

**Out of Exile: Identifying the Storm Wreck, a Colonial
Shipwreck off St. Augustine Florida; Finding Context
through Artifactual and Archival Research.**



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DECLARATION

I certify that this thesis does not incorporate without acknowledgement any material previously submitted for a degree or diploma in any university; and that to the best of my knowledge and belief it does not contain any material previously published or written by another person except where due reference is made in the text.

Brian J. McNamara

December 2014

**Cover Image: Bidding farewell, Cir 1780.
Image courtesy of the St. Augustine Lighthouse and Museum

ABSTRACT

In 2009 the Lighthouse Archaeological Maritime Program (LAMP) conducted an offshore magnetometer survey of the coastal area of St. Augustine Florida. The specific area of interest was the location of St. Augustine's historic inlet, which historically was afflicted by a deadly series of sandbars known as the 'crazy banks', a notorious ship trap in its day. A system using Marvel and D.C. comic book heroes as designators was used at the time to differentiate possible inshore and offshore targets within the survey's project area. This system resulted in the name that the wreck site is now known by: Storm (Meide et al. 2011:104).

The Storm Wreck has been the main concentration for LAMP fieldwork since 2009, and a plethora of artifactual material has been recovered each following field season that indicates the ship may be English in origin, and dating somewhere within the late colonial period of American history. The only other known shipwreck in northeast Florida dating to this time period is the British *Industry* of 1764 (Meide et al. 2011:104). The circumstance behind why a British ship would be wrecked outside a port city overwhelmingly known for its Spanish origins warrants further investigation.

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A special thanks to my family. Words cannot express how grateful I am to my mother and father for all of the sacrifices that you've made on my behalf. Your prayer for me was what sustained me thus far. I would also like to thank all of my friends who supported me in writing, and incited me to strive towards my goal. At the end I would like express appreciation to my partner Starr once more for the love, guidance and support you have given me through these long days and late nights of research and writing.

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CHAPTER ONE

INTRODUCTION

The Storm Wreck

In 2009 the Lighthouse Archaeological Maritime Program (LAMP) discovered a shipwreck site while target testing areas of interest previously mapped by their predecessor organization Southern Oceans Archaeological Research (SOAR) in 1995. Target testing was conducted on offshore magnetic anomalies within the area south of the present day inlet of St. Augustine, Florida. This was the location of St. Augustine's historic inlet, which was afflicted by a deadly series of sandbars known as the 'crazy banks', a notorious ship trap in its day. The results of SOAR's survey revealed the presence of several magnetic anomalies on the sea floor, which LAMP project volunteers organized using the names of comic book heroes within the Marvel and D.C. comic universes as designators to differentiate possible inshore and offshore targets. That June, target SJ 5459 or 'Storm' was further refined by LAMP with up to date magnetometer, subbottom profiler, and side scan sonar equipment. Divers returned to the site on the 25th of August to ground truth the target area by using a hydraulic probe and handheld magnetometer. After probing and subsequently controlled water jetting with the probe, a large cast iron cauldron and several unidentified concretions along with a wooden plank and ballast stones were discovered. Artifacts yielded from the site that lead to an initial guess that a colonial era shipwreck had been found 40 meters away from the originally recorded position of the SOAR 1995 anomaly (Meide et al 2010:105).

The Storm Wreck has been the main concentration for LAMP fieldwork since 2009, and a variety of artifactual material has been recovered each following field season that indicates the ship may be English in origin, and dating somewhere within the late colonial period of American history. The only other known shipwreck in northeast Florida dating to this time period is the British *Industry* of 1764 (Meide et al 2011:104).

St. Augustine, which was founded in by the Spanish conquistador Pedro Menendez in 1565, has been in continuous occupation ever since, although the city has changed hands several times throughout its history. There was a twenty year period of British occupation: 1763-1783, which is often overlooked because of overshadowing events during the American Revolutionary War in the northern colonies. The British colonies of East and West Florida are often overlooked by the general public when considering the period, it is forgotten that these regions remained under British control throughout the duration of the war; they never declared their independence as did their thirteen northern brethren. As the revolution drew to a close, British nationals along with Americans still loyal to the crown left the former colonies to return to England, or move on to other British held lands such as Nova Scotia, Florida, or Jamaica. Evacuations were organized from each of the British capital cities as they fell to the Patriots: Savannah Georgia, Charlestown (present day Charleston) South Carolina, and New York.

In August of 1782 British officials began to set plans in action to gather all available shipping to carry out the evacuation of Charlestown, South Carolina. It was estimated that about 25,000 tons of shipping would be needed to carry the Loyalist citizens and their effects. Their principal destinations were East Florida and Jamaica, while others chose to go to Great Britain or Nova Scotia. Altogether, an armada of 126 vessels had been concentrated at Charlestown and there divided into groups intended for five destinations: England, Nova Scotia, New York, St. Augustine and Jamaica (Lambert 182-183). The last British troops departed Charlestown on Dec 14th, and the final ships of the evacuation fleet passed over the Charlestown bar on Dec 18th before the five fleets split and sailed their separate ways. On New Year's Eve, 1783 the St. Augustine fleet made its arrival off the bar of St. Augustine. It was recorded that within two days no less than sixteen vessels, bearing refugees and their effects, went to pieces here and many persons lost their lives. (Schoepf 1911[1788]: 227-228). Based on the artifactual remains recovered from the Storm Wreck thus far, it is believed that the ship that was wrecked at the Storm site was one of these sixteen vessels.

Aims and Objectives

The main question this research seeks to answer is “What is the ship represented by the Storm Wreck, and who was aboard?” This thesis will investigate the artifactual remains of the Storm Wreck located off the coast of St. Augustine Florida, and match the physical evidence with contemporary documentation and historical background in an effort to possibly identify the ship; the people who were aboard, and the circumstance of its journey. To direct the course of this work, this thesis aims to:

- Narrow down or confirm the identity of the ship represented by cultural material found at the Storm Wreck site.
- Present key artifacts recovered to date, and discuss how they may identify the Storm Wreck as a Loyalist refugee vessel.
- Present archival research that correlates historical background with artifactual evidence, establishing the Storm Wreck within a larger context of the Loyalist evacuation fleet from Charlestown.

Significance

When the majority of the American public thinks of the Revolutionary War, they tend to identify with the Patriot cause. American history tells of the original thirteen colonies that banded together to fight the British during the Revolution, yet the narrative often neglects the fact that there were originally fifteen English colonies in the territory now occupied by the United States: East and West Florida remained loyal to the crown well beyond the British surrender at Yorktown. The story of the founding of the American nation is also the story of defeat and a mass exodus for many of its original citizens who still felt loyalty towards England. The Loyalist cause is tragically overlooked and forgotten, and few know what actually happened to the “redcoats” after the American victory.

If this vessel proves to be a remnant of the Charlestown evacuation, the implications would be profound. Identifying and putting a name to the Storm Wreck could illuminate a forgotten episode in the creation of the United States, along with the story of a forgotten people and their exodus from the former English colonies in North America. It is hoped that by shedding more light on the Storm Wreck and possibly identifying the name of the ship as well as the people who sailed it, will remind everyone that history is not always written by the victorious. The predominantly Spanish timeline of Florida's history overshadows a brief British interlude, and in the span of twenty years a British-governed nation of Loyalists lived.

Thesis Outline

This thesis consists of six chapters. Chapter One informs the reader of the basic concept and composition of the research. This chapter provides an introduction to the Storm Wreck and brief background to British East Florida and the Loyalist migrations, followed by the research aims and objectives. The significance of the research is presented, as well as a chapter outline.

Chapter Two provides a summary of the background, history, and context of St. Augustine Florida, through a review of existing literature. The location of the city and its strategic importance provide insight into its role within the British Empire. Next, a history of the British period of St. Augustine is presented, including the city's importance during the American Revolutionary War. The chapter closes with a discussion about the Loyalist influx that occurred as British occupied territories within the American colonies fell to the Patriot cause at the end of the Revolution.

Chapter Three presents the methodology of work conducted both in the field and during post-season archival research. The chapter will begin with a review of field work conducted by LAMP since excavations began on the Storm Wreck in June of 2009, as well as present a summary of applicable legislation that aids in the protection and management of the site. The second part of this chapter will present the selection of archival sources that have been sought out to better understand the context of the Storm Wreck site, and the methods of data collection of primary sources.

The purpose of Chapter Four is to present the findings of both artifactual and archival research. The first section will review a selection of the most diagnostic artifacts recovered to date. The second section will present primary source documents located within the Public Records Office (PRO) in Kew London, which pertain to the evacuation of Charlestown in 1782. Following this, a review of insurance records from the maritime insurance firm Lloyd's of England. The fourth section will offer first hand eyewitness accounts of the evacuation fleets and their proceedings through the logbooks of Royal Navy ships that were detailed as escort ships for the evacuating convoy.

Chapter Five serves to present an interpretation of the findings within the previous chapter. The first portion will discuss how artifacts recovered from the Storm Wreck possibly reflect the archaeological signature of Loyalist refugees. The second portion will discuss the findings within Lloyd's Register of Shipping. Finally an interpretation of Royal Navy ships log books, giving a more definitive picture of the Charlestown evacuation and the events leading up to the wrecking of sixteen ships upon the bar of St. Augustine.

Chapter Six offers conclusions drawn from field work on the Storm Wreck combined with archival research conducted since June 2010. The second portion of this chapter will conclude with a discussion on the value of these findings and a reiteration of the reasons for conducting this research; the benefits of exploring the Storm Wreck and its greater context within the American Revolution not only teach us of St. Augustine's past, but tells a forgotten story of the birth of the greater American nation. This chapter will conclude with further research questions that arise as well as highlight areas of interest for future research studies.

CHAPTER TWO

HISTORICAL LITERATURE REVIEW

The Southern British Colonies

The American Revolution transformed the North American continent into a new nation, and it is well known that the thirteen original English colonies successfully broke from British rule to become the first thirteen United States of America. The colonies of New Hampshire, New York, Massachusetts, Pennsylvania, Rhode Island, Connecticut, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia coalesced under the Patriot cause to become a new world superpower. Popular history neglects the fact that there were originally fifteen English colonies in North America, and the provinces of East and West Florida were thriving and active participants during the British occupation and afterwards (Figure 2-1).

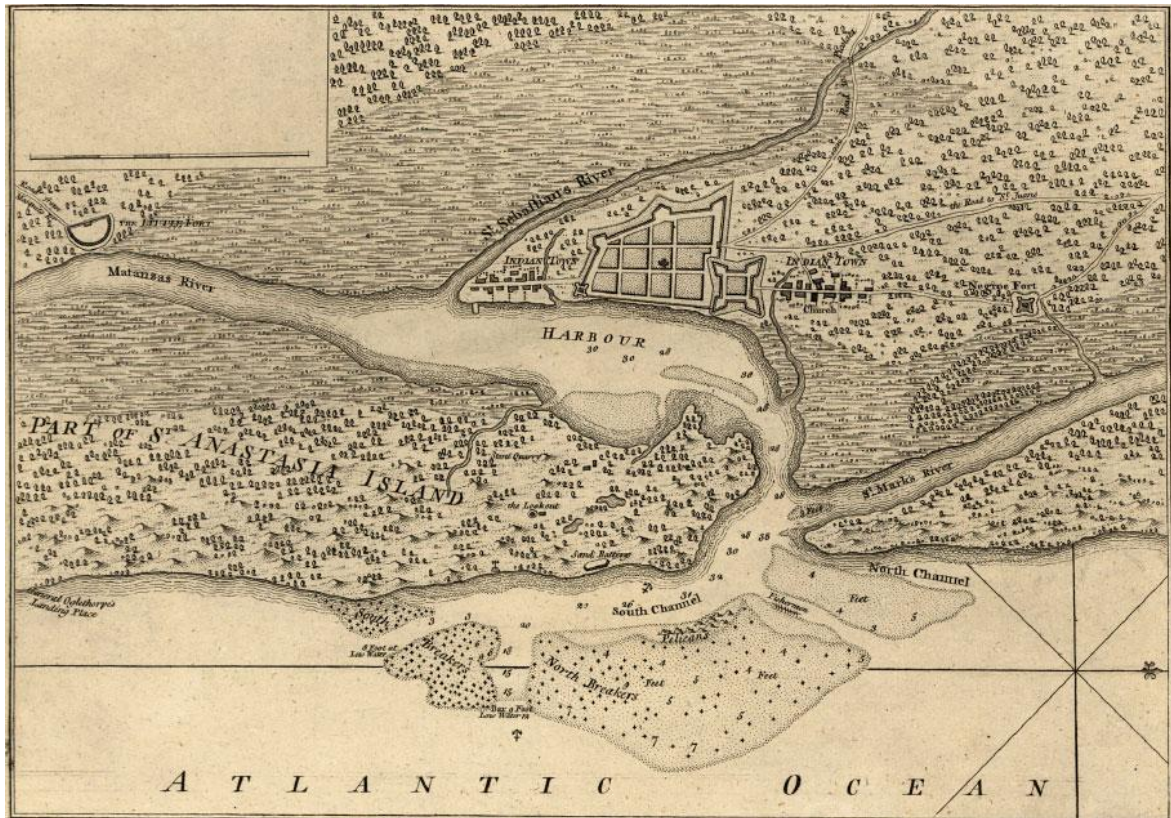


2-1: A map from 1770 showing the southern British colonies, with insets depicting the cities of Charlestown and St. Augustine. Image courtesy of the David Rumsey Historical Map Collection.

At the end of the Seven Years War 1756-1763, also known as the French and Indian War, Spain had ceded Florida to England under the terms of surrender laid out by the Treaty of Paris (Boatner 1966: 402). At that time the province was divided by the Royal Proclamation of King George III. “The part between the Apalachicola and the Mississippi Rivers, extending as far north as the 31st Parallel, was called West Florida, with Pensacola as its capital; while the land East of the Apalachicola up to the St. Mary’s River became known as East Florida, with its capital in St. Augustine.”(Riley 1983: 128).

St. Augustine, British East Florida

St. Augustine is the oldest continually occupied city in North America. The city was founded by the Spanish conquistador Pedro Mendez after landing there in 1565, on the day of the Catholic celebrated Feast of Saint Augustine, for which the site was named (Bennet 1976: 35). The arrival of European explorers and conquistadors in the mid sixteenth century marked the beginning of a dramatic indigenous population decline that accompanied European contact and colonialism in North America. During this Spanish period before 1763, the Spanish Crown had a tenuous hold on her La Florida colony, and could never invest the money or military resources needed to defend the territory. Instead, the Spanish Crown relied upon a system of mission settlements designed to Christianize the native inhabitants and create a population buffer along the borders of the Spanish frontier (Mahon, Weisman 1996). Spain made no attempt to colonize the territory. There were no gold and silver mines, as there were in Mexico and South America, to encourage commerce and industry and enrich the Royal Treasury. The town of St. Augustine existed only because it was strategically located as a military outpost, and because it served as a base for missionaries in their work of civilizing and converting the native people (Coomes 1976, 35-36). Throughout most of the 1600s, St. Augustine is best described as a presidio: primarily a military outpost with an associated town. Despite its prime location, the settlement was incapable of serving its purpose of defending the silver plate fleets sailing to Spain from its holdings in South America (Franklin 2005: 23).



2-2: 1756 map of St. Augustine's inlet and harbor. Image courtesy of Fort Mose Historic State Park.

Among the reasons the Florida capital had not flourished under Spanish rule was its inferior harbor. This plagued the British just as equally as it had their Spanish predecessors (Figure 2-2). Ships dared not enter except when there was an easterly wind and a half-flood tide (Wright 1975: 10). The harbor suffered from its dangerous bar, which had only nine feet of water at high tide, and was narrow and crooked. It was subject to sudden shifts after storms, but it was the only real port in the province, and remained so throughout the twenty years of British rule (Mowatt 1941: 135). When East Florida's new Governor, Patrick Tonyn arrived from England on March 1, 1774 he immediately observed that any incoming ship was in danger of getting becalmed on the bar and heaved by a heavy swell into shoal water. His ship, *Brittania* had to lay off the bar for sixteen days until his servants and baggage could be safely landed (Siebert 1946, I: 21). Ordinarily the bar could be crossed by three channels, often by two only. Admitting nothing but small and light vessels, the channels were narrow and crooked and shifted in stormy weather. Hence pilots coming out to take in a ship must examine the passage on every crossing, and escort them in at flood tide only (Siebert 1946 II: 92).

