too of the port 24 hours for L'Espiegle, thinking that she may have run in to get more men - but as we have given her a fair opportunity to try her strength - for the boat that went on shore must have inform'd her that we are of the same size of herself - so we have ~~been~~ <sup>sent</sup> a ~~boat~~ <sup>skull</sup> and stood off towards the west Indies - There was

1813 ~~no~~ opportunity of removing the body of Capt Peake  
7.47 nor to pay to it any of the honors due to a brave  
25 but unfortunate officer. The Quarters deck was his  
Bier, the sword he used in the action placed  
by his side - "we left him alone with his glory".  
he sunk with the ship he had so gallantly defended.

It is painful to record any thing to sully the fame  
of one who has otherwise borne a spotless name.

Capt. Peake compelled two American Seamen that  
he himself had impressed from ~~an~~ American  
merchant vessels to fight against their Countrymen  
before going into action they requested to be allowed  
to go below, Capt Peake called the officers of the Division  
to which they belonged, and ordered that they should be  
shot down if they did not do (what he called) their duty.

Mark their names were Wilson and Tompkins of New York.

- 6 Made the Island of Senada one of the West Indies,  
17 Spoke ~~any~~ American vessel ~~see~~ paper stating the  
capture of H. M. Sloop of War Frolic Capt. Whingates  
by the U. S. Sloop of War Wasp Capt. Jones. The engage-  
ment took place on the 18 October 1812 in Lat 37° N  
Long 65° W. The action was commenced at 60 yards,  
which was gradually lessened until the Wasp laid her  
on board and carried her by boarding. The Wasp had  
her fore topmast shot away, 5 men killed and five  
wounded. The Frolic had fore & main mast shot  
away 30 men killed & forty five wounded. The action

lasted 23 minutes - two hours after the Frolic had struck, the war and her Prize were captured by the Swallow 74 - also states the capture of the U.S. Frigate Macedonian Capt. Carden by the U.S. Frigate U.S. Commodore Decatur, the action took place on the 25 October in Lat 29° N Long 29-30 W and lasted an hour and a half, the Macedonian was to windward and engaged at her own distance - to which Commodore Decatur ascribes the unusual length of the action, the U.S. States had five killed and seven wounded and very trifling injury in Hull & rigging, Commodore Decatur states that he should have continued on his course, but that he wished to convey his Prize into Port. The Macedonian had thirty five killed and sixty eight wounded. four and main topmasts & main yard shot away and much cut in the Hull - made the Island of Nantucket - the advantage in running for those Shoals in time of war are great (for an Enemies Squadron will always avoid them) unless you can cope with the enemy - took pilot and anchored in Holmes Hole - having on board 277 souls, the Officers from the Teacock having lost all their cloaths by her sinking, were crew gave each of them, two shirts and a pair of blue trousers & Jacket - The officers of the Teacock would amuse us, and had flattered themselves with the hopes of recapture, but when we were standing in and their last hope had fled - one of the English Lt's Little

1813

29  
20  
23  
24  
April  
10

XH Army Co  
my list of  
after passing  
the

Lambert as we called him, who was a little  
 tight - said well it is all up with <sup>us</sup> now,  
 prisoners for the War, and no more prize money.  
 So, <sup>+</sup> Aray (to his servant) and me my at and  
 I, see the little Ornet go into olmes; Ole,  
 This little fellow had been in fourteen fights -  
 and had victory on his side until the last -  
 enough? anchor and stood for Long Island, heavy  
 gales ahead, put back into Tarpaubin Cove.  
 enough? and beat through the Race under double  
 reefed topsails and single reef? courses - stood  
 down Saund through Hell Gates and anchored.  
 of the navy yard New York - where the Frigate  
de. Stobs, Macedonian, the Sloop of War Alert  
 (Capted by the Eper), the Loke Adams and Argus  
 were at anchor - as we stood down those  
 vessels hoisted their N<sup>o</sup> 8, detected one of the English  
 officers taking them down upon his finger nails - but  
 this was no time to make a fuss - The officers were  
 put upon their parole of honor, the men wound  
 over to the marshall, A Quarter Watch of our  
 crew obtained to go on shore daily - The rest  
 of the crew employ? refting for another Cruise -  
 volunteered with several of our officers, and crew  
 for the Argus, upon a cruise in the Saund In scare  
 of de. M. Sloop of War Carlew, stood up the Saund  
 discover? two of the Enemy's Frigates in Gardiner Bay.

Came too off New London, and cruized in the Sound until the 20, when we returned to New York the Hornets returned to their Ships. 30 the officers and crew of the Hornet were invited to a public dinner to be given to them on the 4<sup>th</sup> May, by the Corporation of the City of New York - a handsome menu of the action headed the invitations, which ran thus -

Sir  
New York April 30 - 1813

On behalf of the Corporation of the City of New York, we have the pleasure to request the honor of your Company at a public Dinner to be given on Tuesday the 4<sup>th</sup> day of May next at 4 o'clock at Washington Hall, in testimony of the high Sense they entertain of the Gallantry Skill and Patriotism displayed in the Capture of His Britannic Majesty's late Sloop of War Peacock by the American Sloop of War Hornet Capt Lawrence

We have the honor to be

To  
your Obedient Servants

Mid<sup>l</sup>. Mayr  
U. S. Navy -

August W. Lawrence  
Elisha W. King  
Peter Mesier } Corporation  
Committee

At 2 o'clock the crew dressed out, filled the boats and in a few minutes landed at White Hall in the City of New York, where they were received by the applause of many thousand Citizens with several bands of music. The crew were formed 2 abreast, accompanied by many civil officers bearing appropriate banners. They moved

1813  
May 4  
up Broad and Wall streets into Broad May 4  
up to the Hall. The officers were received in  
Courage of the City Hotel. The crew was seated  
up stairs to a sumptuous dinner, The officers were  
seated below at a splended table, with many Strangers  
and Citizens of distinction, The rooms were appro-  
-priately decorated with Flags motto's &c. The Land  
and the Song enlivened the scene, The crew with  
an Boatswain Eaton at their head, conducted  
themselves in a manner that reflected much credit  
upon them, as well as upon the discipline of the  
Ship. at 6 o'clock (by previous invitation of the  
Managers to the officers & crew) the doors of the Theatre  
was opened to us, The crew first entered, in the Pitt,  
and soon after the officers in the Boxes, when  
three times three Cheers were given, with Hail  
Columbia from the Orchestra, every part of the  
Theatre was filled, not an accident occurred, unless some  
hearts were wounded and made captive - The day  
and evening passed ~~as~~ all could have wished,  
and what made it particularly so to the younger  
officers was Capt. Lawrence's attention in bringing  
10 them forward - Capt. L. was detached from the  
Hornet, and ordered to take command of the Chesep.  
at Boston, he leaves us with the expressions of every  
officer and man - Capt James Middle takes com-  
mand of the Hornet 13 Land roused in the North River  
13

Latitudes & Longitudes with Variation of Compass, to preceding Cruise

Lat in	Long in	Vari. Comp.	Date	Lat in	Long in	Vari. Comp.
42-25 N	69-16 W	1/4 point	22	6-28 N	23-46 W	1/2 point
42-00	69-6	1/4 "	23	4-58	23-25	1/2 "
41-36	63-32	1/2 "	24	4-18	23-15	1/2 "
41-35	62-35	1/2 "	25	3-28	23-43	1/2 "
41-34	61-40	1/2 "	26	2-55	24-16	1/2 W
40-41	57-48	1/2 "	27	2-5	25-16	1/2 "
39-59	<del>54-00</del>	1/2 "	28	0-58 N	26-00	1/2 "
39-34	52-1	3/4 "	29	0-21 S	26-20	1/4 "
38-00	49-00	3/4 "	30	2-27	27-33	none
36-33	46-00	3/4 "	Dec 47 5	5-09	32-50	1/4 E
33-2	42-42	3/4 "	6	6-55	34-15	1/4 "
31-11	39-52	3/4 "	7	7-23	34-35	1/4
32-24	37-52	1/2 "	8	7-57	34-35	1/4
31-24	35-54	1/4 "	9	8-21	34-35	1/4
30-29	33-40	1/4 "	10	10-37	35-10	1/4
29-57	32-00	1/2 "	11	12-43	37-20	1/4
27-47	31-32	3/4 "	12	13-8	38-15	1/4
25-34	31-51	3/4 "	16	19-6 N	62-5	3/4 "
23-15	30-40	3/4 "	7 & 8	22-08	64-00	1/2
20-55	28-36	3/4 "	9	22-20	64-00	1/2
17-59	27-10	3/4 "	10	23-7	65-14	1/2
14-34	26-30	3/4 "	11	25-54	67-00	1/2
13-2	26-00	3/4 "	12	29-10	69-5	1/4
10-13	24-46	3/4 "	13	68-5	32-35	1/4
7-52	24-5	1/4 "	14	on land of Antarctica		

1813

May

24

Line

1

on the 24 May Commodore Decatur in the U States  
 Capt Jones in The Macedonian, and Capt Middle in  
 The Hornet, got underway from the East River  
 New York, and stood through hell gates - same  
 day the U. States struck by lightning, the squadron  
 have too & let the U. S. pass on - she was not  
 much injured - continued to work up sound, 30  
 discover? the enemies squadron in the offing from  
 Fishers Island - consisting of one line of Battle &  
 two Frigates - our squadron stood out, soon  
 discover? few large sail between Long & Block  
 Islands - soon made them out to be the enemy -  
 a ship of the line & one Frigate stood in ahead us,  
 the other two sail stood behind Montauk point,  
 so that in the event of our giving battle, they  
 might come in and decide the contest - to  
 this our Com<sup>d</sup> is wide awake, both  
 squadrons hauled upon a wind, the enemy  
 in chase of ours - The Hornet being very  
 deep, sailed dull, and the enemies Frigate  
 within long gun shots of us, the U. States  
 and Macedonian about two miles to windward  
 of the Hornet, and the enemies 7/4 about two  
 miles to leeward of his Frigate - In this situation  
 the Hornet was nearly cut off, when Com<sup>d</sup>  
 Decatur bore gallantly down upon the Frigate  
 after exchanging a few shot, which fell short