Most of the ships entering St. Augustine's harbor were between 10 and 30 tons: only one or two of as much as 100 tons are recorded as being in the port during these years. Most of the vessels came on the short coastal run from Charlestown, where most goods to or from East Florida were trans-shipped into larger vessels going to the northern ports or to Europe. Only the occasional ship made the journey to St. Augustine directly from Europe. More often than not, ships sailing outbound left in ballast (Mowat 1941: 135).



2-3: A sloop in St. Augustine's harbor, Cir. 1750. Image courtesy of St. Augustine Lighthouse and Museum.

The town owed its importance to at least four things: its harbor, its military garrison, its position as the capital of the province, and the local trade which centered upon it (Figure 2-3). The British occupation of St. Augustine in 1763 followed the departure of virtually the entire Spanish population, and strenuous efforts were made by the British to encourage settlement of the land, by the provision of military defense and civil government at the expense of Great Britain, by generous grants of land, and by numerous accounts of the country in magazines and books published in Great Britain itself (Mowatt 1941: 32). Under British control, the barren lands settled in East Florida produced some of the best naval stores in all America. The land around the Saint Johns River, navigable near 300 miles, running parallel to the Atlantic at nowhere distant more than 25 miles, was hoped to produce any quantity of tar, pitch and turpentine. The projected output of 100 million barrels a year made for an attractive incentive for new landowners. (Feldman 2007: 14). East Florida was the only province of North America

belonging to the Crown where naval stores could be made. The immense quantity of live oaks growing in the region fit for timber of the largest ships of war was another object attracting the attention of the British government (Feldman 2007: 15).

At the outbreak of the American Revolution the total population of the province, excluding the military garrison stood at about 3000. The appearance of the town was as much as it had been under the Spaniards. (Mowatt 1941: 133-134). Officers and enlisted soldiers often passed along the streets, and sentries were stationed at the barrier gate and outside the Governor's house. The firing of a gun at the coquina-stone Fort Saint Marks marked the morning and evening of each day. Civilian and military life blended together in the capital. During the Revolution activity increased within the town. Refugees arrived from Georgia or South Carolina, and the military forces were strengthened; the East Florida Rangers organized, and the militia occasionally mustered. There were constant rumors and alarms, and always the ever present talk of capitulation. (Mowatt 1941: 148).

The loyalty of East Florida to the British cause during the war of the American Revolution subjected the region to occasional raids, and caused the Governor not only to take measures for defense but also to plan retaliatory expeditions (Pennington 1930: 24). There were successive invasions of the East Florida province from Georgia which were weakly pressed by the Americans (Mowatt 1941: 148). In April of 1777 Governor Patrick Tonyn reported one rebel incursion in which they "Drove off all the cattle this side of the St. Mary River, and in June a large Rebel Party carried off, Mr. Jollie, Mr. Bethune, Mr. Kennedy and other Planters, and a Party advanced to Nassau River, and took Negroes and Horses"(Pennington 1930: 27). The Governor of Georgia James Wright wrote the Earl of Cornwallis that the cruelty of the rebels was so shocking that most of the people had taken to the swamps "for shelter against these Worse than Savages, who say they will Murder every loyal Subject in the Province" (Riley 1983: 120). The rebel campaign reached as far down as St. Augustine, in the same letter Tonyn reports: "In August 1775, a Rebel Privateer took our Ordnance Stores. Off this Bar. No invasion was made on our parts, until after these hostilities were committed, when it became necessary to retaliate" (Pennington 1930: 27).

For the purpose of defense and retaliation, Governor Tonyn relied on a Provincial Corps under the command of Thomas Brown, known as the East Florida Rangers (Riley 1983: 120). In Thomas Brown the King had a soldier equal to the savagery of a hundred rebels. As a staunch Loyalist, he refused to sign the Patriot oath

of allegiance when his Savannah home was surrounded by 140 armed rebels. Brown shot the rebel captain, before being overpowered by six or eight men who struck him over the head with the butt of a musket, knocking him senseless and inflicting six or seven other wounds, treating him “with every species of cruelty the most barbarous imagination would suggest”. The rebels scalped him in three places, tied him to a tree, and burned the soles of his feet. In Augusta Georgia, the rebels “presented him with a genteel and fashionable suit of tar and feathers”, then paraded him in a dung cart. He made his escape to the South Carolina back-country where he persuaded three hundred men to take up arms for the King. His Company of Rangers was also known as the King’s Rangers or the Carolina Rangers (Riley 1983: 120).

For protection at sea, Governor Tonyn engaged a ten-gun sloop named *Rebecca*, commanded by Jonathan Mowbray who acted as commander of a Provincial Marine (Bunker, Martin 1979: 65). Throughout 1776 Tonyn began commissioning privateers to operate along the Georgia and Florida coast (Siebert 1946, II: 77). Captain John Mowbray went to East Florida in November, 1775, and remained there during the war. In 1778, and thereafter, he was stationed on St. Mary’s River. On March 31 of that year Governor Tonyn wrote that “Lieut. Ellis of the *Hinchenbrook*, and Captain Mowbray of the *Rebecca* will scour the inland passage, and frustrate the designs of the Rebels.”(Siebert 1929: 173). Tonyn made monthly contracts with *Rebecca*, which famously engaged a larger rebel brigantine of twenty guns in April 1777 off the St. Johns River. During the course of the battle *Rebecca* lost its topmast and one man was killed, nine wounded. The Rebel brigantine was driven off with several casualties observed about the decks (Siebert 1946 II: 79). Despite the constant threat of Rebel privateering disrupting shipping, British East Florida was at least capable of countering with the same coin.

In the last phase of its history, East Florida became the principal destination of the mass emigration of loyalists from Savannah and Charlestown in 1782 and 1783, on the British evacuation of those cities. During this period St. Augustine was at its busiest during the British regime. A swelling new town of temporary cabins grew up beyond the city’s defensive lines, and a press and gazette were established. Refugees and old settlers, regular soldiers, ill-equipped troops of the provincial regiments, and indigenous people came in embarrassing numbers to the last British post in the south to seek help against the expected measures of the hated ‘Virginians’ (Mowat 1941: 149).

Charlestown, South Carolina

Charlestown was first colonized by the English in 1760, who named it after King Charles II. Government established itself within the city in 1680, and from then on it served as the capital of the province of South Carolina (Boatner 1966: 215). Charlestown and the province of South Carolina were among the primary colonies to rebel against the Crown, after the signing of the Declaration of Independence on July 4th, 1776. The British military laid siege to the port city later that year under the command of General Sir Henry Clinton, who was under orders to “restore the King’s authority in the four southern colonies, and turn their security over to the Loyalists” (Boatner 1966: 273). This first attempt at recapturing the town proved to be an utter failure, and the British did not make a second attempt to recapture the city until military forces could be concentrated from all provinces between St. Augustine and New York in 1780 (Boatner 1966: 205). The whole collected Rebel force for the defense of Charlestown and its nearby islands and forts, never consisted of more than five thousand men, none of whom had ever seen service, or knew anything of the management of cannon, except a few of the artillery regiments (Kepner 1945: 99). Sir Henry Clinton opposed this force with three thousand five hundred battle tested and hardened regular troops, “well officered Armed and disciplined, And a powerful Fleet, consisting of two Fifty Gun Ships, five Frigates, a Bomb, and Several Armed Vessels” (Kepner 1945: 99).

At 11:00 on the 12th of May 1780, The Continental troops surrendered after five months of siege, moving out of their defensive lines with colors cased, grounding what arms they had. The captured Rebel weapons were in turn to be handed out to arm the citizens in the back-country, which were predominantly professed Loyalists. Official British returns show that 5,316 muskets were captured, 15 regimental colors, and over 33,000 rounds of small arms ammunition with 8,400 round shot and 376 barrels of gunpowder for artillery (Boatner 1966: 212).

During the British occupation, Charlestown was placed under the jurisdiction of a military commandant entrusted with carrying out the basic policies initially laid down by Sir Henry Clinton and later by Lord Cornwallis, who became the commander of His Majesty’s forces in the south after Clinton’s departure. After Cornwallis’s defeat at Yorktown, Lt. Gen. Alexander Leslie was given the southern command with the explicit understanding that the safety of Charlestown was “to be the principal object of his attention” (McCowen 1972: 13). General Leslie in turn answered directly to the

British Commander in Chief of North America, Sir Guy Carleton, who was based in New York (Boatner 1966: 183).

Charlestown's citizens who agreed to reaffirm their loyalty to the King and to receive his protection were required to sign an oath of allegiance, declaring oneself to be "a true and faithful subject to His Majesty the King of Great Britain" and willing to defend the King's authority (McCowen 1972: 52). The use of the oath of allegiance was an important aspect of the policies that Sir Henry Clinton laid down in May and June of 1780. Upon taking the oath, subjects were given the full rights of citizens and were guaranteed that they would not be taxed except by their own representative assembly (McCowen 1972: 53).

These Loyalists tend to be portrayed as either bad citizens or good subjects, as British counterrevolutionaries and subversives or as good Americans who refused to betray the British Crown. These characterizations indicate that Loyalists were two things at once, both British and American. Formally, they were British subjects in their own eyes, in British opinion, and even in some American courts. As natives or long-term residents of the American colonies, they were also American, following widespread late-eighteenth-century usage, and often referred to themselves as such. This double identification meant that Loyalist refugees carried a mixed legacy with them, infusing their new British colonial settlements with inheritances from their former American colonial homes (Jasanoff 2008: 222). It was in this final occupation that Charlestown galvanized under the Loyalist cause; the southern campaigns of the American Revolution had devolved into a brutal guerilla war between Loyalist and Patriots. The port cities became places of refuge for the displaced, either seeking safety or passage back to England or its other colonies abroad.

As 1781 drew to a close the main British force of over eleven thousand soldiers under Cornwallis had surrendered at Yorktown (Du Hammel 1881: 6). Command of the remaining military and civilian establishment within North America then fell on the shoulders of Sir Guy Carleton. The British were still determined to hold Charlestown, "The capital city of the south and its most strategic position" (McCowen 1972: 79), however it became clear that capitulation was the only option. In the summer of 1782 the new Ministry, under a pretense of reconciliation with the American Rebels, ordered Charlestown South Carolina and Savannah Georgia to be evacuated, the troops withdrawn, the stores removed, and possession delivered to the Rebellion (Barnwell 1910: 2).

The Loyalist Exodus

The confusion and strife of the last days of British rule in Charlestown terminated in an orderly, almost amiable evacuation. An agreement was made between the Patriot General Nathaniel Green and British General Leslie by which the British consented to do everything possible to leave the town in good order on the condition that the patriots would allow them to depart peacefully and that no attack would be made on their rearguard. Ironically, the evacuation was carried out by General Leslie, who had led the British triumphantly into the city over two and one half years earlier (McCowen 1972: 147).

While rumors mounted, plans were being laid for the evacuation of all the southern garrisons. Carleton informed Leslie late in May to expect a fleet of transports within a few days for the evacuation of Savannah and St. Augustine; he ordered that the troops and supplies, and all the Loyalists who wished to leave, should be removed; that all assistance should be given to rebel authorities for an orderly transfer; and that there should be no destruction of fortifications or property by departing troops. But Leslie's efforts to carry out the order brought sharp protests from Governors Wright and Tonym and the Loyalists in Savannah who were disturbed by the prospect that the British would give up St. Augustine as well as Savannah, a position also supported by Charlestown Loyalists. Leslie countermanded the order, a conclusion Carleton himself had reached because there was not enough shipping available to evacuate both towns (Lambert 2010: 179).

By mid-August over 4,200 Loyalists had been registered as planning to leave South Carolina, including nearly 2,500 women and children. Nearly 7,200 blacks were to accompany them, and it was estimated that about 25,000 tons of shipping would be needed to carry these people and their effects. Their principal destinations were East Florida and Jamaica, while others chose to go to Great Britain or Nova Scotia. The Provincial regiments from the Carolinas and Georgia were to be sent to East Florida, and those serving in the active militia units were paid for the remainder of 1782 before they embarked for their destinations.



2-4: A view of the Charlestown waterfront, Cir. 1780. Image courtesy of www.historycarper.com.

Over a month passed before enough transports were available for those who wished to go to East Florida, and embarkation plans were changed several times before refugees could be taken on board. At the end of September Leslie wrote Tonyn to expect “in a few days...to see a fleet off your Bar full of Refugees, and Negroes, &c.,” although the first convoy did not actually clear Charlestown until mid-October. Among the passengers embarking were the South Carolina Royalists, whose party consisted of 242 officers and men, fifty two women and children, and thirty-one servants. Most of the families leaving apparently did not own slaves, but some slaveholders like Gabriel Capers, a protectionist from Christ Church Parish, who took sixty-two, and Patrick Cunningham and Colonel James Cassells who took over twenty apiece, contributed to a large number of blacks carried to East Florida. Leslie sent “provisions” for six months for 1,000 whites and 2,000 blacks. (Lambert 2010: 182).

Although a substantial number of Loyalists and blacks were relocated by the Florida and Halifax convoys in October, transportation had to be found for others who wished or felt compelled to leave South Carolina as well as the bulk of the British, German, and Provincial military personnel who were to be redeployed or separated from the service. Not until December had enough vessels returned from earlier voyages or been supplied from other places to complete the evacuation (Lambert 2010: 183). The South Carolina Royalists, along with the Provincials from North Carolina and Georgia, on arrival were to hold the garrison of East Florida, having replaced the regular British and German troops, who had been moved to New York. Consisting of six companies that mustered less than 200 officers and men in the spring of 1783, the

Royalists did routine duty in and around St. Augustine or were scattered on various assignments in other settlements or provincial forts. (Lambert 2010: 188).

Altogether, an armada of 126 vessels had been concentrated at Charlestown harbor (Figure 2-4) in December 1782 and there divided into groups intended for five destinations. Bound for the island of St. Lucia, the smallest fleet carried about 200 Black Pioneers whom Leslie had organized from among the free blacks too “obnoxious” to remain in Carolina; over 1,200 loyalists and 2,600 blacks in the fleet of twenty vessels for Jamaica; and eight ships were to take another contingent of Loyalists and blacks to St. Augustine. The largest number of vessels was set aside to carry the garrison of British, German and provincial troops and large quantities of stores to New York, while twenty ships were to take royal officials, and a number of officers and Loyalists to England. The last British troops left the city on December 14 without incident. Not until December 18 did the last vessel cross the bar and join the other ships as they dispersed for their destinations (Lambert 2010: 183).

Once in complete possession of Charlestown, the American General Wayne gave the orders that no one going to the British ships in the harbor with the intention of boarding them was to be in any way hindered or molested. The day after the evacuation of the town by the British, nineteen jovial sailors “who had only remained on shore to see the end of the frolic” were escorted to the ships still lying offshore in the harbor. The Americans took this opportunity to congratulate General Leslie on the manner in which he had conducted the evacuation. The British likewise praised the conduct of the Americans, and the New York *Royal Gazette* reported, “The rebels were so extremely polite, after the embarkation of the garrison, as not to hoist the rebel standard for three days, while the English fleet lay in the Bay.”(McCowen 1972: 148).

Wrecking on St. Augustine’s Bar

From May through December of 1782, numerous private vessels and occasional fleets of British transports arrived in St. Augustine with thousands of Loyalists and their families and slaves from Savannah and Charlestown (Seibert 1946 II: 91). The experience of Colonel David Fanning illustrates the difficulties the arriving refugees faced. On board *New Blessing*, he waited eight days before sailing from Charlestown; the voyage took three, and his vessel lay off shore for eight more before he could land. The bar off the harbor of St. Augustine was treacherous, and several vessels ran aground

and were broken up by the waves, causing much loss of property although most of the passengers were saved. The Florida fleet divided when it neared its destination because many of the passengers preferred to settle in the valley of the St. John's River and had asked to be landed there (Lambert 2010: 183).

The final fleet to East Florida also included a number of blacks, among them over 200 who accompanied the senior Elias Ball and his family. William Curtis, a Loyalist who had settled in Charlestown during the occupation, had no slaves to bring but did "pull down" his recently constructed house and loaded it aboard ship for use in St. Augustine. His enterprise was not rewarded; most of his materials were lost when his vessel capsized on the bar off the town (Lambert 2010: 184).

The final evacuation of Charlestown had taken place on December 14, the fleet under the convoy of HMS *Bellisarius* brought a much larger contingent of Loyalists and blacks, which according to Governor Tonyn, was supposed to comprise 1,000 of the former and 1,500 of the latter. This fleet arrived on December 31, part of it putting into St. Johns River and part anchoring at St. Augustine. The latter squadron lost some vessels on the bar before the town, namely the galley *Rattlesnake*, two provision ships, and six private vessels, four lives being lost with those last named. Writing on January 3, Mrs. Elizabeth Lichtenstein Johnston said that out of the last fleet from Charlestown sixteen small vessels had been lost on and about the St. Augustine bar, and that six or eight were high on the beach. She thought it "Amazing how such a place was ever settled" (Siebert 1929: 129). Her personal memoir records the story of her arrival in St. Augustine:

"With my two little ones I embarked with a nurse aboard a small schooner for St. Augustine. We arrived there safely with many more Loyalists, though we saw many vessels which were stranded along the shore that had been wrecked on the sand bar. Fortunately, however, no lives were lost, though much of the poor Loyalists' property was destroyed. We got over with only once thumping over the bar." (Johnston 1836: 73-74).

Advice to navigators of the time attempting the St. Augustine harbor was that

“High water on the bar is at half flood and very convenient for vessels going in, as they may up, two hours longer with the tide. The same disadvantage attends large vessels going out as they must take the bar at half flood and have a wind to stem the tide. This, by neglect or inattention of the pilot, had occasioned the loss of sundry vessels. Between Saint John River and Saint Augustine there is no inlet whatsoever, the beach runs smooth and strait South by East and North by West, distant from point to point 25 miles. The bar at Saint Augustine is very dangerous, shifting almost every hard gale of North East wind, being at a great distance from the land and entangled by hard ground; breakers, of shelly kind, cause the loss almost every vessel that ground or becalmed on bar” (Feldman 2007: 17). “It is worth the attention of navigators to observe that every time the tide shifts, that instant the winds lull and the vessel is becalmed, the current and tide run towards the breakers. And unless the vessel has a boat with an anchor out, she is wrecked and bulged instantly” (Feldman 2007, 18).

In March 1784 the traveler and observer Johann David Schoepf came to St. Augustine from Charlestown in a schooner of twenty five tons. He remarks that ships were often unable to locate the town for several days on account of the “very flat coast.” His schooner stood off and on before the bar awaiting a pilot, for whom it had signaled. The pilot came out in his boat “over the so called Swash” and guided the vessel over the bar with the help of the incoming tide and a fresh northeast wind. Schoepf was told that within two days after the British surrender of Charlestown sixteen craft bearing refugees and their effects had broken up on the bar, many persons losing their lives (Siebert 1946 II: 92).

The surplus population of St. Augustine spread out into new additions, and the neighboring country for a hundred miles around received numbers of the immigrant Loyalists. Schoepf records that round about the capitol stood “the hastily built cabins of these poor fugitives, walled and thatched with palmetto leaves.” He also tells us that it had become “So common at St. Augustine to see ships aground” on the bar there and on the coast generally that such disasters had “almost ceased to arouse sympathy or wonder”. The harbor was “crammed with people and cattle, luggage and household furniture” (Siebert 1929: 188). He adds that “A great quantity of dismal remains of vessels” still protruded “on all sides from the sand and the water” (Siebert 1946: 92).

CHAPTER THREE

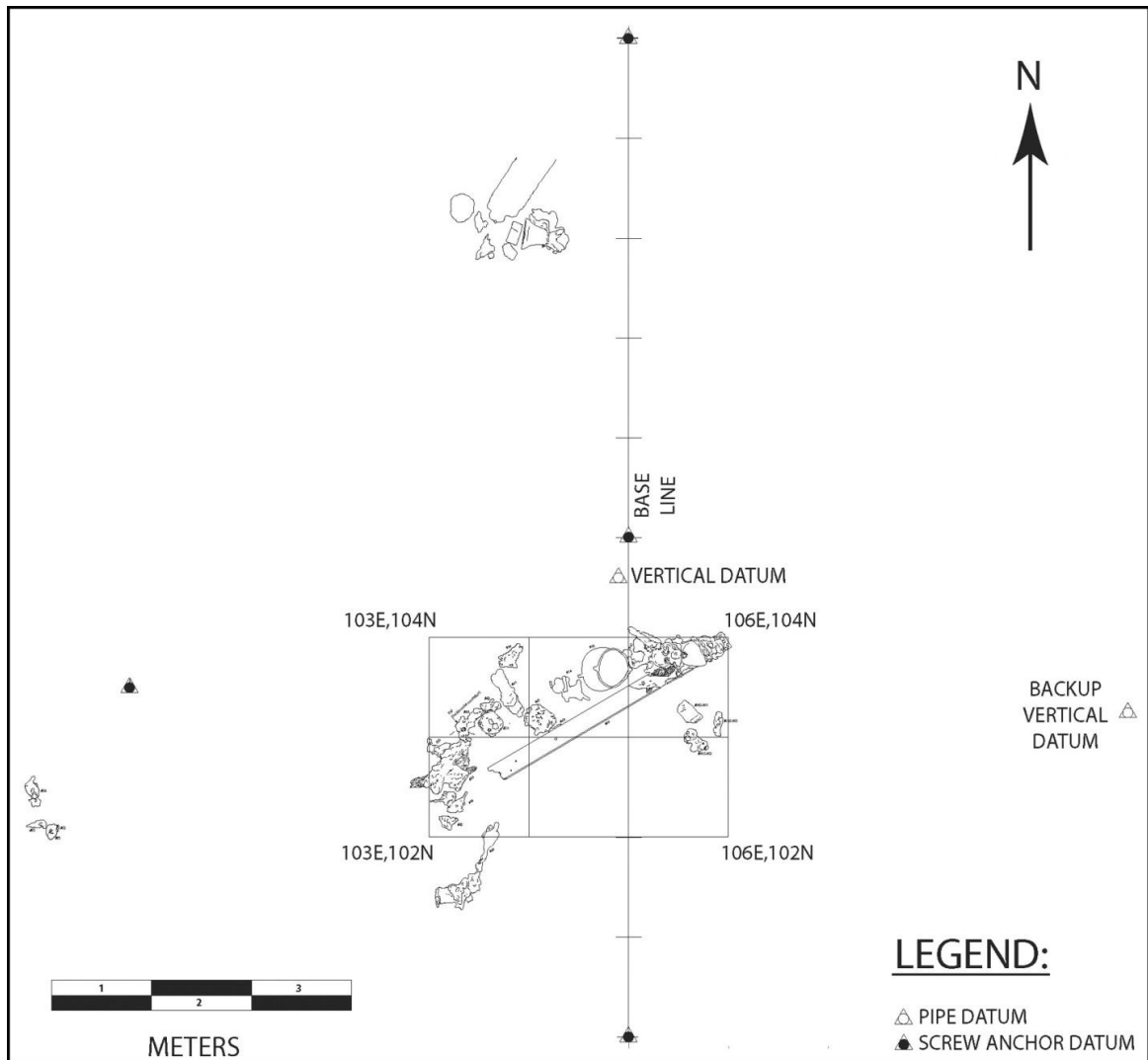
METHODOLOGY

Field Work

The Storm Wreck site is located within a mile (1.6km) of shore, near the location of the historic 18th-19th century entrance to the St. Augustine Inlet (Figure 3-1). The site as it is currently understood consists of a disarticulated scatter of concretions and other artifacts spread across an area at least eight meters by seven meters, at a water depth of about 25 to 30 feet or 7.6 to 9.1 meters. The full extent of the site is unknown as all cultural remains are usually buried by as much as 30 to 60cm of sand (Meide et al 2011: 104). After five years of observation it is believed that the most natural state of this site is that with all cultural material buried, although the location is a dynamic underwater landscape. There is evidence that portions of the site may have been occasionally exposed in the past. No evidence has been encountered thus far to suggest that any individuals have ever dived or disturbed this site before its 2009 discovery (Meide et al 2011: 104).



3-1: The location of Storm Wreck, South of St. Augustine's modern Inlet. Image courtesy of LAMP.



3-2: Storm Wreck, as recorded by the end of the 2010 field season. Image courtesy of LAMP.

Excavations on the Storm Wreck take place during the annual LAMP maritime archaeology field school. Field work continues throughout the summer season as weather, time, and funding permits. To date, the site has been subject to systemic excavation beginning in the summer of 2010. Initially the entire area was thoroughly scanned with sidescan sonar to create a pre-disturbance imagery of the site environs. Before any ferrous hardware was placed on the bottom, an intra-site hand-held magnetometer survey was conducted over a ten meter square area centered roughly over the area where the seafloor had tested positive for cultural material during the ground truthing phase in 2009. Afterwards, six excavation units comprising a two meter by three meter area were excavated by handheld water induction dredges (Figure 3-2). Densely scattered cultural material was encountered in and recovered from all but one of the 1m x 1m units. Additional wreckage, exposed by eroding sand was

encountered four meters to the west of the initial grid layout over three months after the close of the 2010 excavations. Selected artifacts observed in these unexcavated scour areas were recovered as well (Meide et al 2011: 105).

Diving operations are conducted via the Research Vessel *ROPER*, owned and operated by the Institute of Maritime History (IMH) based out of Tall Timbers Maryland (Figure 3-3). IMH has given the use of their research vessel during the summer months to LAMP in exchange for maintenance and other general improvement projects on the vessel. *ROPER* is a 36 ft steel hulled trawler, which has been repurposed as a survey and dive vessel. On any given day working on site, *ROPER* is crewed by four to six LAMP archaeologists and supervisors, and six students. The transit time to the offshore Storm site from dockside is approximately 90 minutes. The boat is securely moored over the Storm Wreck site via a three point mooring system utilizing three 180lb danforth anchors which hold *ROPER* in a southeasterly facing direction; bow first into any oncoming swell that typically rolls in from that direction.

From this stable work platform LAMP is able to operate two gasoline powered water pumps which power the handheld induction dredge hoses used for excavation, as well as an electric or gasoline powered hookah system for surface supplied air serving up to four divers at any time. With this current setup two student/supervisor teams can dive together with each pair working within separate grids on Storm Wreck at any time. Additional diving teams are able to work using SCUBA. The water exhaust hoses for the induction dredges are oriented to vent off to the north east of Storm so as not to further cloud the already poor visibility of the normally turbid water. Mesh bags are affixed to these exhaust hoses to collect spoil and any small artifacts inadvertently sucked up by dredging activities. This spoil which is mainly comprised of shell hash is retrieved at the end of each working dive and stored in 5 gallon buckets according to provenience, for later sorting back ashore by LAMP volunteers.



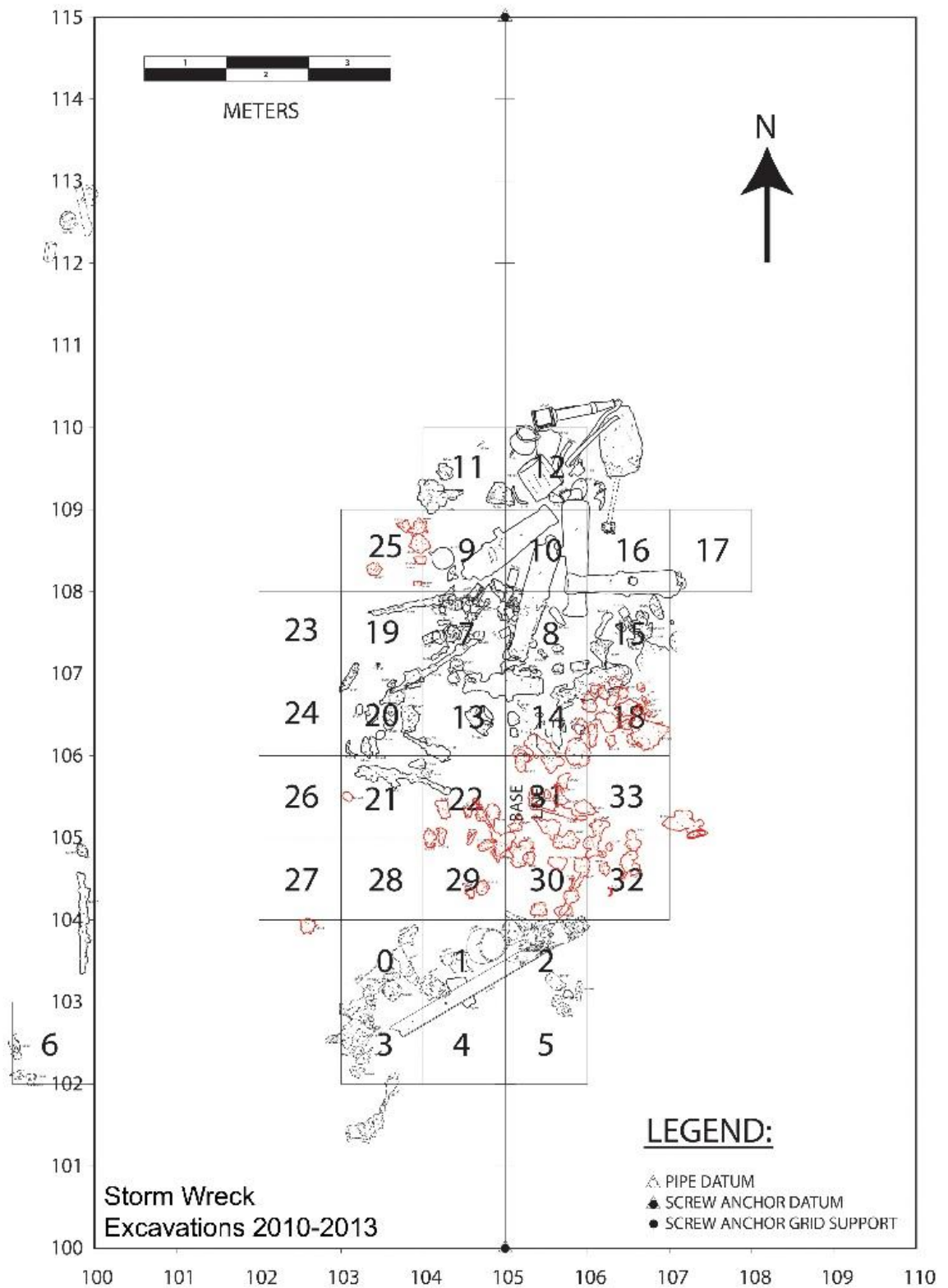
3-3: RV ROPER preparing to get underway during the 2013 field season. Image by Author.

Six continuous 1m x 1m excavation units comprising a 2m x 3m excavation area were successfully excavated to sterile sands during the 2010 field season, yielding a total of 103 field specimens representing thousands of artifacts including thousands of tiny lead shot (Meide et al 2010: 112). The general practice has been to fully excavate each 1m grid section, documenting artifacts in situ before recovering them for laboratory analysis and cataloguing, further conservation, museum display, or redeposition back on site.

Vertical control has been established by installing a 3.04m long steel pipe into the sea floor using a hydraulic probe system, sinking the pipe until it was entirely buried, then coupling an additional five foot length above that. A wire loop was fixed to this anchored pipe and that point marked zero on the datum, so that a line level could be extended from there, and vertical measurements taken below that point could be expressed as centimeters below datum (Meide et al 2010: 109). Once the primary vertical datum was established, a 10m long baseline of 1/4in polypropylene rope was stretched across the length of the 10m x 10m site area, running from south to north, with its center point lined up with the original site location point according to GPS.

This baseline is used to accurately position excavation grids fashioned of PVC piping, marked at 10cm intervals with black electrical tape as a spatial reference for divers making scaled drawings (Meide et al 2010: 110).

After the 2010 field season, a second section of six 1m x 1m excavation grids was established in the area 4 meters to the north of the previous excavations where artifacts had been observed to be uncovered by scouring caused by excavation activities to the south. This 2m x 3m area is bisected by the baseline, and exposed artifacts such as a pile of six cannon and the ship's bell were found here. This area became the center of focus for the 2011 and 2012 field seasons, and each following field season new grids were established on its borders as divers worked outwards from the baseline (Figure 3-4), expanding the site to a total of 39 1m x 1m excavation grid sections by the end of the 2014 field season. A selection of artifacts recovered to date that have been chosen for analysis will be discussed in the next chapter.



3-4: The Storm Wreck site plan after the 2013 field season. Image courtesy of LAMP.

Legislation

Because of Storm Wreck's close proximity to the shore at no less than one nautical mile, the site falls within two different jurisdictions of protective legislation; that of Federal and state government.