The enemies Frigate bore away for the Ship of the Line,  
our Squadron stood into the River Thames and anchored  
of New London, The enemies squadron anchored of  
the entrance of the Harbour - our Squadron was moved  
across the River Thames with springs upon our cables  
as it is not impossible that the enemy may attack  
us when his squadron is again united - a Lieutenant from  
one of our Ships with a party of Seamen was ordered  
to Fort Groton to repair it, and man the guns -  
I was ordered to Fort Mifflin with an hundred  
Seamen to man its guns, The Fort in a wretched  
state of defence - many of the Subalterns of New  
London have left the Town put full orders in place  
of 2 or 3 gun boats that are in the Harbour -  
our marines employed putting of furnaces for hot  
shot on Shore - The Enemies Ship of the Line fired a  
Salute in honor of the British Kings birth day -  
our Squadron stood up the Thames as far as Gales Head about  
12 miles above N. London, The enemy stood close in  
and fired several shot on Shore - which was returned from  
a 6 p. at the Light house - made several excursions  
in the boats of the Fort in pursuit of the enemies boats,  
which are continual plundering the shores of the Sound -  
During my stay at the Fort, one morning discovered the enemies  
boats take possession of a Schooner, the crew of the schooner  
had taken to their boats, and reached the shore - soon after  
the enemy had taken her, she exploded, and one column of

813  
June

Smack, moving upon the water was all that could  
be seen, all of the enemy on board of her must  
have perished - The crew from the schooner has  
informed us that she was fitted out by a number  
of persons in New York as a private ship - a few  
barrels of flour were put on board of her as a ruse  
and her hold filled with empty casks. It was supposed  
that she would be brought to the side of one of the  
sloops, & to be discharged of her cargo. Such  
would have been the case had the tide not been

14 favorable - about the middle of June we received the  
news of the capture of the U.S. sloop Chesapeake  
and learned the death of Capt. Lawrence - we cannot  
expect always to be victorious, Capt. Brooke of the  
Thames has nothing of board of his ship was  
whipped when he threw his crew on board the  
Chesapeake, where all the crew, were killed or  
wounded. She was carried in that way - it was  
a gallant act - and it is only to be regretted that  
such brave men should have continued to pine  
upon a crew after all resistance had ceased -

The last ~~order~~<sup>signal</sup> of wisdom was "England expects every  
man to do his duty" - <sup>this day</sup> - those of the gallant and dying  
Lawrence were much more forcible, don't give up  
the ships, let them be numbered by every American

27 sailor - required the Hornet - 28 ordered to accompany  
28 for the purpose of recapturing, search for the Hornet -

at which is upon the Thames at the top of Tide water  
the scenery including the falls is worth seeing - Sept 11  
no man to be apprehended - required the Hornet - The crew  
of our Squadron have completed a small fort and called  
it Decatur - it commands the ships and surrounding  
country - it is garrisoned by the marines of the Squadron  
ordered to New York - and took charge of 50 men  
for the Hornet, proceeded in a Packet to New Haven  
and in stages to New London - joined the Hornet with  
all my men in your side 30 our Squadron drop  
down the river and anchored of New London, the  
enemy, blockading force 2-74<sup>s</sup> and one Frigate -  
Commodore Decatur made the signal to get underway  
that is the private signal - The enemy seem<sup>d</sup> to be aware  
of what we were doing for they commenced the most  
signals - The duty in the ground boats is very severe  
upon the officers & men - Stood up the river to induce  
the enemy to believe we had abandoned the hope of passing  
him - The blockading force being 2-74, 2 Frigates & 2 brigs.  
Squadron got underway at 10 o'clock, very dark and a  
favorable time to get out, The Hornet got on shore  
some time getting her off - returned up the river - made  
several attempts to evade the enemy, and get to sea - and  
as he always commences his signals or answers to signals  
given him, we have every reason to believe that he  
has fled on shore - 15 This day the enemy's Squadron  
being at a Tager - are they continued of departing in January

1814

April

8

8<sup>th</sup> April recd<sup>d</sup> information that the Enemies boats were up the Connecticut River destroying the Shipping Capt Jones & Kiddle persuaded to Saybrook Ferry and a detachment of Marines from the Squadron follow<sup>d</sup> also several volunteer militia men who were on liberty myself being one of the number. found 3000 militia at the Ferry. The enemy continued to burn the shipping up the river, having no boats the militia threw up breast works in the banks of the river and awaited the return of the enemy, who had 2000 Seamen in boats from his Squadron.

at 9 P.M. being quite dark, an alarm was given that the enemy were coming down, and soon after there was a general fire from both shores, but without seeing the enemy - none could say that the enemy had actually passed, and all was in suspense.

When Lt. Sumner of the U.S. Infantry Mr. Dr. Hunt Forrest and three Seamen volunteered to go up with me in a small boat and ascertain if the enemy was yet in the river - we pulled for a New Brunswick Brig on board of which the Enemy had all his men at Sun set - and as she was equip<sup>d</sup> for sea we supposed he intended to take out with him - after hailing her several times without answer, we pulled alongside consenting rather to be made prisoners than to return without ~~the~~ determining what we had set out for - The Enemy had gone down the river, ~~after set~~

after setting fire to the Brig in the Hole, which  
was about to burst in flames when it was put  
out - the Brig was called the warrior - we returned  
to the Ferry the militia dispersed we returned to  
New London - a court martial court? in the  
squadron for the trial of Lt. Cox formerly of the  
Chesapeake, he was dismissed the service -  
All hopes of the squadrons getting to sea abandoned  
the crews were always double that of our own,  
the United States & Macedonian were dismantled -  
Capt. Decatur and his crew, ordered to the President  
Frigate - Capt. Rodgers from the President with his  
crew to the new frigate Guerriere at Phila<sup>a</sup>.  
Capt. Jones of the Macedonian and crew ordered to  
the Lakes - the Hornet with her crew left to  
protect the 2 frigates - masts? then close together,  
lashed heavy spars together and rigged them well out  
to prevent boats from boarding them - ordered to  
Providence upon the recruiting service - difficult to  
procure good Seamen for a blackhulled ships - went  
to Blackstone Factory, also Bristol no men to be had.  
During my stay at Providence one of its handriest  
Churches was destroyed by fire, supposed to be the work  
of an incendiary - 20 reported the Hornet - same  
day ordered to Saybrook and from thence to New Haven  
for same purpose & this day is celebrated here in honor  
of the Victories of the allies, I am invited, refused or

1814 rather declined going, as Great Britain is one  
July of the allies and she at war with us - an attack  
4 was made upon me at the village of Dragoon  
not far from N. Haven where I had retired with  
a friend to spend the day - some blood but no  
14 lives lost - I ordered to New York for the purpose  
of recruiting men - about this time, Capt Porter  
with the surviving officers and crew of the late U.S.  
Frigate Essex, arrived at New York in the Essex  
The Essex Frigate had been captured by the British  
Frigate Phebe and Schooner of War Cherub at Val-  
paraiso after a most desperately fought action -  
The Essex had carried away her main topmast  
and had anchored close to the shore when she  
Capt was attacked by the two above named vessels, who  
20 " a breach of neutrality - sent a number of recruits  
to the Hoopst by Mr. Smart - closed they were  
- despaired and volunteered to go on to Washington  
with the presence of the President under Capt. Desobry  
when about to set out we received accounts that  
the enemy had accomplished their object and retired  
to their ships. Almost disgraceful business, on  
our part to allow them to get them, and equally  
so in theirs, to commence a new mode of warfare  
24 by destroying the Capitol, - opened my mind  
Oct. again - ordered to regain the Hoopst took papers  
16 in Gun Boat N° 38, with my recruits, a Squadron

of gun boats under Lt. Babbitt being bound up  
the same to convey 50 sail of small craft-  
mash, the Hornet in safety with my men.  
Capt. Shaw arrived at New London and took command  
of the blockading squadron - 15 the Hornet's crew  
complete. 17 at night rigged the Hornet at anchor &  
bent sails. Sent an officer to the light house he  
reports fine sail of the enemy in sight - at dusk  
got underway in the Hornet and stood down the  
river, ran on Manaque shoals, and with much  
difficulty got off - at midnight passed New London  
light house and stood down and passed the English  
squadron that is stationed of to blockade us - heard the  
Enemy's centinels cry out - all's well, the night dark  
and cold, wind from N. W. E. with some snow,  
as the enemy made no attempt to get underway, we  
conclude that we passed unperceived by them - stood  
down Long Island Sound passed the gats, and on  
21 anchored off the Navy Yard New York. Let it be  
remembered that it is not so difficult to pass a  
blockading squadron as is sometimes imagined -  
strapped ship, 24 hoisted out the starboard side  
and repaired the copper that had been beaten off her  
keel. 25 repaired starboard side. 26 rigged ship all  
at anchor, 27 & 28 filling water and painting ship - 29 got  
all the stores on board, 30 hoisted off from the Navy Yard,  
all ready for sea with the exception of a few men -

1814 sent recruiting men for the Hornet and soon made  
up his complement - called on Commodore Decatur  
10 with a letter from Capt Biddle requesting that I  
might be made an acting Lieut on board the Hornet.  
The Commodore said that he would appoint me as  
soon as the squadron put to sea - that he was not  
16 authorized to do so within the U. States - 16 Capt  
Biddle advised me to visit Washington and gave me  
22 a letter to the Secretary of the Navy - 22 reach<sup>d</sup> Wash-  
ington and called on the acting Secretary Mr. Murray  
as he was only acting said he could not appoint without  
consulting the President of the U. States - he took my  
letter from Capt Biddle my commander, with another  
that Capt B<sup>d</sup> had written some months before to the  
Secretary upon the same subject - they were as follows  
U. States ship Hornet - New London  
Sir  
September 5 - 1814 -

In a letter which I had the honor to receive from  
you some time since, you mentioned that two company  
Lieuts and one acting Lieut was the complement allowed  
to this ship, we have already two Company Lieuts,  
and as an acting Lieut I should be glad if you would  
permit me to rate Mr. Mage the Senior Lieut of this  
ship, he was on this ship in the action with the  
Dorset, as able for some time previous, and the late  
Capt Lawrence on quitting this ship made the most favor-  
able report to me of his conduct and deportment.



I have since had opportunities of perceiving that the  
favorable opinion of Capt. Lawrence was justly merited.  
There are several others of Mr. May's rank who  
promove, and beside that Mr. May would be much  
justified if any Medals were to be sent to him  
being. I should be much better pleased to have Mr. May  
as an acting Lieutenant than any other. The interest I  
take in <sup>the</sup> advancing & their success of the officers under my  
Command will be my apology for troubling you of  
this nature.

I have the honor to be with

great respect

Dear Sir

Your Obedt Servt

Wm. May

The letter which I gave to you this

is still left behind

in your possession

You have my assurance that I will not  
forget to send you the money of the  
Regiment, that you may be enabled to pay the  
debts of the Regiment in the ship  
and I shall be glad to see you  
and in suitable manner as I always hope of the  
Success of a Sea-Service in which the  
world is full of your friends and  
I shall be glad to see you

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Very Respectfully  
Geo. D. ...

You are best ...  
I am ...  
I am ...

To the ...

at ...

Very Respectfully  
Geo. D. ...  
of the ...

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The first part of the paper is devoted to a general  
 description of the country and its resources. It is  
 found that the country is very fertile and  
 well watered. The soil is of a rich  
 nature and the climate is temperate. The  
 people are industrious and the  
 government is well established. The  
 commerce is flourishing and the  
 country is a great source of wealth.  
 The population is increasing rapidly and  
 the country is becoming more and more  
 civilized. The government is well  
 established and the people are happy.  
 The country is a great source of wealth  
 and is becoming more and more  
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 civilized. The government is well  
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one of our crew once  
 found some small fish in the  
 water but no water in them, wild boar  
 and goats are to be taken the rot in abundance,  
 wild fowl in abundance, some years since an  
 American merchant ship in passing this Island, shot  
 a water sent her boat on shore, the boat was  
 dashed to pieces against the rock, the crew made  
 the shore, the ship drifted to leeward and could  
 not get back - upon her arrival in the U. States  
 a vessel was fitted out from New Haven she  
 took them of 6 in number after being six months  
 upon the Island - The Island is near the Southern  
 tropic being in Lat.  $22^{\circ} 20'$  Long  $27^{\circ} 40' W$   
 Variation  $7^{\circ} 15' W$  - here we lost the S. E. trade  
 wind and took amine at N. E. In a calm let  
 the crew go overboard to bathe a shark of very large  
 size appear'd near the ship but did not attempt  
 to approach us. I have frequently heard that a shark  
 would not attack 8 or 10 men together - in this instance  
 no attempt was made - This fish had at least one  
 dozen pilots - to conduct him to his prey - It being  
 a stark calm, cork'd a common porter bottle removing  
 the wire, and sunk it with a lead, eighty fathoms,  
 when hauled up the cork was driven in - fitted a  
 wooden stopper to the same bottle well pitched over

5- over, and sunk it to the same depth, after being  
sunk down 10 or 15 minutes hauled it up. could not  
perceive that the pitch was at all broken, there  
was about a gill of water in the bottle, suppose it  
entered through the pores of the glass - and had the  
bottle remained down sufficiently long & ~~supposed~~, it  
would have filled - but this cannot be so - in the two  
first instances the mouth of the bottle was down, I  
sent the bottle down the same distance ~~seen~~? in the  
same manner as the last time - but had the neck of  
the bottle up - let it remain down the same time  
and not one drop of water was in it - I believe it  
is a Dutch master of Liverpool who states that if a  
common Dutch bottle is stopp'd, securely, that it will  
be covered at twenty fathoms, this is found in his  
letters on the presence of water - 18 in Lat  $37^{\circ}$  S. Long  
19 W took a fresh breeze from the N. W. said to prevail  
here at this season - 23 discover'd Inaccessible Island and  
soon after the Island of Tristan de Alcanha being very  
high land being E. S. stood on until midnight when  
we bore two - 24 at day break made Nightingale Island.  
stood on and despatch'd St. Courner in the first cutter  
for the Island of Tristan de Alcanha, at 11 the boat  
returned, reported that we could procure, Water, wood  
vegetables, wild boar, and goats in plenty - The Inhabitants  
inform'd St. Courner that a Brig appear'd of a few days  
since, which we believe to be the Macdonian, one of

1875-  
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our store vessels, - as this is the place of our  
first rendezvous - a detachment from each  
Division were ordered to hold itself in readiness  
for an attack upon the wild boar, in which  
they anticipate much pleasure and amusement.  
At 11 hours 15 minutes discovered a strange sail bearing  
S E & E coming down for us. hauled our wind  
for the sail in sight which he believed to be  
one of our Squadron which is to meet us here.  
At Meridian clear and pleasant, the Island of  
S. Juan de a Couba bearing S. S W distant 3 miles  
at 1 P.M. the stranger standing stern on for us  
without making signal, turned the haws up  
from dinner and beat to Quarters - and cleared  
ships for action, at 40 minutes past 1, the stranger  
being about half musket shot distant rounded  
too upon the starboard tack, being the same that  
we are upon, fired his bow gun into us, hoisted  
his Colours and gave us a broadside - which com-  
menced the action, the firing was quick on both  
sides for the first five minutes - when the enemies  
fire slackened, and at the end of 10 minutes almost  
silenced - when she being towardward bore up and ran  
us on board upon the starboard quarter - seeing  
the enemies intention we were prepared to repel,  
the attempt was not very spirited, their boarders  
were forced to retire they were headed by the

a second, and may, <sup>say</sup> a third attempt was made but  
very faint indeed. They were shot down almost as  
fast as they made their appearance on the top  
-gallant fore-castle. at last the 1<sup>st</sup> Lieutenant W. W.  
Donald was left almost alone, forty muskets could  
have picked him off, but not one fir<sup>d</sup> at him when  
alone altho he was endeavoring to rally his boarders, he  
soon disco<sup>v</sup>ed that it was all over with them, he shook  
his sword at us with a threat and left his top-gallant  
fore-castle, we were about to board in turn and only  
awaited the order, but Capt Biddle positively refused  
saying that she was ours already. at this instant the  
sea lifted the enemy clear of us. he passed under our  
stern taking our stern boat with her. we bore up  
a little and was about to give the enemy our larboard  
broadside which was fresh. they hailed and said that  
they had surrendered, we immediately ceased firing haul<sup>d</sup>  
up a little to prevent getting foul of the enemy. When  
the enemy first bore down for us we exchanged hail<sup>s</sup> &  
understood her to be H. M. Sloop of War Pelican this  
brought 3 witty cheers from our crew. after she sur-  
rendered Capt Biddle was on the taffrail and about  
to hail, she acknowledged our conquest for when one of  
her marines was seen to level his musket at Capt B.  
when he was told that he was about to be fir<sup>d</sup> at,  
he said let him fire and be d-d- he did fire,  
the ball took effect, it struck Capt. B. on the chin

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March

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glanced and passed through his neck. St. Newton  
 and myself was standing by Capt. B. or he would  
 have fallen overboard - the miscreant was shot  
 down by our sharp shooters before his musket  
 was from his face - we had luffed our ship  
 up to prevent falling on board the Brize, which  
 gave her a raking position of us - and after the  
 musket was fired she commenced the action  
 again, we immediately hoisted the 9th the ballies  
 having been shot away - and shewed away the  
 after yards and in a few minutes our Larboard  
 broadside full charged and fired was brought  
 to bear upon the enemy - by the time she had  
 received the second Division, she again called  
 out that they had surrendered and sung out for  
 quarter - It was with some difficulty that our  
 crew was restrained, they said that she was a Great  
 -sharers and would again decieve us - The action  
 from the first to the last gun was twenty two  
 minutes - altho Capt Biddles wound was severe  
 yet he did not leave the deck - He ordered me  
 on board to take charge of the Brize - upon my  
 getting on board, he 3<sup>rd</sup> Lieut. James Mc Donald  
 informed me that it was H. B. M. sloop of War Penguin  
 Capt James Dickenson Comdander who fell  
 at the close of the action, by a grape shot through  
 the body - he was a distinguished officer -



The first Lieutenant offered me his sword. I put it back & told him that I could not take the sword of an officer who had defended his ship as he had done, he thanked me and wore his sword to the Hornet. The Penguin's sides were completely bored with our shot - her foremast and main sprit shot away - her decks were literally covered with the killed and wounded - they acknowledge 14 killed and 35 wounded, but the number of killed certainly exceeds that number. The Penguin is one of the Enemy's largest sloops of war, mounting 18. 32 pr. Cannonades, and one shifting 9 or 12 pr. upon her fore-castle - which makes her fight the same number of guns as the Hornet. They acknowledge a Complement of 132 men, her length was precisely that of the Hornet 112 feet, with one foot more beam. The Hornet had but one man killed and eleven wounded, Capt. Biddle and Lt. Conner amongst the latter. Not one round shot in our hull, the only spar injured was the spanker boom shot in two, Our Crew behaved with that coolness and intrepidity that seems to characterize our Seamen, going thro' the manouvers as delicately as when at an ordinary exercise; all boats employ'd removing the prisoners - received an order from the Hornet to have the Prize ready to blow up - a few minutes after, the Hornet made sail from us. Lt. Newton hailed me and said that I must do the best I could for myself, at first did not comprehend him, sent a man to the mast head who informed he that two sail were standing for us. This accounted for the Hornet's

1815- making of, to repair damages - her sails and rigging  
made being much cut up. The Hornet was soon out of  
sight, and as the two strangers continued to stand for  
me, I expected in a short time to be a prisoner, as the  
officers of the Penguin had induced us to believe that  
they had a squadron off the Island in chase or search  
of ours. I had twenty of the Hornet's crew on board  
with me with several prisoners that had not been  
removed, ordered the crew to get their ~~anchors~~ <sup>supplies</sup>  
it being now nearly sun set - made no effort to stop  
the shot holes and left the Prize to sink gradually under  
us, so that if the vessels standing for us should be enemies  
they would be alongside time enough to take us of, but  
too late to save the vessel, and if friends the probability  
was that we should be compelled to destroy her, I now  
went into the cabin for the first time, altho the Steward  
of the Penguin's cabin had several times informed <sup>me</sup> that  
dinner was ready - It appeared that the officers <sup>& men</sup> of the  
Penguin had not taken their dinner before the action,  
as the steward observed to me (who was a West India Free  
Creole) - and a fellow of good taste in the ordinary art,  
for the cabin table was set of with all that a half  
starved sailor, as I was, could have wished, for we had  
no provision other than salt for several weeks - There  
was green turtle in some half dozen shapes - with the  
best of wine - all the ward room officers were to have  
dined in the cabin - and the long table was spread - The

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which the prisoners say accounts for their making no more a fight.

gallant Dickenson's Corps was enveloped in his country's  
flag with his sword upon his breast, and laid out at  
the foot of the Table, and Tippet was on board with  
me, he was called down also to partake of this to us deli-  
cious banquet, When we were seated, the steward, ob-  
well I tell poor Capt. Dickson he dinner grow cold,  
but he say never mind, take him up to the galley-  
for I must take dot d-d Yankee doodle before I  
eat again, well then I say to myself may be you  
no eat and may be you no take he - Thus ended the  
steward's soliloquy - and all the attention that he could  
possibly have bestowed on his late commander was now  
transferred to myself - after dinner went upon deck  
and found that the two rebels that had been standing  
for us, had altered their course and stood round the  
other side of the Island - I did not know whether to  
regret or rejoice at this circumstance, for our hold  
at this time was nearly full of water - and all the  
boats had been left on board the Hornet - all hands  
went to the pumps and to ballying out with the fire  
buckets, some few eat away the foremast & bowsprit that  
was hanging alongside, and seen? it astern, to answer as  
a raft in the event of our sinking - and other stop? up  
what shot holes could be got at - by midnight we were  
in a tolerable condition, having rigged a small jury mast  
to the stump of the foremast, which kept us before the  
wind - my plans were soon formed I had determined to make

1815 The best of my way to St. Salvador in Brazil, then  
made to refit, ship a full crew, and cruise under my

24 own command. There were delightful thoughts  
to indulge in - but day light put an end to my  
hopes for behold the Hornet was again in sight, all  
at aunts and ready to go in pursuit of the vessels we  
had seen the evening before - we were taken out, and

25 the Penguin sunk. The corps of Capt. Dickerson was  
removed to the Hornet - 25 beating up for Tristan de

26 a Cunha which is still in sight - 26 when near the  
Island discovered the same two sail in shore of us -

committed the remains of Capt. Dickerson to the deep,  
which would have been buried on shore, had the 2  
sail not have been in sight. The corps was put  
in one of the English Envoys, his sword with him.