On the Federal level, Storm Wreck is protected under the Federal Abandoned Shipwreck Act (43 U.S.C.2101). The purpose of this act is to vest title to certain abandoned shipwrecks that are located in state waters to the respective states, and to clarify that states have management authority over those abandoned shipwrecks. Shipwrecks that fall under the Abandoned Shipwreck Act are those that are embedded in the submerged lands of a state, or imbedded in coralline formations protected by the state; or those on submerged lands of a state and which are included in or determined eligible for the National Register if it is associated with events or persons significant to our history; or if it represents distinctive character type, period, or method of construction; or if it has yielded, or is likely to yield, information important in prehistory or history.

The state of Florida claims jurisdiction of all submerged bottom lands out to three miles offshore, Florida's antiquities law (Chapter 267, Florida Statutes), and administrative rules (Chapters 1A-31 and 1A-32) govern the use of archaeological and historical resources located on state-owned lands. These include historical monuments, Native American sites, abandoned settlements, sunken or abandoned ships, engineering works, treasure troves, artifacts, and other objects relating to the history and culture of the state. Submerged lands that are state owned include the bottoms of navigable streams and rivers, lakes, bays, and the adjacent bottoms of the Gulf of Mexico and the Atlantic Ocean. The Florida Historical Resources Act was passed in 1967, and is administered by the Division of Historical Resources, Bureau of Archaeological Research (BAR). Excavation of archaeological or historical remains on submerged lands requires a permit or contract from the Division, and may require dredge and fill permits from the Florida Department of Environmental Regulation and the U.S. Army Corps of Engineers, as well as a form of consent from the Florida Department of Natural Resources.

Current work on the Storm Wreck is sanctioned under a 1A-32 Archaeological Research Permit for work on state lands in Florida; Permit number 1314.060. In its current 2014 manifestation this permit grants permissions for excavations on Storm Wreck, Florida Site SJ5459 by LAMP.

Archival Research and Data Collection

To gain a comprehensive understanding of the context of Storm Wreck, a thorough review of all known previous studies of St. Augustine's British period was undertaken. As presented in the previous chapter, this review created the foundation of present theory towards the origin of the shipwreck, which is further built upon by a systematic database search of several archival sources, both in the United States and Great Britain.

Documents pertaining to the 1782 evacuation of Charlestown were the first to be identified via a database search through the online library catalogue of the British Public Records Office (PRO) in Kew, London. The results of this initial search yielded important findings including correspondence letters between Sir Guy Carleton, Governor Patrick Tonyn, and General Leslie discussing preparations for the evacuation, and a list of transports intended for the evacuation of the military garrison at Charlestown. None of these collections have been digitized, and are only available to be viewed in person within the reading rooms of the PRO in Kew. Fortunately, through the help of fellow researchers who happened to be in the London area on other business, these documents have been able to be viewed and photographed.

The first documents to be collected from the PRO were brought back by LAMP Director Chuck Meide after visiting Leicester for the 46th annual conference on Historical Underwater Archaeology in 2013. Chuck was provided with a list of wanted documents including Sir Guy Carleton's list of Transports, and the log books of HMS *Bellisarius*. Through several days and evenings of email correspondence sorting through items that were needed for this research he was able to collect a total of 85 folio collections of relevant information. This significantly added to the contextual understanding of the Loyalist evacuations. However, in order to attempt an identification of the Storm Wreck, more research was needed into the evacuation shipping and people that were aboard.

The second archival source considered for this research is the records of the insurance market of Lloyd's of England. The insurance company traces its origins back to a coffee house opened by Edward Lloyd in 1688. Its special association with Marine insurance developed gradually during the 18th century as the establishment became popular with those involved in the speculative insurance market. In 1760 the underwriters who frequented Lloyd's first combined into a formal association. This society was founded to organize the production and publication of a Register Book of Shipping to guide its members in their decisions, their first issue of which appeared in 1764 (Barriskill 1994: 2). The Lloyd's Register of Shipping is an annual list of vessels, giving details current at the time of publication, which were updated via quarterly annotations. Lloyd's Register was continuously published without interruption until 1785 (Barriskill 1994: 4). Information listed within the Register includes the name of vessels or any previous names, a description of the ship's rig, tonnage, dimensions, draft, date of building, place of building, as well as the names of the owner, master, and numbers and types of armament etc.

Lloyd's Register of Shipping can be accessed through the Hathi Trust Online Digital Library, and the listings for the years 1780 through 1785 were accessed for the completion of this research. The List of Transports penned by Sir Guy Carleton that was located during the 2013 PRO search became the first starting point for researching within the Register. Within Carleton's original document each ship slated for use during the Charlestown evacuation was listed by name, its available tonnage, and the name of its captain or sailing master. Using these three pieces of information it was possible to look up the majority of the listed ships within Lloyd's Register. More importantly observations could be made concerning noted repairs or losses, as quarterly updates were annotated in each successive year of publication. The results of this search within Lloyd's Register of Shipping will be discussed further in the next two chapters.

The third grouping of archival sources considered for contextual research of the Charlestown evacuation fleet is the ships logbooks of the Royal Navy ships tasked with providing escort and protection for the evacuation fleets. These logs are housed within the Admiralty records (ADM) of the British PRO. Through previous historical research it was learned that the HMS *Bellisarius* was the flagship of the East Florida and St. Augustine bound fleet, and the Captains and Masters Logs were located and acquired

from the PRO in 2013. Upon reading these logs, their value as a firsthand account of the proceedings of the fleet during the transit from Charlestown harbor to St. Augustine and beyond was immediately recognized. Within the daily entries notated in the *Bellisarius* logs are observations on weather and sea conditions, navigational plotting, sailing orders, the condition and progress of other ships under escort and incidents of conflict and predation from American privateers. Several other Royal Navy vessels tasked with escort duty are also mentioned sailing in the vicinity of the St. Augustine bound fleet, such as the British fleet bound for Jamaica, which journeyed southbound alongside the *Bellisarius* convoy as far south as the St. Johns River in East Florida.

The Royal Navy Ships HMS *Adamant*, HMS *Assurance*, HMS *Emerald*, HMS *Endymion*, HMS *Hornet*, HMS *Magicienne*, and HMS *Narcissus* were all recorded to have been operating in and around the area of the St. Augustine bound fleet during the evacuations. They are all mentioned within observations and communiqués written within the logs of HMS *Bellisarius*, and they are all mentioned in Sir Carleton's original list of transports. The acquisition of captain's or master's logs from each of these ships exponentially increases the number of eyewitness recordings of surrounding events, possibly illuminating a particular sequence events viewed by third party which would be relevant to understanding what went wrong off the St. Augustine bar on December 31st, 1782.

Loren Clark, a fellow maritime archaeology graduate student studying at the University of Southampton, was hired as an associate researcher and given a list of the call numbers of these logbooks contained within the ADM records of the PRO. During a three day stay in Kew during September 2014. She was able to access and photograph seven folios of documents representing the logbooks of all the previously mentioned Royal Navy escort ships of the evacuation fleet, specifically covering the date range of December 1782 through February 1783. Data obtained through these logs and observations will be interpreted in the following chapters.

Research Limitations

During the course of research, several gaps in the historical narrative have been found due to missing documentation. Many of the primary documents needed for this investigation are fragmentary. For example, Sir Guy Carleton's correspondence housed in London's PRO was once part of a personal collection that was later divided

among archival institutions. The original collection was re-sorted and re-bound according to the individual criteria of each curating institution. The documents can no longer be sourced as originally cited by earlier historians that accessed them once before, therefore searching many of these folio's by topic is difficult at best. This research has only scratched the surface by accessing articles found mostly within the British PRO, but there are other known archives of relevant papers in the United States as well.

When researching the records of the Lloyd's insurance market it is crucial to remember that the shipping that is listed within publications like Lloyd's Register of Shipping is predominantly British, or shipping that is insured through British mercantile interests. Any vessels that took part in the Charlestown evacuation that were American in origin before 1783 and changed hands into British or Loyalist possession may not have been considered for inclusion within the Register. This also stands for smaller vessels such as coastal traders that would have frequented the routes up and down the North American seaboard, but would never have made a transatlantic voyage to the mainland of Great Britain. In order to get a complete idea of the details of these vessels it would be imperative to identify any Lloyd's-like imitation institutions that were being established in North America during the revolution. Such organizations did exist, but because of the fledgling status of the American nation they were by nature small and unorganized.

Artifacts recovered from Storm Wreck identify two military units that played predominant roles in the British campaigns in North America during the Revolution: the British 71st Regiment of Foot and the Royal Provincials. Members of the 71st Regiment and several Provincial regiments were participants in the Charlestown evacuation. It is possible that somewhere within a regimental archive there are written accounts by members of these military units that describe what happened on the St. Augustine bar after Charlestown was evacuated, but given the scope of research already undertaken through the PRO, a search into regimental histories of these units to seek persons who may have left behind written accounts was deemed outside the objectives of this paper. Future researchers could benefit from such an account if found, but many memoirs that have been identified as mentioning these events were written years afterwards. Colonel David Fanning's personal account of his time in North America was not published until 1865. Elizabeth Lichtenstein Johnston wrote

her memoirs in 1836. The time needed to identify persons of interest serving within the Royal Provincial regiments and 71st Regiment of Foot during the time of the evacuation that may have published an account later in their lives could not be accomplished within a workable time frame necessary to accomplish this thesis.

CHAPTER FOUR

ARTIFACT AND DATA ANALYSIS

Diagnostic Artifacts of Storm Wreck

In the winter of 2010, LAMP divers unexpectedly found a large ship's bell (Figure 4-1), four iron cannons, and a number of concretions that had been uncovered by scouring action caused on the site after the previous excavations on the Storm site earlier that year. Time constraints only allowed for the recording of a single 1 m area where the bell was found in situ, however this new exposed area would later become the center of attention for the 2011 field season in which two cannon were recovered.

Preserved with the bronze bell was most of its original timber headstock, the yoke from which it once hung, still attached to the crown of the bell by a heavily concreted set of straps angled in the shape of a V. A large mass of iron concretion was affixed to the side of the bell, while a very light layer of concretion was accreted to the surface of the bell itself (Meide et al 2010: 133). It was decided that the bell should be raised the same day of its discovery, due to its fragile nature, the exposed state on the seafloor during the winter storm season, and the danger of being a high value target for possible looters.

The ship's bell was brought back to the LAMP conservation facility where it was stored in fresh water to begin the desalination process. On January 23rd a public event was held at the St. Augustine Lighthouse where conservators cleaned the bronze of its light layer of concretion. It was hoped that this would be a public unveiling of the name and origins of the Storm Wreck. Unfortunately the press and public were dismayed to see that the bell proved to be devoid of any markings (Meide et al 2010: 133). Identification of the Storm Wreck would not be as easy as originally thought. Further research and analysis was needed to discern the origins of the vessel.

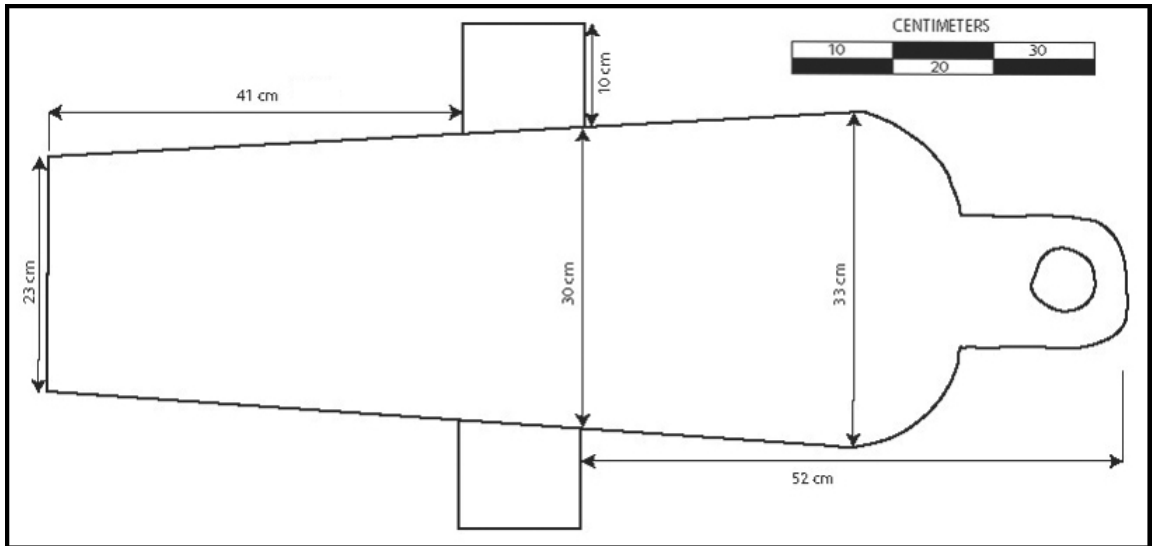


4-1: Storm Wreck ships bell and hanging furniture. Image courtesy of LAMP.

Cannon

Actions during the final dive of 2010 were prioritized to focus on the recording and safe recovery of the bell, which was considered a more fragile artifact than the cannons and other newly exposed items. Therefore little effort was expended inspecting the guns at that time (Meide et al 2010: 144). Recording of the cannon pile and the surrounding artifacts resumed during the 2011 field season.

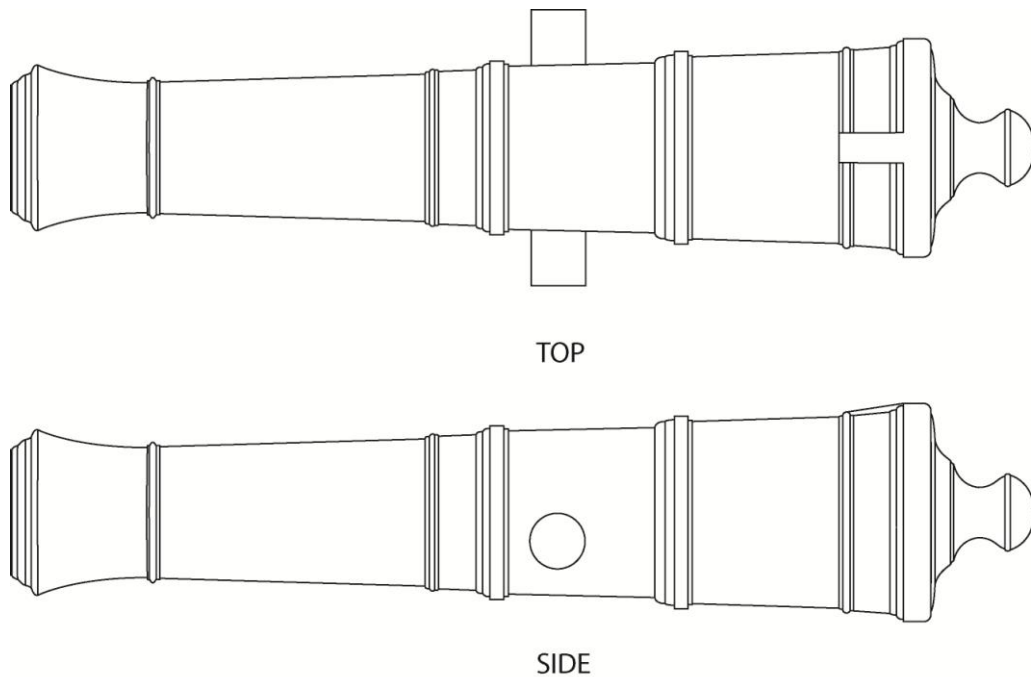
Six cannons have been located on the Storm Wreck since the first sighting of cannon on the shipwreck in 2010. Four of the guns, although heavily concreted, appeared to be of the standard construction. The remaining two cannons were noticeably shorter, and were thought to be either howitzers or carronades. Two cannons, one of each type were selected for recovery in 2011. The carronade was the only gun to be recorded by divers for any length of time. The measurements taken by divers working in zero visibility were used to draft a preliminary drawing (Figure 4-2), which was somewhat exaggerated due to the uneven layer of concretion on the gun (Meide et al 2010: 146).



4-2: Preliminary drawing of the Storm Wreck carronade by Dr. Sam Turner. Image courtesy of LAMP.