It being thick could not discover the signals of the 2  
strangers, but beat to quarters, clear<sup>d</sup> ship for action  
and, bore down for them - St. M<sup>r</sup>. Donald of the Penguin  
asked me very seriously if I did not think Capt. Biddle's  
mind affected by his late wound, (for our surgeon had  
at one time told me if Capt. B. gave an order that  
appeared inconsistent it had better be evaded) - I told  
Mr. Donald who is a Gallant fellow, that I thought  
there was much reason in his madness in bearing  
down for the strangers - his only reply was - well  
is it come to this - we continued to stand for the  
strangers and soon after discover<sup>d</sup> by signal that they

were the U. States Sloop of War Peacock & Store Vessel  
Lombardian - with whom we had separated a few days  
out from New York. They gave us three Cheers -

The Peacock & Lombardian had made the Islands the  
day before us, and those were the 2 sails we had descried  
after the action, our being close in under the shade  
of the Island was the cause of their not seeing us -

The officers of the Penguin inform us that she had chased  
a Brig of from the Island a few days before, she had  
American Colours flying - we conclude that this is the  
Macedonian Store Vessel that sailed from New York  
in Company with the President Frigate - The officers  
of the Penguin were also informed by the inhabitants of the  
Island, that they were told by the American Brig that  
the President had fallen in with the English blockading  
Squadron of New York, and was apprehensive that she  
had been overpowered - we also learned from the people on  
the Island that the American Brig said that there was peace  
with Great Britain, but of this the officers of the Penguin  
said nothing - 27 & 28 working up for the Island, 29 came  
too in 17 fathoms water of the Cashade Island of Tristan  
de la Cunha, the Huts at the watering place bearing SW by S  
Dist. 1 1/2 miles - Sent all boats on shore for water, provisions  
and wood. Peacock & Lombardian in company - The  
Cashade has a perpendicular fall of 50 feet - it can be seen  
five leagues at sea - The best anchorage bears N. E from  
the Cashade 1 mile Dist. but at the Dist. of 5 miles our

1815- Supposes that he is almost on Shore - 10 The June  
April baseline was dispatched as a cartel with the prisoners  
10 for St. Salvador. Brazil, Lt. Brawnlaw of marines  
took the Penguins flag with orders to proceed to  
Washington - Continued to cruise of the Island the  
time specified in Comd. Decatur's letter of instruction,  
I will endeavor to give some account of this remark-  
-ble Island, with that of its inhabitants - It is situated  
in Lat ° South, Long ° W. is a good place  
for our ships to rendezvous and receive water and  
provisions when destined to cruise against the enemies  
commerce off the coast of good Hope, or when bound  
to the Indian ocean. Tristan de a Cunha or Abuna  
is the main Island it is about 20 miles in circumfer-  
-ence, can be seen in clear weather 70 miles and  
is most accessible at the N. E point. There is a  
precipice opposite the Cashake, or rather in its rear  
nearly perpendicular to the height of 10000 feet, this  
precipice appears to extend entirely round the Island  
and seems to guard the table land making from it  
from the access of human foot-steps - In the center  
of the table land, the mountain rises in a conical  
form to the height of from 8 to 10000 feet - from the  
level of the sea - during our stay I have but once  
seen its top entirely clear of clouds, it was covered  
with snow, its appearance is beautiful - The N. E  
point is the inhabited part of the Island - upon making

This point, when two leagues at sea. It appears to contain  
but a few acres, but when on shore it is converted into  
a small country - our eye is deceived, by the height of  
the mountain towering in the rear. The chief or  
Governor's name is Currie, a native of Leghorn, one  
a Spaniard, and one a native of Flanders, the last was  
left here a few months since from the American privateer  
Young Wasp at his own request - being only three persons  
upon the Island. I questioned Currie several times con-  
cerning the fate of the late Govern<sup>r</sup>. Lambert, a native of  
the U. States and the first that settled upon the Island. he  
said that Lambert and another American took the boat  
and went round the east point to fish, soon after a  
gale came on and he thinks that they were both lost, as  
he had not seen them since, Currie always avoided  
speaking upon the subject, and I think it not improbable  
that the two Americans, had not fair play shown them.  
A shipman of the Penguin who lost a leg in the action  
informed me that he was of this Island about four years  
ago in H. M. Frigate President. that Lambert and Currie  
or Currie was at variance, The Captain of the Frigate  
endeav<sup>d</sup>. to bring about a reconciliation but without  
effect. The soil is very rich producing all vegetables  
growing in the same north latitude - The huts are  
covered with rushes, and in appearance not unlike a  
Maryland Fodder house - There are two or three stone  
houses built after the same fashion - in which are

1815 stored the skins, oil, meat and vegetables - They  
April are close to the stream, which rushes from the main  
10 - tain and fall into the sea about two hundred yards  
in front of them - no other part of the Island can  
be reach<sup>d</sup>? from this point, except by water, as the  
sea breaks at the base of the precipice at the East  
and also at the West sides - so that it is not impro-  
-ble that Lambert and the other American have been  
thrown on shore upon some other part of the Island  
with the loss of their boat - The Island is volcanic  
there is every appearance of a crater near the top of  
the mountain. There are two other Islands about 10  
leagues to the Westward of Tristan, one called un-  
ble, name taken from fact - The other Nightingale,  
but as we have seen no birds of that name, and an  
abundance of Penguins some of which we have on  
board, in a double sense of the word, we don't think  
it a mis to baptize the Island a fresh and call it  
Penguin Island, took many Albatross with the  
hook and line, one measured 12 feet from tip to tip  
of his wings - one of our boats with Mid<sup>l</sup>. Elburn &  
crew absent three days from the ship during a heavy  
gale, returned all well he had hauled his boat up on  
the Island - frequently sent the scien on shore  
and never fail to catch from 200 to 300 fine large  
fish not unlike our black fish. The officer of the  
Penguin informed us that one of H M 74<sup>s</sup> had taken the N. 8



Brig Syren of the Cape of good Hope - on the  
12 having complied with Comd. Dعاتر's instructions  
to cruise of this station 20 days for him, on this day  
take our departure for the second place of rendezvous  
the Peacock in Company - 17 crossed the meridian of  
Greenwich and commenced East Longitude - 26 Peacock  
made signal for strange sail - made all sail in  
chase, thick foggy weather with light air, lost sight  
of the sail - 27 dis' her again, thick weather lost  
her again, 28 the stranger again in sight, all sail set  
in chase, 29 the stranger has hauled upon a wind, and  
discovers a disposition to run no longer - at 3 P.M. the  
Peacock being ahead of us, made signal that the ~~stranger~~  
was an enemy of superior force, and soon after a ship  
of the line, upon the first signal we hauled up <sup>main</sup> and  
and with the eye (as the mist blew off, made out the  
enemies double battery - we sup'pose that through the  
mist the enemy had taken us for two frigates and  
had run from us - but upon making us out, it was  
our turn to be chased - The three upon the Larboard  
tack - we heading N. N. E. the enemy about 6 miles to  
leeward of us - Capt Warneyton in the Peacock edged  
down most gallantly across the enemies bows, with  
the object of taking his attention from the Hornet, but  
the enemy had discov' that the Peacock out sailed him,  
but that he out sailed us - He gave the Peacock a  
few shot as she passed down a head of him, but kept

1815 his eye upon the Hornet, and gaining upon us  
with very fast, at 4<sup>h</sup> 20' the Enemy bore S 75° E

29

at same time the Peacock bore N 81° E  
at 5-20 the enemy bore ... S 69° E  
at same time the Peacock bore N 84° E

The cliffman from the enemy gaining fast upon us  
at sun set lowered the wedges in the masts - at dusk  
lost sight of the Peacock, she having run to seaward  
at 10 hove over 90 pieces of kentledge, each piece weighing  
180<sup>lb</sup> - same time cut away the sheet anchor and  
the cable over board - hove over a quantity of heavy  
rigging and cut away the spars in the chains -

30

at 2 in the morning the enemy weathering upon us  
fast - and being before our beam tack'd ship, the  
enemy tack'd also - at day light the wind headed  
us of which brought the enemy close up under our  
lee-quarter, when he opened his battery upon us, his  
shot going half a mile beyond us - cut away the boats  
also broke up the Launch and hove her over board - at  
same time cut away the two bow anchors, all the  
kedges and all the cables - every thing out of the tiers,  
more kentledge, and a quantity of shot - also every thing  
that could lighten ship except the guns, ammunition  
and provisions - at sun rise the enemy half a mile  
from us - and sending his shot into us - hove over  
the two forward and two after guns & carriages, and  
continued to throw them over until but six remain'd

and only used a moderate quantity of shot. The  
wind continued to head us of and the enemy to keep up his  
fire. at 10 the enemy's shot fell short of us, the wind  
favoring us a little - the enemy threw his shot into us  
for five hours without much effect - at 11 the breeze  
freshened, and headed us of - the enemy coming up again  
rapidly - made and shortened sail to the best advantage  
in the squalls which is frequent - at 1 P.M. the enemy 1/2  
mile distant again open'd his fire, his grape fell just  
clear of us, his round shot a mile beyond - his congru  
rockets and Shrapnel shells crashing about us, was at  
first not so pleasant but after a while really served  
to amuse the men, hove over side of the six remaining  
guns, all the shot and 24 bbls Salt Provision. knocked  
away all the stercorian from between decks, cut away  
the top gallant fore-castle - at 2 the enemy continuing to gain  
upon us - hove over all the small arms of every descrip-  
-tion, all the stores from the mast, provisions, gunnery  
and Carpenter's store rooms - at 3 hove over every thing  
that could be of any use to the enemy, as an capture  
appears inevitable, the enemy hulling us tho' not often  
as usual he pierces badly - yet too well for us to be at  
ease under it - at 1/4 past three the enemy ceas'd firing  
and seem'd disposed to run up and take quiet possession  
of us - as his quarter boat was lowered almost to the  
water and the crew with their oars up - at half past  
three the wind hauled aft about 4 points, came heavy

1814- with mist and some rain, we pretended to clew  
 way up, which the enemy perceiving, actually shortened sail  
 1 we, immediately sheeted home and hauled on board.  
 'ut the helm a weather square<sup>d</sup> away, and set  
 the studding sails - propped close to the enemies bows  
 and when the mist clear<sup>d</sup>, of which lasted about ten  
 or fifteen minutes, we were dead to leeward of  
 our enemy, this was what we wanted but the enemy  
 never would give us a chance - as soon as the  
 enemy got sight of us he bore up and gave us part  
 of a broadside, rounded too and gave us the other -  
 one shot of the first fell on board - the second fell  
 shot<sup>d</sup> - our crew of their own accord manned the  
 rigging and gave three cheers - This was indeed to  
 us a happy moment, it was worth the capture of a  
 Dozer Peacocks and Penguins or in fact all the  
 feathered tribe of old England - a few minutes before  
 Capt. Biddle had address<sup>d</sup> the crew, and told them that  
 our escape was almost impossible, but that we should  
 not surrender with masts standing - that when prisoners  
 he would remain with them, even if taken to the black  
 Hole of Calcutta - The enemy continued to chase us all  
 2 night and until Meridian was day, when he shortened  
 sail reef<sup>d</sup> his topsails and hauled upon a wind - The  
 enemy had his Ensign flying and a Rear Admirals flag  
 at the Mizzen, as the Cornwallis 74 is in the Indian  
 Ocean we believe this to be her - we never once show our  
 (Turn to page 73)

Bygone is a Frigate built ship mounting 34 Guns & 175 men. Gordon Falcon Esq. Commander - The Levant mounting 21 Guns and 150 men Capt. Gen. Daughblaff Commander - The Constitution lost 4 Killed & 10 wounded The Enemies loss could not be ascertained, but was very great. The Bygone arriv<sup>d</sup> in the U. States, the Levant was recaptured in the harbor of Porto Praya in the Island of St. Jago, one of the Cape de Verde, by an English Squadron under Sir Geo. Collier - 27 made the highlands of Newfoundland, took Pilot and run up - come too of New York - and a few days after hauled into the Navy yard and stow<sup>d</sup> ship - Since we left the U. States a Peace had been concluded with Great Britain, War declared against Algiers - the Algerines humbled by our squadrons having taken one of their Frigates and a Sloop of war, and their Port blockaded - and the most of the Squadron returned home, before some of the Cruizers of the Province war had reach<sup>d</sup> the U. States -

Some time in September an occurrence to be regretted happen<sup>d</sup> at the Theatre N. Y. Dr. N. Nicholson and myself in passing the lobby were jostled by two English officers from Canada in their way to England - an explanation was requested, which they declin<sup>d</sup> given in a contemptuous manner a mutual attack <sup>with clubs</sup> ensued, the Englishmen were both brought down, severely tho not dangerously wounded, a few days after obtained a leave of absence from the Army; proceeded to Annapolis, my funds all well.   
 June 10 74

1814 During the whole of the chase, and when under the  
May enemy's warmest fire, every man and boy behaved  
3 with the utmost firmness, after losing sight of the  
enemy some time, we shortened sail reefed the topsails  
and hauled upon a wind heading N. W. our engine  
is broken up, and the first thing was to put all hands  
on the shortest allowance. Continuing to shape our  
course back to the westward. Upon a muster of all  
the munitions of War on board, found we were reduced  
to one long 18 lb. without shot. 24 muskets, 1 Ships  
Pistol with 8 private do. 4 Ships cutlasses. & 10  
private swords, about 20 boarding pikes that was  
fortunately lashed round the sparke beam - and a  
few battle axes, not an anchor, Redge, Cable nor  
hawsen - no spare rigging nor spars -

The chase was in Lat.  $37^{\circ} 00' S$ . Long  $33^{\circ} 40' E$  when  
we were making the best of our way to the Islands of  
St. Pauls and New Amsterdam the second place of  
rendezvous specified in Commodore Dacotus Instructions, from  
thence we were to have proceeded to BenCooland to break  
May up the English spice trade - 7 sounded in 70 fathoms  
7 water oozy bottom, being a little to the Eastward of Cape  
Aguller South coast of Africa - discovered three sail did  
9 not chase for want of Ammunition, 9 heavy swell  
and soon after a heavy gale commenced from the N. E.  
12 and lasted several days, 12 passed along the coast  
inhabited by the Hottentots - made gunners vain &

Soon after the table Land upon the Cape of Good Hope.

In Lat  $25^{\circ}$  S Long  $2^{\circ} 30'$  E took strong S. E. wind being the S. E. Trade winds - 27 passed near the Island of St. Helena but did not make it. & discover'd the Land being the coast of Brazil, the S. E. Trade lasted until we made the Land. Standing in for St. Salvador, Carpenter making a wooden Anchor loaded with Iron Kettle - and when we came to <sup>remove</sup> our tacks and sheets to run for a cable - 10 Anchors in the harbour of St. Salvador, and the first person that visited us was St. James M<sup>r</sup>. Donald formerly first of the Penguin, he brought us of a boat Load of fruit & was the first to inform us of the certainty of Peace. of which we before had been in much doubt - The Lambaertine had landed the crew of the Penguin here and then proceeded to the U. States - our Counsel Clerk W. Bartlett come of and inform'd us of the capture of the President by an English Squadron (now in larger numbers) also the defeat of the English at New Orleans under Lord Pakenham by Genl. Jackson - at anchor in this port the American Privateers Blahely & Iron Blooded Yankee - we are supplied with every thing we require except Guns - In weighing our wooden anchor brought up an Anchor weighing 20 Cwt. wt. Mr. Hill our Counsel having provided quarters took the wounded on shore - This is the rainy season & it is very unpleasant. visited the Portuguese opera with the officers of the Penguin, we are the best of friends -

1815 19 having refreshed, took the wounded on board  
 June and on the 20 stood out to sea - It was from  
 20 this port that we made our escape from the  
 Montague 74 about 18 months since, and were  
 inform<sup>d</sup> the she contin<sup>d</sup> as she supposed to blockade  
 us, until the prisoners from the Brig Resolution which  
 we had captured informed them that we had made  
 24 our escape - took the S. E Trade wind 27 passed  
 27 between Ferdinand de Noronha and the main -  
 30 crossed the Equator in Long 30 W - and did not take  
 the regular N. E Trade wind until in Lat 8° N.  
 July Long 39° W - on 10 in Lat. 12° N Long 40° W passed  
 10 over much discover<sup>d</sup> water; lost the N. E. Trade in  
 Lat. 18° 40' N. Long 53° W and had a wind from S. E.  
 The morning Chronicle, of this morning announces the  
 favorite play of Josef Hamet to night on the  
 Horvats with <sup>4</sup> such principal characters by Geo.  
 6 Weston, one of the Captains of the fore-castle - spoke  
 a Brig that had taken her departure three days, from  
 the Island of Sombraro, and her Long' 66° 40' W.  
 which puts the Horvat 6° West of her reckoning, but  
 which agrees with our Lunars, we have had strong  
 westerly currents - The same vessel gave us the news  
~~that~~ of the capture of the British Vessels by name of  
 Levant sloop of war by the Constitution Frigate  
 Capt. Charles Stewart - The action was fought off the  
 Island of Madeira and lasted forty minutes - The  
 (turn back to page 76)



Reckoning to the preceding cruise - from Jan<sup>y</sup>. to Aug<sup>t</sup>. 1815

Lat <sup>e</sup>	Long <sup>e</sup>	Bar. height	Wind	Therm. in air	Therm. in water	Date	Lat <sup>e</sup>	Long <sup>e</sup>	Bar. height	Wind	Therm. in air	Therm. in water
38° N	70° W	30	SW	36	39	17 <sup>July</sup>	7° W	26° W	12	NE	76	76
38 -	68 -	6	"	47	66	18	6 -	24	12	"	76	77
37	64	7	"	53	64	19	5 -	24	10	"	73	78
38 -	61	7	W	51	64	20	3 -	23	7	"	74	78
38 -	57	9	"	54	64	21	0-24	23	8	"	74	79
37 -	54	11	"	54	64	22	2° -	23	8	"	75	80
36 -	49	14	SW	57	64	23	1 -	23	8	"	76	80
36 -	46	15	"	60	65	24	0-9 W	23	8	"	78	80
34 -	43	15	"	63	66	25	1° S	23	8	SE	80	79
34 -	40	16	W	58	67	26	2 -	23	8	"	80	81
33 -	39	16	W. W	58	67	27	3 -	23	8	"	80	78
32 -	35	17	"	61	68	28	5 -	24	8	"	82	76
30 -	34	17	"	61	69	29 <sup>Mar</sup>	8 -	25	8	"	82	79
30 -	34	17	S. W	61	70	2	11 -	25	7	"	80	80
29 -	32	17	"	69	70	3	14 -	26	7	"	79	79
27 -	30	17	"	70	70	4	16 -	27	7	"	79	79
26 -	29	17	"	70	70	5	19 -	29	6	NE	80	79
25 -	30	17	SE	70	70	6	22 -	28	6	"	80	78
22 -	29	17	"	70	70	7	24 -	26	6	"	82	78
19 -	29	17	E	70	71	8	27 -	25	5	"	80	78
15 -	28	17	"	71	71	9	28 -	25	5	Var	80	77
12 -	26	16	"	72	72	10	29 -	25	5	Cal	78	77
10 -	27	13	NE	74	74	11	29 -	25	5	"	82	77
8 -	28	12	"	75	75	12	29	25	5	"	74	76