Cannon #2: artifact 11S 0153.14 and cannon #6: artifact 11S 0154.1 were selected as the primary candidates for recovery and conservation. These two cannons were thought to be representative of the two types of gun observed, and the best options for removal without disturbing the integrity of the surrounding artifacts on the site. Recovery of the guns was received with more fanfare than the bell had enjoyed in the previous year. Members of the press were invited to film as each cannon was raised to the surface and brought onto *Roper's* work deck with the help of the research vessel's lifting davit. A small flotilla of boats bearing visiting reporters, film crews, and VIP's accompanied *Roper* on the way back to shore where the cannons were then transferred directly to awaiting fresh water tanks that would later be used as electrolysis vats for further conservation.

In December 2013 the two cannons were mechanically deconcreted using a combination of hand tools and pneumatic air scribes. After cleaning, the long gun, (cannon #2, Figure 4-3) was found to be devoid of any markings. It measures approximately 154.4 cm length, and has a bore diameter of 8.41 cm, meaning it fired a solid round shot of 4 lbs. The trunnions are offset from the lateral center line of the gun tube, which is typical of English gun manufacture of the 1700's (Caruana, 1997:121-158). After measuring and recording, the gun was found to be a match for cannons of the British Armstrong-Frederick design of 1760 (Caruana, 1997: 127-153).

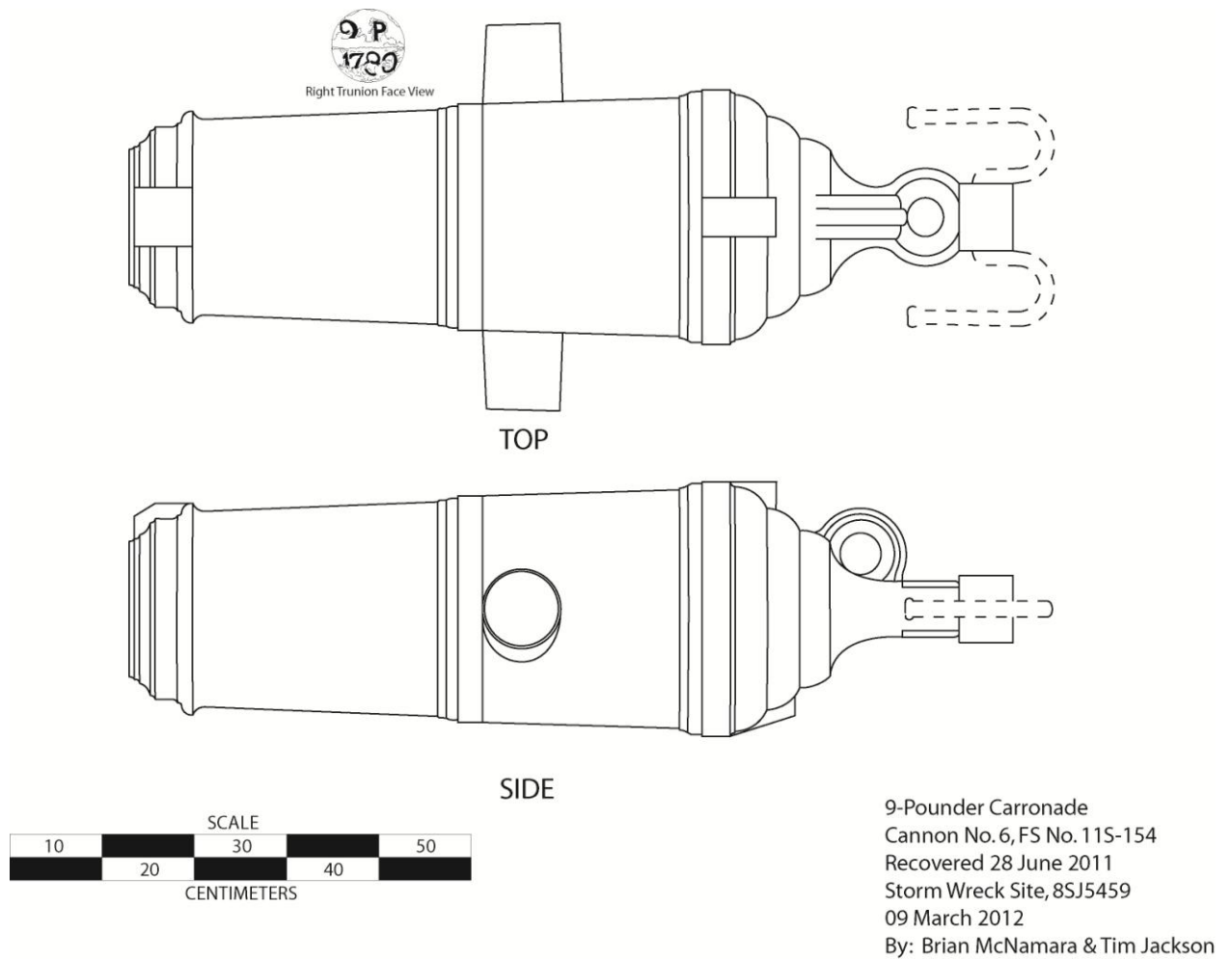


4-Pounder Cannon
 Cannon No. 2, FS No. 115-153
 Recovered 28 June 2011
 Storm Wreck Site, 8SJ5459
 16 March 2012
 By: Brian McNamara & Tim Jackson

4-3: Cannon No.2, FS No. 115 153. Drawn by Brian McNamara, Digitized by Tim Jackson

Cannon No. 6 was the first artifact to be recovered from the Storm wreck bearing a date. After deconcretion was completed, the figures '9 P' and '1780' were revealed on the face of the right trunnion; denoting the weight of projectile and the year of manufacture. The deconcreted cannon measured 101.0 cm in length, with a bore diameter of 10.5 cm, confirming the gun fired a solid iron ball of 9 lbs, corresponding with the marking on its trunnion. The short length and stout construction of the gun matches closely with early pattern carronades recovered from HMS *Pandora* and HMS *Sirius* (Campbell, Gesner 2000: 85). This early example of carronade makes use of trunnions to mount the gun on a naval carriage rather than the later pintle and slide configuration more commonly identified with carronade design (Carpenter, 1986: X). The Storm wreck carronade is equipped with a handlebar style tiller, which has never been found as an archaeological example until now. Unfortunately, this unique feature was manufactured in wrought iron, which did not survive the salt water environment as well as the cast iron components. The tiller only remains as fragments and a partial void within concretion. Measurements were able to be recorded before the carronade was fully deconcreted so that the complete tiller could still be represented within a

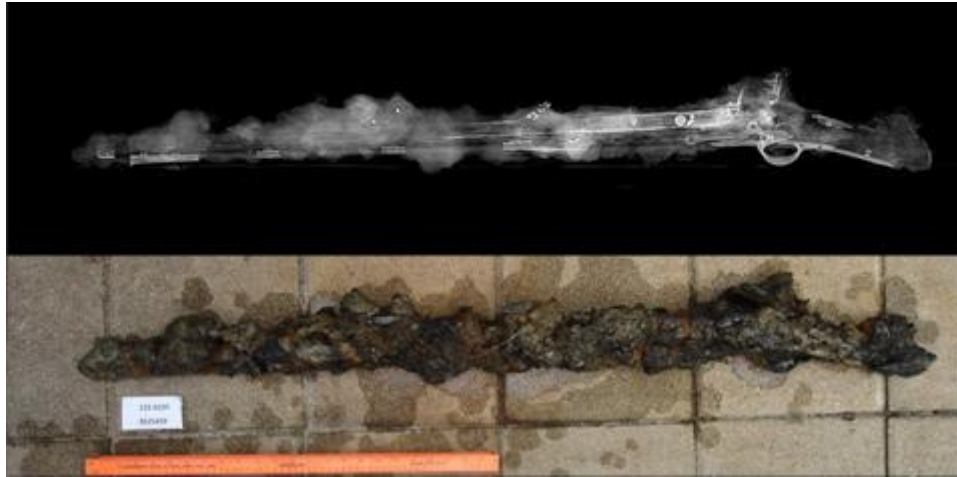
scale drawing (Figure 4-4).



4-4: Cannon No. 6, Storm Wreck carronade. Drawn by Brian McNamara, digitized by Tim Jackson.

Muskets

Concretions 12S 197, 12S 223, and 12S 236 were recovered during the 2012 field season, and brought to the Flagler Memorial Hospital in St. Augustine Florida for CT scanning on October 3rd, 2012. Results of these scans revealed within these concretions the metal components of muskets contemporary to the period of the American Revolution.



4-5: Concretion 12S 197, with CT scan image revealing a 1769 Short-Land musket. After Meide et al 2014.

Concretion 12S 197 (Figure 4-5) was recovered from the unit designated at 99 East 103 North, and measures 131.2 cm in length. A brass trigger guard and the general shape of a musket lock were observed prior to CT scanning.

This musket concretion has been identified to be a British 1769 Short-Land Pattern musket. At the onset of the American Revolution, this model was the most modern musket available to the British infantry (Goldstein, Mowbray 2010: 92). These muskets were a shortened variant of the Land Pattern, with a 42 inch barrel rather than the 46 inch length of the older models. This particular variant of the Land Pattern musket was produced between 1768 and 1777, numbering fewer than 68,000 (Goldstein, Mowbray 2010: 93). Regimental markings are typically observed on the musket's barrel or on the brass wristplate; however the barrel on this musket may be too far-gone to reveal any such markings. During recent conservation the brass wrist plate has been revealed and found to be devoid of any markings or engravings.

The visible profile of the extant brass furniture within this concretion matches that of English manufactured Land Pattern muskets from the Tower of London, and not of the Irish arms produced by Dublin Castle (Goldstein, Mowbray 2010: 78). The flat style of side-plate, absence of a "Pratt pipe" ramrod pipe of later models helped in dating this piece, along with the corrosion remnants of a steel ram rod all typify the characteristics of muskets manufactured within 1768-77.

The musket lock is possibly a Pattern 1755 lock, identified by CT scanning, revealing remains of the cock assembly: a slotted cock-screw, flat comb, and goose neck. This pattern of lock was stockpiled and used by the Tower of London armorers as the main component for Short Land pattern muskets until phased out by the later

1777 pattern lock. This further supports the identification of a 1769 Land Pattern musket.

The most startling discovery revealed by the CT scan was the fact that this musket is still loaded, and in the “half cock” position. There were three types of standard musket service cartridge: ball, buck and ball, and buck shot (Bailey 2009: 247). This musket has been loaded with a cartridge of buck and ball, which was developed to increase the damage inflicted by a unit’s volley of fire. Buck and ball consisted of the standard load of a .69 caliber musket ball accompanied by three or four .32 caliber buckshot acquired from the inventory of the Royal Artillery (Bailey 2009: 250).



4-6: Concretion 12S 223 and accompanying CT image. After Meide et al 2014.

Found in unit 20, artifact concretion 12S 223 measures 125 cm long, and has a slightly curved appearance (Figure 4-6). This has been identified as a 1777 Short Land pattern British musket, produced 1777-1782. By the end of the Revolutionary War, half of the 350,000 muskets procured by the British were of this pattern (Goldstein, Mowbray 2010: 113).

Very little remains of the iron components of this musket, which would have made identifying its exact pattern difficult, were it not for the two key diagnostic pieces still remaining intact. The most noticeable being the brass “Pratt pipe” that was designed by John Pratt and adopted by the Board of Ordnance that year. This pipe features a wide mouth and taper that facilitated a speedier return of the ramrod to quicken the loading process between shots (Goldstein, Mowbray 2010: 62). This

replaced the second ramrod pipe, immediately behind the forward “trumpet mouthed pipe” in Pattern 1777 muskets and all subsequent patterns. This musket also has the remains of a steel ramrod housed within its four brass ramrod pipes, later variants of the Land Pattern family reduced the number of ramrod pipes from four to three as the overall musket lengths shortened over time.

The second diagnostic feature apparent in the CT scan is the remains of the new variant of shortened sear spring that was launched with the 1777 Short Land muskets. This spring modification is normally easy to spot by looking at the lock; the two mounting screws were located behind the cock on the tail of the lockplate, but this lock has not survived within the concretion. However, the spring is visible with its two mounting holes located exactly where they should be behind the shadow of the now nonexistent cock.



4-7: Artifact 12S 236 and accompanying CT image. After Meide et al 2014.

Found on the border between grid units 7 and 19, concretion 12S 236 measured 110 cm in length (Figure 4-7). CT scanning revealed the fractured remains of another British Land Pattern musket, with diagnostic furniture identifying this piece as a Pattern 1756 Long Land. Produced from 1756-1790, this was the pattern musket carried by English Crown forces at the onset of the American Revolution. This pattern musket was originally fitted with a 46 inch barrel, however this example is missing the fore-end which includes the brass nose cap and “trumpet pipe” first ramrod pipe. The measured distance between rammer pipes suggests a long land pattern with the 46 in barrel as opposed to a Short Land musket with a 42 inch barrel. This was the first musket in the Land Pattern series to be fitted with the trumpet pipe.

One of the features revealed in the CT scans identifying the pattern of this musket are the contoured edges of the Long Land pattern side plate. When scanned from above the side plate exhibits a rounded profile, which is inletted to accommodate the heads of the side screws used for mounting the lock. This piece was replaced with a flatter, simpler to produce version in all later Land Patterns. Another visible feature is the shadow of remains of a Pattern 1755 lock. This was the first musket in the Land Pattern lineage to be fitted with this lock, which was also used in the later Short Land Patterns.

This musket was recovered loaded with its lock in the half-cock position, ready for firing at a moment's notice. The load is not military issued ammunition of .32 caliber buck-shot, but rather a load of Rupert shot, which is omnipresent in all units of the Storm site (Meide et al 2014: 193). The missing front-portion of this musket may be the section represented by artifact concretion 12S 206, which includes correct brass furniture for this pattern musket.



4-8: 12S 206, and accompanying CT scan image, next to a replica musket for comparison. After Meide et al 2014.

Concretion 12S 206, found within unit 7, is 26cm long, 4.5cm wide, and has a visible channel or groove along its length (Figure 4-8). The small concretion was X-rayed and revealed to be the fore-end of a musket stock with brass furniture still intact, matching that of an English Pattern 1756 Long-Land musket, or possibly a later model of the Land Pattern musket family.

The two brass components within this concretion are a sheet brass nose cap and a trumpet mouthed ramrod pipe. The trumpet mouthed ramrod pipe did not feature on British muskets until the pattern 1756 Long Land musket was approved for issue, and is present in every subsequent model of Land Pattern muskets manufactured from that date on.

The wooden portion of stock is grooved to accommodate a ramrod; partial remains of a steel ramrod are visible from the mouth of the ramrod pipe to the face of the nose cap. The British began issuing steel ramrods with the 1756 pattern muskets and by 1779 almost all muskets issued of both the Long and Short Land Patterns in North America were using steel rammers rather than wood (Bailey 2009: 34).

Buttons

Several buttons have been recovered from the Storm Wreck. Most examples have been found in collected dredge spoil and are provenienced by the grid from which each individual excavation took place. Artifact 10S 64.2 represents a pewter uniform button, and was found within the large iron concretion that adhered to the side of the ship's bell recovered in 2010. Prior to de-concretion of the bell X-ray and CT images were made to identify any potential artifacts within. The button was not revealed during this process, and volunteer conservators were not aware of its presence within the corrosion product they were actively removing using pneumatic air scribes. The button was found during cleanup at the end of a day of scribing, and had unfortunately suffered damage in the form of tool marks along part of the button's face.

Button 10S 64.2 measures 1.6 cm in diameter, and is of the typical wire shanked construction common to buttons of the colonial period (Figure 4-9). The button shank, which serves to attach a button to a garment, is "directly related to the button's efficacy as a fastener (White 2005:63)." Shank designs change rapidly over time as button makers continuously tried to improve upon the strength and durability of the shank. Consequently, there is a traceable chronology associated with button shank types. The cone-shaped shank saw a wire loop inserted into a cone or mound of metal molded as part of the button. A similar shank saw a wire loop set into a daub of metal placed separately on the back of the button. Both of these shanks were common between 1760 and 1785 (Meide et al 2014: 231).

Although the button suffered damage on the left side of its face, important markings were left relatively intact that would be crucial in the identification of Storm Wreck. A raised crown was immediately identifiable when the button was found, and during the electrolysis process of conservation the letters “R P” were revealed as corrosion product was mechanically cleaned off the button’s surface.



4-9: Button 10S 44.2 after conservation. Image courtesy of LAMP.