Accounting to preceding cruise from Jan<sup>y</sup> to Aug<sup>t</sup> 1815

Date	Lat	Long	Bar. or Wind	Therm. 10. 4	Lat	Long	Bar. or Wind	Therm. 10. 4
13	30° S	25° 5' W	S.E.	76° 74°	27	30° S	31° E	65 75
14	30° S	25° 4'	Cal.	76 73	28	39 -	32 31	NW 65 66
15	32	25 4	Var.	70 70	29	Chond	by 1	com. 1/2
16	33	25 3	S.E.	70 73	1	37	31 29	N.E. 65 66
17	35	23 3	NW	65 73	2	36	26 28	S.E. 65 66
18	37	19 5	"	65 69	3	36	23 28	" 65 66
19	37	16 6	"	65 67	4	36	21 28	Var.
20	37	15 7	"	65 65	5	37	20 27	N.E.
21	37	13 9	"	63 63	6	36	20 26	NW
22	37	12 12	"	62 62	7	35	19 27	"
24	Captured the Penguin of Tristan de Alanca				8	36	19 28	"
13	37	10 14	N	60 59	9	30	19 28	Cal.
14	39	5 17	NW	59 54	10	35	20 25	E
15	39	2 W 19	"	58 5	11	36	19 28	"
16	40	00 20	NW	56 53	12	35	18 28	S.E.
17	40	3° E 21	SW	53 54	13	34	16 27	S
18	41	6 22	N	50 54	14	33	12 25	S.E.
19	42	11 23	NW	50 54	15	30	9 24	"
20	42	15 25	"	49 56	16	28	7 24	SW
21	41	20 26	S.W	51 54	17	27	6 23	"
22	40	23 29	S.E.	68 69	18	26	4 22	"
23	39	22 27	"	67 67	19	25	2 22	S.E.
24	39	24 30	W	64 64	20	23	00 21	
25	39	27 30	S.E.	69 68	21	Tracked upon the chain		
26	38	28 31	N	69 68	26	up to the wall of St. Helens		

Return to the preceding cruise from July to Sept 1813

Lat	Long	Bar bar	Wind	Temp	Temp air	Date	Lat	Long	Bar bar	Wind	Temp	Temp air
19° S	6° W	16° W	SE			July 3	5° N	34° W	4° E			
18	9	15	"			4	5	35	4			
17	13	13	"			5	6	36	5			
17	17	12	"			6	7	36	5	SE		
16	20	10	"			7	8	36	5	"		
16	23	8	"			8	9	39	4	"		
15	26	8	"			9	10	42	3	"		
14	27	7	"			10	12	46	2	"		
14	31	6	"			11	14	49	1	"		
14	34	5	"			12	17	51	1	"		
14	36	3	"			13	18	53	1	SE		
13	38	2	"			14	20	55	00	"		
In port at	Salvadore					15	21	57	00	"		
14	38	00	"			16	23	58	1 W	"		
15	35	1 W	"			17	24	60	1 W	"		
14	37	2	SE			18	26	64	1 -	Var		
13	35	3	"			19	27	67	1	"		
11	34	4	"			20	27	68	1	"		
8	33	4	"			21	28	68	1	E		
4	33	4	"			22	29	68	1	ESE		
2	34	4	"			23	30	68	1	Var		
0	34	0	Var			24	31	69	2	W		
2° N	34	2° E	"			25	34	71	2	"		
2	35	3	"			26	36	74	3	"		
3	35	4	"			27	37	75	3	"		

on Saturday 9<sup>th</sup> New York

1815

Account of Ammunition Expended on board the U. S. Ship Hornet in 20 minutes, In the Action with H. B. M. Sloop of War Penguin

Service for the 32 <sup>pr.</sup>	4 Broadside	36 Cartridges	3 8 <sup>3</sup> / <sub>4</sub>	126 00
Do for 1 <sup>st</sup> reduce for Do	11 Do	49 Do	3-00	297 00
Do for 2 <sup>nd</sup> Do for Do	1 Do	11	2-12	30-4
Do for 18 <sup>pr.</sup>	12 Do	12	5-00	60-00
Do for Do 1 <sup>st</sup> reduce	1 Do	1	4-8	4-8
Tankard Exp <sup>d</sup> in Hours				20-00
Do for muskets & Pistols				13-00
Do for Tubes				10-00
Total Powder Expended				560-12
Round Shot for 32 <sup>pr.</sup>	160	each 32 <sup>to</sup>	5120	
Groape Do for Do	189	" 32	5580	
Round Shot for 18 <sup>pr.</sup>	14	" 18	252	
Groape Do for Do	17	" 18	336	
Musket & Pistol Balls 600			37	
Buck Shot			10	
				11335 <sup>00</sup>

The proportion is about twenty ~~to~~ of shot one of powder

Visited Gresham, the place of my nativity. not having  
seen it for nearly nine years. I felt all those sensations  
so natural to one who had been so long from his home  
if I can say my home is on the shore - as the Hornet  
has been home during my minority and up to the present  
time, I have now made preparations and am settling on it  
myself, at least for the time being - but resolved not to  
remain on shore when my services may be required afloat -  
Took possession of Gresham - stock'd it w<sup>th</sup> and placed S.  
Lusk, to superintend - Amusing myself about the country  
on my favorite Horse Warrington,

In March returned to New York and retained Lt. J. T. West  
from the Hornet, he wishing to go south. In May,  
Stanton returned, when I obtained leave, and went my  
cousin for Gresham (near Annapolis)

On 1 July, discharged. Left and took up my residence  
at Gresham Hall. In the fall of this year, in  
pursuing Tobacco, built a new house with stables, &c. &c.  
well pleased at this time to get orders to rejoin the  
Hornet and proceeded on to New York, having leased  
the Hall to J. Weedon for three years -

commenced equipping the Hornet. The weather bad &  
carpenters, my tubs &c. On the 20 March left the  
navy yard, and hauled round in the North river -  
on the 31 Capt. G. C. Mead our Commander, came  
on board, accompanied by the Commodore, Com<sup>dr</sup>. Linn  
W. Taylor, and W. Erwin, appointed by our Govern<sup>ment</sup>

1818 to adjust certain claims of our citizens upon  
March Christophe and Pétion (St Domingo) Mr. Erwin  
31 was to proceed to the River Orinoco, Mr. Strong  
passenger - Same day got under way, stood down  
passed Ft. N. M. Frigate Cybele at anchor in Sandy  
Hock. stood out to sea, John J. Newton  
April 1. Mayo 2<sup>nd</sup> Geo. Hammondy 3. Mrs. Green 4<sup>th</sup> left  
continued to stand off to the Southward and Eastward, the  
Lat 22° 39' N Long 66° W we took the w. E. trade wind,  
19 19 made Turks Island S. S. W 10 miles dist., it is very  
20 low, 20 standing through Turks Island passage, the course  
to clear Salt Key is S. S. W to clear Sand Key is S W 6 S  
21 on 21 make the Island of St Domingo, the distance from  
Turks Island to Cape Henry or Haytian is 100 S W 6 S.  
we fell rather to Leeward of the Cape and was several  
22 hours beating up. 22 took pilot and stood in for Fort  
Dauphin on the Starboard hand steering in S. S. W. and  
when nearly abreast of Fort Dauphin hauled up S E 6 S  
to clear a shoal making off a little within the Fort.  
stood on the last course until midway the harbor,  
then steer S W 6 S to the anchorage abreast of the city.  
we exchanged Salutes with the Shore - it was returned our gun  
short - Capt. R. requested that the other gun should be  
fired. At same given hour, but the Commanding officer  
observed that it would not be Miletary, and ~~the~~ other  
Salute was fired - Polite negroes there - Mr. Taylor  
our Commissioner for this place went on Shore

but would not be received by Christophe as a public  
agent from the U. States in consequence of our Government  
not acknowledging Christophe as King of Hayti. We rec<sup>d</sup>.  
every attention from the American as well as other  
foreign Merchants resident at this place, particularly  
from Mr. Myers of Phila<sup>a</sup>. Took horse and road to  
Sanssouci, near the foot of the fortific<sup>d</sup> Mountain -  
also over the Country for many miles - It is badly  
cultivated, the ruins of splendid country seats are  
to be seen, destroyed during the insurrection which drove  
the French out of this Island, and their Slaves became  
masters - the blacks purchased their liberty at an enormous  
expense of blood and rapine, and as yet it would seem  
have only exchanged one master <sup>for</sup> another, they desire  
to be free - Christophe rules with an Iron rod -  
This place was called Cape Francois by the French when  
their Colony - but Christophe the Negro King calls it  
Cape Henry - and himself Henry the first - This African is  
the leader of a well disciplin<sup>d</sup>. Army, whose subjects are  
indebted to him for their liberty, has attempted to introduce  
the splendor <sup>and</sup> ceremonies of a European Court - he  
has a great trade with the U. S. in coffee & <sup>some</sup> sugar his  
Kingdom terminates at the desert plains which are watered  
by the Artibonite - our companion Mr. Taylor having  
re-embarked, we stood out round Point Piculet and  
stood to the westward - passed between St. Georges & the  
small Island of Tortugas on our right - safe passage -

1818 when the west end of Tortugas bears North. Steer  
 April 10<sup>th</sup> for Cape Nicola Mole. Strong current to the  
 May 10<sup>th</sup> 1<sup>st</sup> passed Cape Nicola Mole and Fair's cove  
 2 hauled to the Southward - 2 Employ<sup>d</sup>. working through  
 St. Marks Channel, between St. Georges & the Island  
 of Grenada - the creabins are in the passage and  
 are to be took<sup>n</sup> out for - There are also <sup>2</sup> rocks &  
 4 shoals of the South end of Grenada - 4 anchored  
 of the City of Port au Prince, Com<sup>dr</sup>. Lewis the  
 U. S. Agent was receiv<sup>d</sup> by the people with much  
 eclat, he having formerly rendered them some special  
 service in their war with Hayte - Boyer is at this  
 time the President, Pétion is much lamented, he died  
 on the 29 March last - The Soldiers are not so well  
 clothed, neither do they appear as well disciplined as  
 those of Christophe - The City or Town is on a  
 low flat at the head of the Bay, it is not so healthy  
 at the cove - The Inhabitants here are mostly mulat  
 ter - those ~~of~~ <sup>of</sup> Christophe Black - they are Catholics &  
 13 speak the French language - 10 stood out and  
 left to Cape Nicola Mole - The N. E Trade wind  
 very fresh - East end of Cuba in sight - being Cape Mais  
 15 Employ<sup>d</sup> beating up to windward 10 made port  
 17 Violet. 17 made the square. Handkerchief - Some  
 day passed old Cape Francois - and Point-Memroy.  
 22 Passed Capis amana and Tabou - 26 passed along  
 29 the Island of Porto Rico - passed between Porto Rico and