Artifact 12S 258.1 is another pewter button, slightly larger than 10S 064.2 (Figure 4-10). This button was recovered from the dredge spoil of grid unit 19 in the north western quadrant of the Storm Wreck. This button measures 2.2 cm across, and is of the same wire-shank construction as 10S 064.2. On the button face is the marking “71” which is encircled by a waded line, reminiscent of the petals of a flower or thistle. The shank stem was cast with the face of the button, and features a mound of metal with a raised band over the center mound. The loop is not intact, but a circular depression where the wire ends attached is visible on the remaining stem (Meide et al 2014: 232).



4-10: Artifact 12S 258.1 Image courtesy of LAMP.

Evacuation Ships within Lloyd's Register of Shipping

Within the document “List of Transports appointed to receive the Garrison of Charles Town” penned by Sir Guy Carleton, is a comprehensive list of shipping that had been accumulated within Charlestown harbor in preparation for the final evacuation of British Loyalists and the remaining military establishment. This document is dated December 16, 1782, and lists each ship by name, tonnage, planned passenger group and total number of passengers. If a name is repeated for a second ship then each vessel is named along with its master in order to differentiate between the two.

For this study the 1782 and 1783 editions of Lloyds Register of Shipping were referenced, the possible wrecking date of the Storm shipwreck being December 31, 1782. All shipping concerned with the evacuation would in theory be covered by the 1782 edition, and any changes to the listings as a result of a wrecking event would be reflected in the 1783 edition, both editions being updated quarterly.

Carleton's document comprises of seven lists. The first is titled “List of Transports appointed to receive the Garrison of Charles Town”. It names 42 vessels, of which all

but seven were found to be referenced within the Lloyd's Register of Shipping (Appendix I: Table 1). The second list contains nine ships designated "Army Victuallers." All but two of these vessels were identified and referenced (Appendix I: Table 2). The remaining two were impossible to locate due to the numerous listings with similar names and tonnage within the Register, an accurate identification was not possible with the information given. The third section is titled "List of Ships gone to Halifax under Convoy of his Majesty's Ships *Preseverance* and *Ceres*". This list contains nine ships, all of which have been found within Lloyds Register (Appendix I: Table 3). The next section is titled "List of Ships left at Saint Augustine, to be sent to New York in the Spring". This list contains the names of nine ships, all of which have been identified and referenced (Appendix I: Table 4). The fifth section is titled "List of Ships bound to Saint Lucie, under the convoy of His Majesty's Ship *Hornet*", which lists five vessels. All five of these ships have been identified in Lloyds Register and referenced (Appendix I: Table 5). The sixth list titled "List of Ships bound to Jamaica, under the Direction of Lieutenant Curling under Convoy of [undisclosed]" contains 20 ships, nine of which were not identified due to multiple listings with similar names and attributes (Appendix I: Table 6). The final section is "List of Ships bound to England, under the direction of Lieut. Arnold Under Convoy of His Majesty's Ship *Adamant*". This list contains 20 ships, only three were unable to be identified (Appendix I: Table 7).

Within the Register, ships are listed with details about the construction, age, rigging and other particulars that would be of note to anyone engaged in the speculative trade markets of the time. Ships are listed alphabetically with a chapter dedicated to each letter of the alphabet. Entries are numbered within each letter category starting at numeral "1". As ships are added to the register during the quarterly annotations, their entries are added to the end of the chapter. A notation "ALPHABET ENDS" is marked at the bottom of each list, and the new entries are catalogued under this heading, piecemeal and regardless of alphabetization, continuing with the original numbering of the chapter section.

| | | | | | | | | | |
|-----|----------------------------|------------|----------|------------------|----|-------------------------|----|---------------------|-----------|
| 620 | Sea Horse Sd 82 | J Richards | 285 | River | 82 | Hud. B. C 16-9, 2-6P | 14 | Lo Hud- -ton Bay | A. I 4 |
| 1 | Standfastigh- -heit S s | Lindegrt | 260 | Dutch | | Offend | 14 | Li Ostnd | E. I 4 |
| 2 | Sibyl S s | Mattocks | 300 | Bristol | 82 | L. Bright 16-9P | 16 | Br Jamaic | A. I 4 |
| 3 | Sally S s | J Croskill | 200 | French ND&trp | 82 | A Brough 4-3P, 2-9C | 13 | Lo Trnsp | E. I 4 |
| 4 | Stadt Brggn St | C. Plug | 20 50 | Flinth | 77 | Vinck | 5 | Lo Ostnd | E. I 4 |

4-11: A sample of ship listings within Lloyd's Register of Shipping. Image by Author

Within each alphabetical chapter entries of vessels are categorized using nine columns, as shown in Figure 4-11. In column one is the name of the vessel, together with an indication of the type of rig: S = Ship, BG = Brig, H = Hoy, K = Ketch, SW = Snow, Sp = Sloop, G = Galliot. The first column also gives a notation on the bottom of the hull: s = sheathed, s&d = sheathed and doubled, sc = sheathed with copper. Column two gives the Master's name. Column three gives the tonnage, together with an indication of number of decks, for example SDB = single deck with beams. Column four is the place of build, with indication of repairs i.e trp = thorough repairs, rfd = reinforced, ND = new deck, nuw = new upper works, grp = good repairs, srp = some repairs, rp = repairs. Column five is the year of build. Column six is the name of the owner, with indication of the number and type of armament. The cannon of common construction are distinguished by a 'P' after the number and the weight of shot. Carronades are distinguished by a 'C', and guns of the 'new construction' or Blomfield pattern are 'N.C'. Column seven lists the draft (loaded) in feet. Column eight is the port of survey, and the final column is the hull and equipment classification. The final column uses the letters A, E, I, O and U to assess the hull, and 1, 2, 3, 4 for equipment. Ships of the A 1 class would be the highest rated, where U 4 would be the lowest. There was no way a ship could regain its original A 1 classification regardless of the repairs made (Butler, 2014).

The listing highlighted in the image is for *Sally* as listed in the sixth section of Carleton's document "List of Ships bound to Jamaica, under the Direction of Lieutenant Curling under Convoy of [undisclosed]". The listing is interpreted as: "Number 623, *Sally*, ship rigged, sheathed with sacrificial planking, J. Croskill as Master, 200 tons, French built with new decks and thorough repairs in 1782, Owned by

A. Brough, armed with four ‘3’ pound cannon and two ‘9’ pound carronades. The ship drafts 13 feet when fully laden, and was last surveyed at the London Board of Transport. The class or hull assessment is good, and the equipment is bad”.

Some listings have more or less information than the example shown, and notations sometimes are listed in different columns or run on through two or more. In an effort to streamline the Lloyds findings they have been organized into the following columns for entry into the database for this study: 1) Ship and Tonnage as listed by Carleton, 2) Which years the ship appears in Lloyd’s Register, 3) The listing number, ship name, type, and details, 4) The Master of the vessel, 5) The ship’s tonnage and hull construction, 6) Where the ship was built, the date of construction, and known repairs, 7) The ship’s owner/s and armament, 8) Ship’s draught when fully loaded, 9) Where the vessel was last surveyed, and by which agency, 10) The hull quality rating.

It is important to note that in 1786 a compulsory ‘Ship Registration Act’ was passed. Prior to this registration was on a voluntary basis, and only for foreign going ships (Butler, 2014). For a ship specified within Carleton’s list to appear on the Register the owners would have to have volunteered the information to Lloyds, which may account for some of the vessels not found, or other vessels that were American built and then came into British possession before making a voyage to Great Britain. Before 1786 ship tonnages were recorded in the Register as round figures such as 100, 150 etc. The 1786 Act meant more precise tonnages were given, as older ships were re-surveyed or re-measured. One needs to carefully check the 1785 and 1786 Register books against each other as the variation can be so great that the same ship can easily be confused as two different ones, suggesting that many pre-1786 tonnages were little more than sheer guesswork (Butler 2014). The tonnages given by Carleton in the List of Transports document are not in these rounded figures, and therefore matches found within Lloyds’ Register were made according to the closest approximate rounded tonnage.

Observations by Convoy Escorts of the Royal Navy

The St. Augustine bound convoy of evacuation ships departing Charlestown harbor on December 14, 1782 sailed under the protection of the HMS *Bellisarius* (Siebert 1929: 129). The Captain’s, Master’s, and Lieutenant’s logbooks (ADM 52-2161; books 1-4 & ADML B63) of the sixth-rate 24 gun frigate, along with printed materials including signals and sailing instructions distributed amongst the convoy

(HOL-74) have been located within the archives of the British Public Records Office in Kew London, as well as the National Maritime Museum in Greenwich (McNamara 2014, 34). Through reading the List of Transports by Sir Carleton, and the log books of *Bellisarius*, a list of other known Royal Navy vessels that escorted the south bound convoys has been identified, and an effort has been made to locate and transcribe their existing logbooks covering the period of December 1782 and January 1783. The logbooks have been found for HMS *Adamant* 50 (ADM 52-1535; books 1-4), HMS *Assurance* 44 (ADM 52-2150; books 1-2), HMS *Emerald* 32 (ADM 51-311; books 1-2 & ADM 52-2282; books 1-2), HMS *Endymion* 44 (ADM 52-2284; books 1-2), HMS *Hornet* 14 (ADM 52-2349; books 1-3), HMS *Magicienne* 32 (ADM 51-567 & ADM 52-1854; books 1-2), and HMS *Narcissus* 20 (ADM 51-623 & ADM 52-2420). The armed ship *Carolina* was bought into naval service in 1780 and sold out in 1784 (Cooledge 2003: 69), and has been identified in this research to have taken part in the Jamaica bound convoy; however logbooks from this ship have not been located or included in this study.

Each logbook gives a unique perspective, eyewitness account of events leading up to and surrounding the Loyalist evacuation. The custodian of each book recorded such as was pertinent to their rank and job within the ships social and command structure, as well as external influences affecting the ship or the greater convoy. The Captain or Commander is

“from the Time of his going on board to keep a Journal, according to the Form set down, and be careful to note therein all Occurrences, viz. Place where the Ship is at Noon: Changes of Wind and Weather: Salutes, with the Reasons thereof; Remarks on unknown Places; and in general, every Circumstance that concerns the Ship, her Stores, and Provisions” (Privy Council 1757: 41).

The Master of a Royal Navy ship, according to the Regulations and Instructions Relating to His Majesty’s Service at Sea “is to have the Care of Navigating the Ship, under the Directions of his superior Officer, and to see that the Log and Log-Book be duly kept” (Privy Council 1757: 105). There is uniformity in the formatting of information recorded in the logbooks consulted for this study; the preferred table used is provided in an appendix of the Regulations under the title “Form of a Journal to be

kept by the Captains and Other Officers of His Majesty's Ships" (Privy Council 1757: 158).

When two logbooks from the same ship are consulted, there may be two differing observations made of a single event. Often the names of ships in question are spelled differently or even misidentified between any two volumes. Much of the spelling and grammar of each log is a reflection of the personality who recorded it. Some of the escort ships have multiple surviving logbooks in the Admiralty records of the PRO, while other vessels are only represented by a single volume. An effort was made in recording observations within each existing logbook of each escort vessel of the Royal Navy to provide the broadest scope available in recorded observation.

Conduct of the St. Augustine, Jamaica, and St. Luce Evacuation Fleets

On Saturday the 14th 1782, HMS *Bellisarius* lay at single anchor within Charlestown Harbor along with *Narcissus*. *Hornet* lay at anchor in Rebellion Rhode after overseeing the loading of troops upon the awaiting transports. *Adamant*, *Assurance*, *Emerald*, *Endymion*, and *Magicienne* lay outside Charlestown bar, stowing provisions and water while going about routine washing and vessel maintenance.

Monday saw the addition of several armed galleys to the assembling fleet, including the armed vessel *Carolina*. *Hornet* was employed in sending boats about the fleet in search of runaway slaves possibly stowed away aboard the various military transports and merchantmen. As part of the concessions for a peaceable evacuation, Sir Guy Carleton had agreed to see that any such persons be sought out and returned to their American masters (Barnwell 1910: 13). There were fresh gales and cloudy weather throughout most of the day within the harbor, while outside the Bar ships experienced strong gales and a heavy swell, necessitating the veering out of anchor cables. *Bellisarius* fired a gun and made the signal for all Masters of merchantmen to come aboard;

“When any Commander is appointed to convoy the Trade of His Majesty's Subjects to any place, he must apply to the Secretary of the Admiralty for a sufficient Number of printed books of Instructions; and, after setting down therein the private Signals to be made upon meeting after Separation, and such other

additional Rules as he shall think proper, he is to deliver them out *gratis*, dated and signed by himself to the Masters of all the Merchant Ships, or other Vessels, that are to go along with him.” (Privy Council 1757: 78)

Commander Graves held a briefing in which he distributed the printed instructions (NMM, HOL-74) to all Masters. Included in these instructions was a list of prescribed signals for day and nighttime operations, with provisions for inclement weather or fog. In the event a ship be separated from the convoy and should meet again: “he who Hails first shall ask, *What ship is that*, then he that is hailed shall answer, *Rodney*, and he who first hailed shall reply, *And Old England*.”(NMM, HOL-74).

The following day, Tuesday 17th: *Bellisarius*, *Narcissus*, *Hound* and several transports and merchantmen crossed over the Charlestown bar to join *Assurance*, *Emerald*, *Endymion* and *Adamant*, the latter of which noted hearing several guns fired in the vicinity of Charlestown. After a brief delay in which several meetings of captains and masters took place, *Bellisarius* made the signal at 7pm to get underway. The headmost part of the southbound convoys towards St. Augustine, Jamaica, and St. Lucia got underway, during the next 24 hours the remaining ships of the convoy follow suit. All three convoys sailed together in one main body:

“When different Convoys sail at the same Time out of Port, or join at Sea, they are to keep Company so long as their Courses lie together, for the general Good. And on those Occasions, the eldest Commander of a Convoy Shall command in the first Post; the next eldest Commander of a Convoy, to the second Post; and so on to the Number of Convoys that may happen to sail together. Nor is any private Captain in Company, though elder than some of the Commanders of a Convoy, to break in upon this Disposition, or think himself injured thereby, it not being intended to his Prejudice, but to preserve Order and good Government amongst the several Convoys while they are together.” (Privy Council 1757: 80)

The convoy made a quiet, routine transit to the south over the next 24 hours. The escort ships were mostly employed with signaling the headmost ships to shorten sail or the sternmost and leeward most to make more.

The first signs of trouble began Thursday 19th. *Narcissus* and the St. Lucia contingent began to have trouble with some of the accompanying vessels, a galley made the signal of distress and fell out of the convoy, while the Schooner *Peacock* had failed to bring a navigator along, the replacement of which had to be provided from the *Narcissus* crew. The *Peacock* fell further behind and *Narcissus* was obliged to take the schooner in tow. On Saturday the 21st, when *Endymion* made the signal for seeing a strange sail in the southeast quarter at 1:00 PM. *Magicienne* was ordered to give chase to the intruder, but was recalled by the Commodore at 3:00PM.

“All Commanders, who have Merchant Ships under their Care, are strictly forbidden to chase out of Sight of their Convoys, but they are to be watchful in defending them from any Attack or Surprise; and if any of them shall be distressed by Weather, or other Accident, to afford them all necessary Assistance.” (Privy Council 1757: 79)

On the 20th *Endymion* reported counting a total of 112 sail in company as part of the convoy. *Bellisarius* heard the firing of several guns and found it to be the *Viper* galley, which was having trouble keeping up with the convoy. *Bellisarius* took the galley under tow and restored it to its station. *Emerald* spotted another strange sail to the east, and after giving a brief chase returned and gave the signal for the convoy to form under their stern. *Magicienne* came to the aid of the schooner *Polly* which lost its rudder, and had to be taken in tow.

The 21st was a quiet day for the majority of the convoy; most vessels were employed in handing sails and striking topgallants in preparation for the worsening weather which was reported cloudy with rain at 1:00 AM aboard the *Emerald*. *Endymion* was made to give chase to a ship that was spotted to the east, however they had to abandon the pursuit and return to the convoy at the failing light of evening.

December 22nd was reported to have thick rainy weather. *Emerald* made the signal for the convoy to form under their stern. *Magicienne* still had the schooner *Polly* under tow. *Narcissus* counted 5 men of war and 112 transports and merchantmen in company with the convoy. The officers aboard *Bellisarius* fixed their position at 25 leagues north, northeast of St. Johns.

On Monday, December 23rd the *Bellisarius* crew sighted St. Simmons Island, Georgia. The weather was hazy with rain; *Adamant* counted only 21 sail in sight, and fired several guns in signal for the convoy to close. *Endymion* gave chase to another strange ship, but had to return to the convoy as night fell. *Hornet* fixed their position “NBE of St. Johns Barr 2 or 3 leagues”.

December 24th the convoy arrived at the bar off St. Johns River. At this point the Commodore aboard *Emerald* gave the signal for the convoys to part company. The Jamaica bound ships continued southward under the command of *Emerald*, accompanied by *Magicienne*, *Endymion*, and *Hornet*. The smaller convoy bound to St. Lucia split off and left under the command of *Narcissus*. *Bellisarius* made the signal for the St. Augustine convoy to anchor in St. Johns Harbor, noting that several vessels that were bound to St. Augustine stood in. The galley *Parrot* rejoined with the *Bellisarius* after the convoy anchored, having fallen behind.

It is from this point that the convoy narratives split, with the logbooks of *Bellisarius* being the only known record of what happened within the St. Augustine convoy between December 24th and January 1st 1783. On December 25th *Bellisarius* employed its boats in laying buoys on the St. Johns Bar, and made the signal for acquisition of pilots for the fleet. William James, Master of *Bellisarius* noted in his log “Vessels bound to St. Augustine under convoy of us stood on without leave contrary to their instructions. At 5 PM made Signal for the fleet bound into St. Johns to Proceed over the bar”.

The 25th and 26th the *Bellisarius* convoy lay at anchor off St. Johns Bar. The signal was repeated for pilots to come aboard, and the weather became rainy. A strange ship arrived which proved to be a prize taken by the HMS *Jupiter* and HMS *Lively*. This prize parted its cable while anchoring off the bar, obliging *Bellisarius* to come to their aid by sending over their stern anchor.

By December 27th, the St. Augustine fleet had been lying at anchor at the St. Johns Bar for four days, only a day’s sail from their final destination. Commander Graves and William James record separate events that day, which set the tone for events to

come. The Captain reported “part of the Convoy in Company. The Brig Johns fired several guns & shewed Lights, sent a boat to her Assistance found that a Rebell Schooner had Attempted to board her but had left Her before our boat got Along side”. The Master noted “The Schooner Sally Weigh’d down for St. Augustine contrary to instructions”.

On Saturday the 28th The Brig *John* again made signal for an enemy in sight, but this proved to be more of the convoy that had parted company. The 29th through the 30th *Bellisarius* busily employed its boats in trying to acquire pilots for all vessels of the convoy. Meanwhile the sailors continued in routine duties of washing decks and exercising small arms.

On Tuesday the 31st of December the boat returned to *Bellisarius* bringing a pilot aboard. Commander Graves gave the order to loose topsails, and it is presumed that the remainder of the convoy weighed anchor and proceeded to St. Augustine at this time during the morning hours. The Master recorded that winds were coming out of the northeast.

On January 1st 1783 *Bellisarius* and the accompanying convoy arrived outside the bar at St. Augustine. That afternoon Commander Graves sent a boat with a Petty Officer on board to the brig *Three Friends* to order the vessel over the bar. This ship along with the *Active* made no attempt to cross over the bar and into Matanzas Bay, despite orders received from *Bellisarius*. Three brigs sailed in company to cross the bar. On January 2nd winds persisted from the northeast, and the weather was becoming cloudy. *Bellisarius* sent a boat ashore in St. Augustine to acquire pilots to carry the convoy over the bar. Friday the 3rd Commander Graves send a boat with a Petty Officer to sound the bar. At 3:00 PM the Pilot boat *Kathy* arrived from St. Johns and informed the officers of *Bellisarius* that the brig *Three Friends* had sailed back for St. Johns, despite the fact that they had “a fair wind & high tide to have crossed the bar”. At 7:00 PM, *Kathy* sailed to cross the St. Augustine bar, headed for the town, but at 11:00 PM while attempting the bar was driven on shore.

After the Jamaica and St. Lucie fleets parted company outside St. Johns, they too experienced problems along their route. Thursday the 26th *Emerald* recorded sea conditions as “a Great Swell from the Eastward”. They signaled for the headmost ships to shorten sail, and the sternmost to make more, then fired three 12 pounders with shot at the *Jupiter* for disobeying signals. On the 29th at a distance of 97 leagues from St. Johns, *Emerald* responded to a ship which gave the signal of distress, having sprung its

main and mizzen masts. *Magicienne* was ordered to take the vessel in tow, and found it to be the *Snow Reprieve*, who informed them they were too leaky to be taken under tow.

On the 30th of December *Emerald* recorded “Fresh Gales and Squally at 6AM a Great Sea from the ESE”. The turbulent seas caused another vessel, a schooner to spring its main mast, which was taken under tow by *Magicienne*. On the 31st *Emerald* signaled for the convoy to shorten sail, and fired two six pounder cannons at vessels for not obeying. The foul weather persisted, with seas still being recorded as “great”.

Narcissus reported on Friday the 27th, 70 leagues from St. Johns:

“Fresh Breezes and Cloudy Weather, 4 Sail of men of War & 61 Sail of the Convoy. Repeated the Signal & Guns for the Convoy to go under stern, notwithstanding the Signal being Flying on board all men of war, Number of Convoy took to windward & ahead, did not obey the Signal, ½ past 8 fired one Gun shotted at a Schooner to our windward In order to obey the Signal.” “At 10 fired a Gun shotted at some of the Convoy to obey the Signal. At noon in Company with 4 sail men of war & 58 Sail of Convoy”.

CHAPTER FIVE

DISCUSSION

Cannon

Of the six cannons observed and recorded on the Storm Wreck, two were chosen as representative examples for recovery, analysis and conservation. Cannon #2: artifact 11S 0153.14 and cannon #6: artifact 11S 0154.1 represent the two types of cannons comprising the armament of the vessel. After deconcretion the long gun proved to be a 4 pdr of the British Armstrong-Frederick design of 1760. It is believed that at least two of the remaining long guns still remaining on the wreck site are also matching this pattern of construction. Cannon #2 is devoid of any markings or other features that could further indicate a manufacturer, year, or even a country of origin.

The smaller cannon #6 has been identified as a 9 pounder carronade, with a manufacturing date of 1780. This date sets a firm terminus post quem for dating the Storm Wreck. The carronade is a very unique piece of armament that can be attributed to a single manufacturer: The Carron Company, an iron foundry located in Falkirk Scotland, from which the carronade received its name. The design for the first carronades was proposed by General Robert Mellville in 1753, and the first usage of the new design of gun occurred in 1779 when the *Spitfire* privateer, armed with sixteen 18 pdr carronades and a crew of 88 men, engaged the French national frigate *Surveillante* of 32 guns, and although forced to surrender, nearly sank the French vessel (Caruana 1997: 162).

The ship-owner that armed the Storm Wreck vessel had access to the latest in cannon technology of the time. There are several benefits to arming a ship with carronades, the first being that a carronade fires a greater weight of shot, while weighing less than conventional cannon. A second benefit is one of the key characteristics of the carronade; it reduced windage; the difference between the diameter of the bore and the diameter of the projectile. This increased accuracy at short range, making the small compact carronade the ideal armament for a close engagement (Caruana 1997: 163). When firing grape shot, the carronade produced a greater spread of projectiles than a typical long gun, it was essentially a subsidiary form of armament, for use against personnel rather than a ship (Caruana 1997: 171). The Royal Navy undertook trials of the carronade design in March 1779, and began issuing the guns to

ships in October that same year (Caruna 1997: 164-165).

The Royal Navy adopted a bewildering number of patterns and lengths of carronade, which is one of the factors which makes it difficult to track down naval versions, and distinguish them from the many civilian versions of all shapes and sizes (Caruna 1997: 163). One thing is certain, and that is the Royal Navy's Board of Ordnance did not adopt a 9 pdr Carronade; the smallest carronades purchased for use aboard a naval vessels was the 12 pdr (Caruana 1997: 182), meaning that the 9 pdr carronade recovered from the Storm Wreck is a civilian piece. Neither of the two cannon recovered featured a royal crest, or the British "broad arrow" markings of the Board of Ordnance; indicating that the vessel was not directly under military or other state ownership.

As a civilian ship, it could possibly have qualified as a military transport through the British Board of Transport; in order to contract to the government, owners had to arm their ships with "at least six carriage guns of six pounders, or less bore as the Board shall think proper according to the size of the ship, and to provide twenty rounds of ammunition per gun". On 29 November 1779 the Board partially modified this requirement when it resolved "to permit the owners of the transports to fit them with carronades instead of common guns, taking care they are not less than 12 pounders"(Syrett 1970: 115). One could speculate that by 1782 the board may have relaxed these requirements even further to allow smaller bore carronades just as they allowed smaller bore cannon for lesser vessels, or the Board of Transport may have overlooked such minor requirements due to the dire necessity and lack of sufficient shipping as the war in North America drew to its close in 1782-1783 (Boatner 1996: 849).

Both cannon recovered from the Storm Wreck were not loaded. Based on observations within Royal Navy logbooks from the escort ships of the Charlestown evacuation fleet, inter-vessel communications within the fleet were made or accentuated with the firing of one or more cannon. Vessels in a condition of distress are noted to have 'fired several guns'; a shipwreck from the Charlestown convoy would be expected to reflect this with unloaded cannon if those aboard had signaled using all guns available, with no opportunity to reload as the wrecking event transpired.

A Military Presence

The pewter button 10S 64.2 which features a crown and the initials “R P” is identified as a small or epaulette button from a British military regimental coat. The use of small buttons and oblique pockets to differentiate the light infantry companies began to appear in 1771 and eventually became standard practice. It is also clear that there were small buttons on the shoulder straps or epaulettes from early on. (Franklin 2012: 124). The initials and insignia represent American Loyalists who joined the British Army to fight on the side of the Crown as “Royal Provincials”. Loyalist units formed in America by the British during the Revolution were officially designated “Provincials” to distinguish them legally from the units of the Regular British Establishment. At least 21 of these took the field with an average strength of several hundred men. The most famous Provincial units were Butler’s Rangers, Banastre Tarleton’s British Legion, Robinson’s Loyal Americans, and Simcoe’s Queen’s Rangers (Boatner 1966: 899). The Provincial corps of Thomas Brown’s East Florida Rangers spent the latter years of the American Revolution participating in the guerilla warfare of the southern theater of the war, ending their campaign in the final occupation of Charlestown. At the evacuation of the city, Brown’s Corps was ordered to St. Augustine (Riley 1983: 120). The List of Transports for the Evacuation of Charlestown does name Provincial regiments as passengers intended for several ships, but the East Florida Rangers do not appear on this document; nor do they appear under other known names such as the Kings Rangers or Carolina Rangers.

The second button featured in this study, artifact 12S 258.1 is also a button for a regimental coat. The larger button is a breast button for a uniform coat of the 71st Regiment of Foot (Franklin 2012: 318). The 71st Regiment was part of the Regular Establishment of the British Army, and was also recognized as Frasier’s Highlanders. Three battalions of this regiment were created. The third battalion of this regiment was moved from Savannah to Charlestown after Sir Henry Clinton’s Charlestown campaign in 1780. The first battalion of the 71st bore the brunt of the fighting under Banastre Tarleton at the battle of Cowpens, January 17, 1781, and was captured after sustaining heavy casualties. The second battalion fought at the battle of Guilford Courthouse March 15, 1781 and conducted a limited pursuit after the battle. Remnants of this battalion were present at General Charles Cornwallis’s surrender at Yorktown October 19, 1781(Boatner 1966:398). The third battalion, being the only group of this regiment not surrendered or killed in action, was present for the Charlestown evacuation;

according to the List of Transports, Sir Guy Carleton planned for 189 members of the 71st Regiment of Foot to board *Sally* of 317 tons, under Master Bell.

The two examples of uniform buttons so far recovered from two different units within the British military establishment help to place the Storm Wreck within the Loyalist evacuation of Charlestown. During the timeline of the American Revolution; at no time does the 71st Regiment of Foot travel any farther south than the provinces of Savannah Georgia, until the survivors of the third battalion take part in the Charlestown evacuation (Boatner 1966: 397-398) when Sir Guy Carleton ordered the remnants of this regiment to Jamaica (CO 5-107 f281-2: 1). *Sally* arrived at its intended destination. Under the West India Intelligence column, The Kingston Morning Post of January 15th 1783 reported:

”Monday, his Majesty’s ships *Emerald*, Wm. Knell, Esq. *Endymion*, ---- Smith, Esq. and *Hornet* sloop, ---- Tinsley, Esq. arrived at Port Royal, having under their convoy a large fleet from Charlestown, composed of the following vessels,”

”*Sally*, Bell, part of the 71st Regiment on Board”

The combined artifactual signatures represented by uniform buttons of both the 71st Regiment of Foot, and a Provincial regiment occurring together within the context of a shipwreck off the St. Augustine Inlet could only have originated from the dispersal of Loyalists from the evacuation of Charlestown, at the end of 1782. The passengers aboard Storm Wreck were likely to be members and followers of one of many Provincial regiments evacuated from Charlestown as part of the final evacuation fleet. The 71st Regiment of Foot arrived in Jamaica as planned. The 71st uniform button found on the Storm Wreck likely represents the reuse of captured or surplus military stores for clothing and equipping the Provincial regiments, as demonstrated by the reissue of captured American equipment to Loyalists at the fall of the city in 1780 (Boatner 1966: 212).

Muskets

Military arms in the form of the 1769 and 1779 Short-Land Pattern muskets, and the 1756 Long Land Pattern musket further implicate a military presence aboard the Storm Wreck vessel. The most prolific firearm of the American colonial period, the 'Brown Bess' or Land Pattern musket is ubiquitous to soldiers of the American Revolutionary War. Land Pattern muskets were used by both sides during the Revolution.

The flintlock musket fired a lead ball, and was furnished with a detachable socket bayonet, which turned the musket into a formidable pole arm (Frey 1981: 100). A manual of exercise for infantry was designed to train soldiers in the loading and firing of muskets to condition them to act in conformity with the rest of the line so as to produce a massive, though not necessarily accurate, volley. In combat, once the advancing lines fired the initial volley, the muskets had to be reloaded and primed as the lines continued to move forward in the face of enemy fire (Frey 1981: 100). A complicated process of loading and priming meant that even highly trained and disciplined soldiers could at best achieve no higher rate of fire than two rounds a minute (Gibbes 1965: 67).

The Short Land Pattern musket was the newest design available to British forces at the time of the American Revolution, the Regular line regiments received priority of issue of the newer weapons, and the 71st Regiment of foot received 2,000 muskets in December 1775 (Bailey 2009: 170). Records of arms issued from Charlestown stores in 1782-1783 indicate that this regiment received a further issue of 194 muskets between March 26, 1780 and July 2, 1782 as replacements for arms that were lost or damaged (Bailey 2009: 325).

The 1756 Long Land Pattern musket; artifact 12S 236, as an aged weapon more contemporary to the earlier French and Indian or Seven Year's War, could be indicative of a Provincial soldier. Small arms carried by the various ranger companies raised in America during the period were generally regulation British muskets of obsolescent patterns (Bailey 2009: 146). However by 1780, enough Short Land Pattern muskets were available, that the East Florida Rangers also known as the King's Rangers received issues of 225 Short Land muskets from Charlestown stores on July 14, 1781.

It was a common practice for regiments of the British Army to mark firearms issued and inventoried within regimental stores. The idea of applying ownership markings to military firearms goes back into the early seventeenth century. The work of engraving was usually paid for by the commanding officer of the regiment (Goldstein, Mowbray 2010: 10). The regimental markings found on an arm today, indicate that the piece in question formed part of an issue to the regiment indicated at a particular date, but it is not possible to make further attribution on the evidence of markings alone (Bailey 2009: 224). The most common locations for markings on the Land Pattern family of muskets are the brass wristplate, the barrel, or the butt of the musket stock. (Goldstein, Mowbray 2010: 10-12) Of the seven known existent muskets within museum collections authenticated to be provenienced to the 71st Regiment of Foot, all examples bear clear regimental markings on the barrel above the breech, and on the wrist plate. Four are marked to the first battalion, and three are marked to the second battalion. A combined total of six of the muskets are classic Short Land Patterns, the seventh purports to be a Pattern 1769 Long Land, but is in a poor and incomplete condition (Goldstein, Mowbray 2010: 93-94). In August 2014 the three recovered muskets were transported to the state conservation laboratory in Tallahassee Florida, to be deconcreted and conserved. The wristplate of each musket was prioritized for cleaning by conservators in an effort to uncover any existent markings on the brass furniture. Unfortunately nothing was found on either of the three wrist plates.