Crab Island called Crab Island Passage - then an  
Island - 30 fathoms deep to Sail Rock. It has very  
much the appearance of the ship under sail, a French ship  
of war once gave it a broadside in the night, taking it for  
an enemy. Anchored in the Harbour of St Thomas -  
This Island belongs to the Danes, the entrance into the  
harbour narrow tho safe, the harbour will contain  
an hundred ships of war and as many merchant vessels.  
The Town is famous for once being the strong hold of the  
bold buchanan Black Beard receiv<sup>d</sup> much attention  
from the Government, also the American Merchants -  
Stood out of the harbour 4 fathoms back Island. and  
stood to the S<sup>o</sup> leaving Santa Cruz on our right -  
5 fathoms the peak of Virgin Gorda - 6 fathoms St Christoph  
or St Kitts and St Eustatia, Sounded in 13 fathoms water  
on Bird Key or Bank - Coral Bottom, fathoms the Island  
of Saba, where we boarded a suspicious sail, Sounded in  
20 fathoms water on Guænada Bank, made the Testi-  
gos made Sola rock, and bore up for the Island of  
Margarita, come to in the harbour of Parapata the  
Fort in the Town bearing N W  $\frac{1}{2}$  W. That on the N<sup>o</sup> W<sup>o</sup>  
side of the harbour N E  $\frac{1}{2}$  N dist 4 miles - Capt Read  
our Agent to the oronoko Mr. Ewin and three Patriot  
officers who came passengers from St Thomas <sup>went on shore</sup> - the  
Island is now in possession of the Patriots, It was  
attack<sup>d</sup> of the old Spaniards a few months since, and  
almost destroy<sup>d</sup> - close the scene & supplied the crew with fish,

1818  
June

14 weigh? and stood round the North side of the Island, and anchored in the harbor of Laon Griego, Admiral Brien is at anchor, he is the Venezuelan Admiral, his squadron consists of the Victoria Corvete two Brigs and two Schooners. Exchanged Salutes with the Admiral, also with the Genl. on Shore, Arismendi visited the ground where the Patriots and the Kings of Spain troops had a severe engagement not long since - the slain yet remain unburied, the Island is in complete possession of the Patriots - Deserter from the 1<sup>st</sup> Cutter Phel Lloyd Henry Johnson & Thomas Row - Lt Newton & myself were two days riding over the Island in

15

search of them met with a Baltimorean named Felton who I had seen before - he is now in the Patriot service - A circumstance highly worthy to be remembered, has just been told me by an Englishman serving in the Army of Arismendi - Some months since this place was attacked and taken by the Spaniards, and a few days after the Fort surrendered to them upon honorable terms, but no sooner were the Patriots deprived of their arms, than they were inhumanly butchered by the Spaniards - and their wives and daughters forced to do the drudgery of the camp - the best looking of them were taken by the officers and forced into prostitution - They formed a conspiracy and at ~~the~~ hour of midnight creaked their vengeance upon their inhuman persecutors -

prisoners were released at the same time and almost  
every Spaniard met the death he so justly deserved -  
From that time the Patriots have held the Island -  
Stove out of the harbor, left Mr. Ervin on shore -  
Discovered the Brothers, 20 passed the Islands of Saba  
St. Peter and St. Eustatia, also St. Martin, intended to  
have passed through Aguilla passage, come on thro' the  
which compelled us to bear up and run thro' sail  
rock passage - Again in the open sea making the best of  
our way to the N. of E. the N. E. Trade wind lasted  
until the 25<sup>th</sup> in Lat 29° Long 65° W. -  
Made the Bermuda Island and passed to the E.  
of them - 4<sup>th</sup> The anniversary of our Independence com-  
menced with Thunder, lightning & rain, gave the crew  
an extra allowance - Boarded the Grand Turk, and  
sent Purser Shaw & Mid. Shaler home, being in  
bad health - at night passed a sail on the rock  
called Mochalt, as we were in its Latitude - Made the  
Land being one of the Hebride Islands on the coast of  
Scotland - soon after passed St. Lewis's Bluff -  
Passed Mona and Bora rocks - also Cape Wrath and <sup>the</sup> Sker-  
Sherry; 22 - Made Papa Westra one of the Orkney Islands,  
and soon after Foul Island. Sounded in 55 fathoms water,  
Intended through Foul Island passage; come on foggy  
bore up and run to the Northward of the Orkney and Shetland  
Islands, called by navigators north about - run as  
far North as 63° and hauled to the Eastward in the north sea

1818 The German Ocean. Took our departure from  
July the Isle of Wight - passed over Jutland reef -  
30 made the light house on the coast of Norway -  
stood along the coast of Jutland in from 17 to 20  
31 fathoms water - 31 passed the sea mark house,  
soon after came ~~off~~ squally, took a Pilot and run into  
Winga Roads in Sweden, Gottenburgh being in  
Aug<sup>t</sup> sight - we anchored in 7 fathoms water -  
1 Wind fair stood out of Wings and up the Categat,  
2 passed Anholm light house also Rose point, come  
3 up with Zealand light - and anchor'd of Elsinore  
Exchanged Salutes with Cronenburgh Castle - (This is  
in Denmark), same day stood through the Sound and  
anchor'd of Copenhagen in 8 fathoms water. The Crown  
Battery bearing W. N. W.  $\frac{3}{4}$  mile. J. M. Forbes Esq  
our Consul General for Denmark and Prussia come  
on board accompanied by several of the Danish nobility,  
Exchanged national Salutes with the Town, visited the  
Queen's Gardens, Saw the King and Queen, and the two  
Princes, the younger is considered very handsome  
she has been fair, and a remarkable fine complexion  
they are all very plain & easy and exactly like other  
people, visited the naval arsenal, every thing in it  
is well arranged, and kept in high order. They have  
but few vessels of war, the English have never return-  
-ed the 20 Sail of the line taken from the Danes  
some years ago for safe keeping - we are sent out here

8  
apt.  
30

to take home the muteness of the American Schooner *Plattsborough* of Baltimore, owned by Isaac McPain. The *Plattsborough* sailed from the U. States with a large quantity of spice on board, bound to Smyrna, on the passage out a part of the crew mutined, murdered the master, the chief mate Supercargo, and ~~one~~ <sup>some</sup> of the men named Steiner. A Prussian took command of her run her into Norway, they were soon suspected, they fled to Copenhagen where five of them were taken up & executed. This day news of the mutinies on board named as follows. Stephen Orion 2<sup>nd</sup> mate, Edward Samuelson (Mulatto, Stevedore) Americans, not concerned in the murder but shared the booty - they have confessed the crime and are become States evidence. John Williams a Canadian, Nathaniel White an American Frederick a Dane, Rogge an Italian on board. During her stay I was much on shore - and am pleased with the character of the Danes - The injury this city sustained in the attack upon it by the English fleet under Lord Nelson <sup>2<sup>nd</sup> in command</sup> is felt to this day, they speak in most bitter terms against the English - our Consul Gen<sup>l</sup>. Mr. Forbes came on board as passing for the U. States weigh anchor and stood through the Sound come ~~to~~ <sup>up</sup> again of Elsinore, same day the U. States Frigate *Guerrier* capt. Mc Donough anchored near us, 35 days from Boston having on board the

1818 Honble G. W. Campbell and I sail, minister to  
Sept the court of St. Petersburg. The Galeon got  
1 underway and stood up the Baltic - blowing fresh  
and first cutter with a Head - I crew felt to seaward  
2 sent the first cutter after her, myself in charge,  
run over to the Swedish shore; and was informed  
at Elsenburgh that she had driven on shore on  
the Isle of Nyen, stood over to the Island and  
found that the Cutter had returned to the  
Hornet. This Island was once the residence of  
the famous Astronomer Tycho Brahe, stop  
at a farm house occupied by a Lady, who under-  
-stand of the Swedish her vernacular Tongue, also  
 spoke, the French, Danish, German, Italian and  
English, she walked with me to the spot where  
the observatory of Tycho Brahe stood. She is a  
Lady of superior mind, and yet she regretted that  
living upon a small Island had deprived her of  
many advantages, enjoyed by those living on the  
main and in cities. She was particularly attentive  
to me, I had taken Marmontel's moral tales in  
the boat with me - I presented them to her, having  
4 turned down the 107 page - Sturmer the King  
of the Swedes was brought from Danzig to  
Elsonum under a Prussian Guard to be confronted  
to those on board, Sturmer - to the last denied his  
ever having seen one of them before - but those

after some hesitation, admitted that it was Stume,  
the cause of all their misfortunes. he said that they  
were secundæ that knew him not - so he was  
returned to the Brofman guard - The examination to place  
at the office of the Prefect of Salice -

Visited the Gardens of prince Hamlet, so celebrat<sup>d</sup>  
by Shakspeare, it is about half a mile from  
Elsinuer. They pretend to show the grave of Hamlet.  
the grounds are handsomely laid out, whigs, and stood  
down the Catagot - passed Trindel Thocks very dangerous,  
passed the sea and stood along the coast of Jutland.  
Wind ahead, and blowing heavy. hoisted the Lark for  
a Pilot, one was soon on board he run us into  
a pine, but small harbor called Blansoon, in  
Norway. fine lobsters, the inhabitants homely indeed.  
wind fair. stood out passed the straits of Norway, and  
standing across the North Sea, intended north about,  
the wind coming out ahead and heavy, bore up for  
the English Channel, the wind again shifted dead ahead  
and we bore up for the Orkneys, intending to go north  
about. but on the 12 the wind again come ahead  
we lay on 24 hours, and then bore up for the Channel  
passed Scarborough head in Scotland - and soon after  
the South Cheek of Robbin Head Bay - 15 passed Dunger  
ness light house, and also Crown light, and anchored of  
Harwood light in 13 fathoms water, heavy gale and bad weather,  
wings, and stood down the English coast - by made the

1818 Gallipoli, and passed the North Foreland. Same  
left night, having cleared the Goodwin Sands, hauled up  
for Deal, and anchored in the Downs in 7/2 fathoms  
14 water. Deal Castle bearing N/2 E. Goodwin light  
NE by E. Mr. Forbes left the ship for London.  
The Downs is considered by the English to be a good  
roadstead, but I think any part of the Chesapeake  
19 Bay preferable to it - heavy gale. ship pitching  
20 bows under - weighed, and stood down Channel,  
wind came a head, returned to the Downs, a fleet  
of merchant vessels at about one hundred also put  
21 back - weighed, and stood down Channel, wind  
again came a head the fleet bore off and returned  
to the Downs, The Hornet and an English Packet  
23 the only two that continued on - passed Beachy  
24 Head. heavy gale made the Isle of Wight, having  
sprung our head knee, bore up and ran into  
Spittle Head to repair damages - a number of  
English men of War at Spittle Head - also three  
Russian Frigates, sold by the Emperor Alexander  
to the King of Spain, and said to be unfit for  
service - they passed us a month since at Copenhagen  
and we bound to Cadiz - Admiral Malcolm from  
the British fleet sent an officer on board to  
welcome us, and tender his services - Mr. Forbes  
28 again joined us - 28 stood down Port Banns and  
out of the Needles - stood down Channel, and took



18. our departure from the Lizard - fair winds, until  
14 30 clear of Landings - when it hauled to cv. w blew again,  
14. and the most violent I have ever experienced - the  
14 Sea getting upon the quarter compelled to veer ship,  
after veering the main continued to increase - ship under  
close reef<sup>d</sup> main topsail and fore storm stay sail -  
under this sail the ship was hove down on her beam  
ends three times, the last time she was hove down  
the main topsail was split into ribbons - the sea  
making a perfect breach over the ship - orders were  
given to cut away the main mast, at this instant  
a heavy sea struck her upon the weather beam which  
laid her of, and from the most perilous situation of  
going down in a few minutes, she gradually righted -  
kept her before the wind a short time, but finding that  
the sea was fast overtaking her, we again rounded  
too, and brought hand down by the wind - the main  
royal mast was blown <sup>top of gallant mast being broken</sup> off by the cap - at the second <sup>of</sup>  
my station in time of eminent danger was the foretop  
upon this I volunteered for the maintop and 8 or 10  
men followed me - ship rolling lee main yard  
over under - we succeeded in cutting the old sail  
from the yard, and in going out to sever the  
weather receptacle was thrown from the yard  
partly in the top, the men hauled me in, I was  
lowered upon deck and could not leave my berth  
my several days - The gale abated, the vessel secured

1818

Sept

13-

our boat admitted that they had never seen any  
thing to equal it before - my belief is that  
having lost our main top sail and the sheet - for  
she was much easier after it - had blown away -  
but the old school is to carry that sail to the  
mast - being a lofty sail, to keep her from the sea,  
this is practical knowledge to me, never to be  
forgotten - 21 made the Azores - winds still

21

24

ahead - on an examination found that we  
had but 90<sup>lb</sup> bread on board - being only six  
days allowance, bore up for the Azores after

20

having passed them 600 miles - came to  
Villa del Norte Island of Fayal - sent on shore  
to our consul Mr. Dabny who used every exertion  
to furnish us with supplies, we can never  
forget the kindness of Mr. Dabny the younger  
he threw his doors open to us - and we lived  
sumptuously whilst with him - his father, mother  
& sisters were in the U. States - It was here that

the American Privateer Genl. Armstrong made us  
gallant a defence against a whole English squad  
- we The American ship Descofet came in

short of supplies - having procured all the  
bread that could be got - we filled up the  
hullam with Potatoes - stood out and  
directed our course homeward - Mr. Walker

30

was

4

Bay - fell from the rigging top into one of the

quarter boats unengaged - continuation of head winds,  
24 encountered another severe gale almost equal to  
the last - the head wind stuck by us until after we  
struck Landings, and probably no ship before had  
ever such a trifling of contrary winds and had weather  
Came too in the Harbor of Boston having this day  
sund out an last allowance of bread - we had  
anchored but a few hours before a N. E snow storm  
came on which lasted two days, It was 96 days  
from the time we started to return home until  
we anchored of Long Wharf Boston - Turned the  
muster over the ~~the~~ Stols Marshall, Capt. Mead  
proceeded to Washington, all the Lieut. except myself  
left the ship - and by the offer of Capt. Mead I  
became first Lieutenant of her - hauled into the  
navy yard and Coppied 15 the Hornet having  
undergone the necessary repairs hauled of in the  
stream - The Independence 74, Huzars Constitution  
and Java in ordinary at the yard - Joined the  
Hornet as a young midshipman and passed through  
all the grades to the first Lieutenant - and have  
now been seven years attached to the Hornet -  
the other Lieutenants on board are Babbit, George  
Hunter, and Erskine, W. Warrington sailing  
master - on the 20 march I reported the  
ship ready for sea - Capt. Mead returned and  
came on board - According to the preceding Cruise;

Reckoning ~~to~~ the West Indies - to Copenhagen & back to Boston 1812

Date	Lat in	Long in	Var.	Day	Course	Date	Lat in	Long in	Var.	Day	Course
March 31	38° N	72° W	3° W		West	27	29° N	65° W	6° W		NW
April 1	36	71	3		S. E	28	30	66	6		"
2	35	70	4		S. W	29	32	64	7		E
3	35	69	3		var.	30	33	62	7		NW
4	34	68	2		"	July 1	35	61	8		W
5	33	68	1		NW	2	38	58	9		NE
6	31	68	1		"	3	38	57	10		SE
7	28	68	0		var.	4	38	56	11		SW
8	26	67	0		"	5	40	54	12		"
9	25	66	0		"	6	40	53	13		SE
10	25	65	0		"	7	40	51	14		var.
11	24	65	0		"	8	41	50	15		SE
12	23	65	0		"	9	42	49	16		SW
13	22	65	0		"	10	44	48	22		S
14	22	65	0		NE	11	46	43	23		W
15	22	67	1° E		"	12	48	39	25		"
16	22	69	1 -		"	13	50	35	26		"
17	Made Irish Alan & Antel					14	52	31	27		"
18	next date in the west Indies					15	53	27	28		"
June 21	22	65	4° E		NE	16	55	22	29		SW
22	25	65	4 -		"	17	57	17	30		"
23	27	65	4		"	18	57	15	31		"
24	29	65	4		"	19	58	10	32		"
25	29	65	0		"	20	59	6	34		"
26	29	66	5° W		var.	21	60	3	35		"

Account continued

	Lat in	Long in	Drift	Wind	Date	Lat in	Long in	Drift	Wind
22	61°	1° E	30° W	S W	Oct 14	41° W	28° W	-	W W
23	60	2° E	30	S W	15	42	28	"	"
24	In the North Sea, Sweden, Norway				16	41	29	"	"
25	and Denmark, also England				17	40	29	"	"
29	49	6° W	30° W	SE	18	41	28	"	"
30	48	10	27	W W	19	41	30	"	"
1	47	12	25	"	20	41	31	"	"
3	47	13	25	"	21	41	31	"	"
4	47	15	25	"	22	39	13	22° W	"
5	46	15	"	"	23	38	36	22	"
6	44	15	"	"	24	37	37	22	"
7	44	15	"	W E	25	35	35	22	"
8	43	18	"	"	26	35	33	23	"
9	42	21	"	W W	27	37	31	23	"
10	43	23	"	"	28	38	30	23	"
11	42	24	"	"	29	Anchored at Fayal and purchased			
12	42	26	"	"	30	the same here on my chart			
13	42	28	"	"	31				

26<sup>th</sup> Capt Mead came on board, also Mr. Horsythe, Minister to the Court of Spain. Scattered him 27 I stood out to sea - the S. W. wind that we started with continued until we came up with the Azores - when the winds became baffling - we were only 8 days from Boston to the Azores a distance of 2000 miles. Ship most of the time was under double reefed Topsails & gaff 11

1819 412 Brest. During the 5 days our decks were never  
April dry, and most of the time under water -  
an minister says that every man that follows  
the sea should be an Admiral - for nothing  
14 by would induce him - Made the white  
15 comment on Cape St. Vincent - 15 came two  
16 in the beautiful harbour of Cadix - The next  
day admitted to portofique, exchanged salutes with  
the fleet - visited by Mr. Lewis the American  
24 Consul, Mr. Forsythe, Capt. Mead and Mr. Fenwick  
left Cadix for Madrid, at the same time a Mr.  
Thibault to whom we had given a passport to the  
French leave - At anchor in the harbour 3  
Spanish & 4 - Six Frigates with several Corvettes,  
and more than an hundred Transports - Troops  
are collecting at this point to embark for South  
America, operations go on slowly for want of  
May government funds and credit - I did not leave the  
ship for the first two weeks, during which time  
I overhauled ~~and~~ painted her - and reported to Capt  
8 Mead at Madrid ready for sea - visited the  
shore with our Consul Mr. Lewis of Chelsea,  
who is very attentive to us all - my time is  
much taken up on shore - the plaza de St.  
Antonio, the Alameda, the Churches and in  
fact every thing is delightful - visited Chicalana  
Corto, Santa Maria, La Isla to witness the Bull fights

at one of which there was fourteen horses eight Bulls  
and one man killed - The first that I witnessed was to me  
horribly inhuman, but I very soon become familiar  
to them and never let one escape me - every Spanish  
male or female will give the best reel to see a bull  
fight - the wild bull is let loose in the arena, he  
is first attacked by men on horseback  
and ultimately despatched by a man on foot called  
the Matadore - The prejudices that I have entertained  
of the Spaniards is entirely done away - They have  
probably more dignity of character than any other people  
I have found them amiable and friendly - but do not  
intermeddle with <sup>their</sup> Dulce Carazas sweethearts.

I have been very particular in making friends with  
the Priests - or Padres - during our stay the Patriot  
Orator Independencia was wrecked off Tarifa, the  
crew made prisoners of, most of them are said to be  
Americans that is from the re-stals - recd. letters  
from Madrid, the Prime Minister the Marquis Casa  
Z Rayo is in disgrace by order of the King Ferdinand  
the Marquis married an American Lady of O'Neil's  
many years since - The Florida Treaty Proves true  
- by - The city of Cadix stands upon the Island of Leon  
it was a city of the Phoenicians and called Gades -  
The U. S. 74 Frigate Com. Steward anchored here for a few  
days and retired to the Mediterranean - Capt. Read  
having returned, we stood out to sea, St. Brevoy and

1819 East Coast of the U. S. N. passages - The Florida  
 July treaty not ratified - all the homeward passage  
 was very smooth a small boat might have crossed  
 30 Anchor. of New York, Capt. Read proceeded to  
 Capt. Washington, I was ordered to get the ship ready for  
 10 sea as soon as possible - The Secretary of the  
 Navy Mr. Thompson visited the Fleet and made  
 the yards and gave a salute - The Washington 74  
 the by name of Bontard at the N. yard, the 74  
 on the stocks for advanced -

Recon from Boston to Spain & back to New York

Date	Lat <sup>n</sup>	Long <sup>e</sup>	W. by	Date	Lat <sup>n</sup>	Long <sup>e</sup>	W. by	Date	Lat <sup>n</sup>	Long <sup>e</sup>	W. by
Mar 27	42° N	69° W	5° W	April 10	38° N	19° W 22° W		July 13	37° N	33° W	19° W
28	41	65	6	11	37	15	22	14	37	36	18
29	40	60	8	12	at anchor	Cadiz		15	37	38	18
30	40	55	11	July 2	36° N	7° W 23° W		16	38	40	17
31	40	51	12	3	36	9	23	17	38	42	16
April 1	40	47	14	4	36	11	22	18	39	45	15
2	41	45	15	5	35	11	22	19	39	48	14
3	41	40	16	6	34	13	22	20	39	52	13
4	40	37	16	7	35	17	21	21	39	54	12
5	40	34	17	8	36	20	21	22	39	56	11
6	40	32	18	9	36	25	21	23	39	58	10
7	39	29	21	10	36	28	21	24	39	60	9
8	39	25	22	11	37	31	20	25	39	63	7
9	38	22	22	12	37	32	19	26	40	67	6
								28	40	72	3