Muskets lacking in regimental markings were not uncommon, especially in the latter years of the Revolutionary War (Goldstein, Mowbray 2010: 11). A common practice for the Board of Ordnance upon receiving arms back into stores was to have artisans employed by the at the stores polish or file away the regimental markings on the arms left behind. This type of work, known as “smoothing off” certainly was carried out by the Ordnance workforce in the Tower of London on arms returned from regiments which were otherwise serviceable. The prevalence of this practice largely explains the small number of existent arms from the period which survive with regimental numbers (Bailey 2009: 244).

A likely explanation for the lack of markings on the Storm Wreck muskets is that they were part of an inventory of arms accumulated as regiments and survivors of the southern campaigns of the war withdrew into the city of Charlestown, where the Board of Ordnance kept and managed stores. The muskets underwent cleaning and repairs,

while markings were removed as necessary, with the intent of a quick reissue into the hands of needing troops. This reissue of used arms was also the primary means of equipping the often poorly uniformed and equipped Provincial regiments (Bailey 2009:146). In keeping with general practice, all arms in the hands of locally raised troops which had come from the King's Stores were returned at the end of the campaigning season (Bailey 2009:148) which could further explain a lack of markings of ownership placed on weapons of a Provincial regiment.

The presence of these muskets aboard a ship thought to be outbound from Charlestown is of note. When a regiment departed at the end of a tour of duty, either at peace or wartime, it was normally ordered to leave its small arms in the nearest Ordnance Stores, (in this case the Ordnance Stores of Charlestown), and to receive a new set of arms when they arrived at their next posting (Bailey 2009: 244). The number and variation in pattern of muskets recovered to date, and that two are loaded and ready to fire suggest they were brought on board and carried by individuals rather than stowed as a cargo item. The fact that muskets were brought aboard ship and not left behind in Ordnance Stores shows a refusal to leave war materials behind to fall into the hands of Patriots of the Rebellion. Two of the muskets being loaded reflect that passengers and crew aboard ship were in a state of threat. This threat is well evident in reading the logbooks of the Royal Navy escorts who daily gave chase to enemy privateers and men of war preying upon the evacuation convoys.

Artifact Assemblage

Other artifacts recorded on the Storm Wreck that were not included for this study are a large assemblage of pioneering tools, cooking implements, and articles of domestic nature such as clothing irons. Items of high status such as ornate shoe buckles and a civilian 'Queen-Anne' style pocket pistol have been recovered (Cox 2009: 44-49). To date, 8 cast iron and 4 copper cauldrons have been recorded on the Storm Wreck, leading to a preliminary interpretation that they are not the typical shipboard cooking implements that would be expected aboard a ship of the period (McNamara 2012: 42). The number and similarities in cauldron sizes would indicate a cargo rather than personal baggage of individuals.

From the 1660s, the British Army has always been organized on the administrative and logistic basis of the regiment. Because of a rooted political and economic dislike of a standing army, these regiments were not provided with public housing and were therefore dispersed in temporary quarters through the country. Until 1873, no line or “marching” regiment had a permanent depot, and everything owned by the regiment, as well as personal property of its officers and men, travelled with it (Bailey 2009: 239).

Rather than interpreting the artifact assemblage as the domestic or personal baggage of civilian passengers as originally thought, a new theory proposed is that the artifacts recovered from the Storm Wreck represent the personal baggage of a military regiment. A multiplicity of similar sized cauldrons would be expected for the cooking of a garrisoned body of soldiers within Charlestown. Pioneering tools such as the axes were necessary for the regiment to conduct everyday chores such as wood gathering to the more elaborate tasks of erecting temporary fortifications. Clothing irons, elaborate shoe buckles, and personal side arms such as pocket pistols could be the personal baggage of gentleman officers within the regiment. All of these items would be of value to a military unit, which would be disinclined to leave them behind at the prospect of evacuation and relocation to a new theater of war.

Interpretation of Archival Findings

A better understanding of the composition and conduct of the Charlestown evacuation fleet has been acquired through researching Lloyd’s Register of Shipping and the logbooks of the Royal Navy escort ships. The Lloyd’s Register has revealed telling clues as to the nature of ships selected to carry out the disembarkation of the Loyalist refugees, and when compared to the List of Transports document by Sir Guy Carleton, we are able to view the composition of some of the minor evacuation convoys such as those bound to Jamaica or England.

Out of all 114 ships included in the List of Transports, seven have been found existing within the Lloyds Register in the year 1782, but no longer represented in the 1783 publication. *Polly* 280 tons, was designated to carry 120 Provincial troops under Generals Dittfurth, Benning, and Angellile. This ship Embarked for New York, and was not part of the southbound convoy group. The Transport *Desire* of 337 tons was noted to have arrived in Charlestown with a cargo of rum for the army. It is unknown

who was planned to go aboard or where *Desire* was to sail. The brigantine *William & Mary* of 154 tons was left at St. Augustine at the time the List of Transports was composed; this ship is recorded as an ‘Oat vessel’. *Polly* of 286 tons and *Rebecca* of 288 were planned to carry “Inhabitants and Negroes at or near a Ton per Head” to Jamaica. This is half the space and provisioning allowance considered when formulating the carrying capacity of troop ships within the Board of Transport; conditions described as “continued destruction in the foretops, the pox above board, the plague between decks, hell in the forecastle, the devil at the helm” (Syrett 1970: 183). *Ward* of 352 tons was to carry Provincial cavalry appointments back to England, and *Flora* of 302 was to accompany the same, but ran aground on the Charlestown bar November 19, 1782 and lost.

Table 4, “Ships Left at Saint Augustine to be sent to New York, in the Spring” is of particular interest because it demonstrates the size range and type of vessels being used to conduct shipping on behalf of the British government in St. Augustine’s waters prior to the December evacuation. The vessels range in size from the brig *Thetis* of 130 tons to the larger ship *Spencer* of 333. The average vessels being more of the smaller variety of fewer than 200 tons, yet still too large to chance the bar to enter Matanzas Bay (Mowatt 1941: 135). In all probability these ships lay at anchor outside the St. Augustine bar and relied on the lighterage of small boats to transfer persons and material to and from the city of St. Augustine.

The ships travelling with the Jamaica and St. Lucia convoys range from 150 to 343 tons. As a general rule, the transport service did not hire any ships that measured less than 200 tons burden. The Board often abandoned this policy when it was in great need of shipping and would employ smaller vessels as victuallers under charter parties that ran for only ‘six months certain’ (Syrett 1970: 110). At various times during the war, the Board was obliged to enter into other short term agreements for the hire of ships because it did not have the tonnage available to perform the desired service (Syrett 1970: 69).

The log books of HMS *Bellisarius* record the confusion of the evacuation fleet’s arrival on the St. Augustine bar, but fail to name individual vessels wrecking other than the pilot boat *Kathy* on January 3rd. Even though the naval logs fail to name the sixteen vessels reported to have wrecked off the bar, they prove invaluable due to their recorded observations of weather and sea conditions.

On Tuesday December 31, 1782 *Bellisarius* departed from St. Johns bar and sailed south with the St. Augustine fleet, arriving off the bar that afternoon. The Master recorded winds to be coming out of the north east with cloudy conditions which persisted for the next three days. There is little more mention of weather and sea conditions from the St. Augustine fleet during this period, although observations from the nearby Jamaica convoy are telling. On December 31, *Emerald* was sailing due northeast of the Bahama Islands, and reported “Fresh breezes and cloudy with rain” adding “At 10 AM a great sea from the southeast”. Other ships in the convoy, like *Hornet*, note fresh gales and strong winds. The escort ships sailing offshore recorded squally weather with winds generally coming out of the south west.

Between December 31, 1782 and January 3, 1783, it appears the St. Augustine, Jamaica and St. Lucia bound ships were affected by an offshore weather system known as a nor’easter; a type of massive cyclonic storm that forms within 100 miles or 160 kilometers of the United States’ east coast, travelling inland into the New England and Mid Atlantic regions and reaching northward to the Atlantic facing side of Canada. These storms take their name from the strong and continuous northeasterly winds that blow them ashore. These weather systems often dramatically affect the eastern coast of North America during the winter months of November through February. The storm thrives on the converging air masses of polar cold air and the warmer oceanic air of the Gulf Stream; in this low pressure area winds in the left-forward quadrant rotate from the northeast, with the right rear quadrant rotating from the southwest, with a precipitation pattern similar to tropical storms. A nor’easter is a cold-core low pressure system which thrives on cold air, whereas tropical storms or cyclones are warm-core and develop in warm air conditions (NOAA 2013)

Royal Navy observations of squally weather, with intermittent periods of precipitation reflect the rain-band style of weather pattern identifying a nor’easter. The wind directions recorded by various ships in multiple locations also reflect a wind pattern concurrent with the same system. While most of the weather system may have remained offshore, St. Augustine would still have been affected by strong winds and heavy surf at sea. On land these conditions would merit very little attention, but on the St. Augustine inlet, the geography creates a bottleneck in which incoming swells are forced into the narrow inlet and intensified. The navigation of an already challenging channel would have been dangerous, especially for vessels too large and unfamiliar

with negotiating the St. Augustine Bar.

CHAPTER SIX

CONCLUSION

Results

Artifacts collected on the Storm Wreck since excavations began in 2010 have led to an initial guess that a colonial era shipwreck had been found (Meide et al. 2010:105), the ultimate question of the ship's identity has yet to be confirmed. One interpretation of the Storm Wreck is that it might represent one of many Loyalist refugee ships that ran aground off of St. Augustine while trying to enter the harbor, after fleeing from Charlestown during the final stages of the American Revolution (McNamara 2012: 42). This study endeavors to present key artifacts recovered to date, which help to identify this shipwreck as one of sixteen reported to have occurred on December 31, 1782 and January 1, 1783 when the Loyalist evacuation fleet from Charlestown arrived off the St. Augustine bar. A correlation of archival research with a comprehensive historical background is presented which places the Storm Wreck within the larger context of the Loyalist evacuation fleet from Charlestown. In due course this research has narrowed down a possible identity for the Storm Wreck.

The artifact assemblage recovered to date suggests that the Storm Wreck was a civilian ship; this is reflected in cannon lacking martial or state markings, and carronades of an early design dated 1780, which were yet to be adopted formally by any military. The nationality of this vessel is unequivocally British; access to budding technology originating in Scotland represented by the carronades, and British military weapons and uniform buttons argue against this vessel being American in origin. The combined artifactual signatures represented by uniform buttons of both the 71st Regiment of Foot, and a Provincial regiment occurring together within the context of a shipwreck off the St. Augustine Inlet could only have originated from the dispersal of Loyalist military units from the evacuation of Charlestown, at the end of 1782. Three muskets of the British Land Pattern and the aforementioned uniform buttons are indicative of a military passenger grouping, those of which were assigned to ships separate from regular civilians and their accompanying baggage. Other cargo items of a domestic nature such as cauldrons and clothing irons could be the regimental baggage of officers, enlisted men and their accompanying families. This would suggest that the

Storm Wreck was a hired vessel in the employ of the Navy Board of Transport, and not a civilian merchantman. The passengers aboard Storm Wreck were likely to be members and followers of one of many Provincial regiments evacuated from Charlestown as part of the final evacuation fleet.

The Lloyd's Register has revealed telling clues as to the nature of ships selected to carry out the disembarkation of the Loyalist refugees. The category list "Ships Left at Saint Augustine to be sent to New York, in the Spring" describes the size range and type of vessels being used to conduct shipping on behalf of the British government in St. Augustine's waters prior to the December evacuation; the majority of which are too large to safely navigate over the St. Augustine bar into Matanzas Bay.

General Leslie was congratulated by the American Rebels on the manner in which he had conducted the evacuation (McCowen 1972: 148). The months of organization and preparations by General Leslie and Sir Guy Carleton paid off as the final evacuation fleet crossed the Charlestown bar on December 18, 1782, however as soon as the Loyalists crossed that bar into open sea, problems arose. The Royal Navy logbooks give a succinct narrative of the convoy's journey southwards, in which a combination of weather, threat and predation by American privateers and French warships, along with a disintegration of the authority of command play havoc on the meticulously organized evacuation fleets.

The log books of HMS *Bellisarius* record the confusion of the evacuation fleet's arrival on the St. Augustine bar. Prior to sailing from a temporary anchorage in the St. Johns River on December 31, 1782, parts of the convoy disregarded orders and struck out on their own. Many merchantmen opted for the immediate known safety of St. Johns, while others sailed ahead for St. Augustine and beyond without waiting for, or disregarding convoy instructions. Officers of *Bellisarius* attempted to collect an adequate number of pilots while in St. Johns to navigate the ships of the fleet into St. Augustine, but to no avail. As a result the grouping of ships that arrived with *Bellisarius* off the St. Augustine bar was ill prepared for navigating the treacherous inlet.

The treacherous bar at Saint Augustine shifted "almost every hard gale of North East wind, being at a great distance from the land and entangled by hard ground; breakers, of shelly kind, cause the loss almost every vessel that ground or becalmed on bar" (Feldman 2007: 17). "It is worth the attention of navigators to observe that every time the tide shifts, that instant the winds lull and the vessel is becalmed, the current

and tide run towards the breakers. And unless the vessel has a boat with an anchor out, she is wrecked and bulged instantly” (Feldman 2007, 18). *Bellisarius* demonstrated a clear lack of understanding of local navigation when ordering ships of the convoy to cross the bar during these very conditions. Based on the observations of naval vessels associated with the southbound fleets destined for Jamaica and St. Lucia, a nor’easter weather system was brewing offshore in the Atlantic Ocean, creating gales of wind and rain from the north east, and heavy swells from the south east. The geography of the St. Augustine inlet created a lethal bottleneck where sea conditions were magnified, and wind and weather were uncooperative for safe navigation. Commander Graves of *Bellisarius* may have been operating under the best intentions when signaling to order vessels under his charge take refuge from the enemy within Matanzas bay, but the result was a mass wrecking of ships likely too large to navigate over the bar, during weather conditions that caused even the veteran pilot boat *Kathy* to be driven ashore.

Importance

The British hold on the territories of East and West Florida was not to last. In 1783 under the conditions of a new peace agreement England retroceded possession of the Florida territories back to Spain (Lockey 1949: 1-3). The displaced Loyalists, who fled the conquered North American colonies and looked to Florida as a place of refuge, were again faced with the imminent threat of evacuation. On July 12, 1784 Governor Tonyn formally handed over possession of St. Augustine and its fort to the new Spanish Governor Zéspedes. A considerable number of loyal British subjects, who were still in St. Augustine awaiting an opportunity to emigrate, shared with him the sorrow of the occasion (Lockey 1949: 9).

The excavation, research, and identification of a Loyalist evacuation ship from Charlestown places a spotlight on this otherwise overlooked people. Overshadowing events of the American Revolutionary War occurring in the northern British colonies consequentially mean the popular historical narrative often deigns to acknowledge the existence of the colonies of East and West Florida. The Florida territory became a crucial refuge for persons sympathetic of the British Crown. While the American nation was forming, a portion of British Empire and way of life was crumbling. The Loyalists dispersed to whatever place of refuge they could find among England’s remaining colonial holdings; meaning uncertainty of the future, a life started anew in strange lands such as Nova Scotia, Jamaica or even India. Even though the vessel’s

name has yet to be discovered, the shipwreck known as Storm Wreck is still a poignant reminder of the Loyalist plight, and that during a twenty year period; St. Augustine thrived under the British flag.

Future Research

Artifacts recovered from Storm Wreck identify two military units that played predominant roles in the British campaigns in North America during the Revolution: the British 71st Regiment of Foot and the Royal Provincials. The theory presented by results of this study is that the Storm Wreck represents the remains of a Loyalist evacuation ship under the employ of the British Navy Board of Transport, which carried a grouping of Provincial soldiers, their followers and effects from Charlestown to St. Augustine in December, 1782. This opens two new areas of interest for future researchers looking to find the definitive ‘name’ of the Storm Wreck. Being under the employ of the Board of Transport would imply that a contract was written for service, and records of employment or loss of government property by the contractor may yet exist. A comprehensive search of the records of the Navy Board of Transport within the Colonial Office holdings of the British PRO, or Admiralty records may provide telling clues as to the name, ownership, operation and loss of the Storm Wreck vessel during 1782-1783.

The second area of interest for future research would be an investigation into the Provincial regiments which occupied Charlestown during its final occupation by British forces between 1780 and 1782. The identification of all Provincial regiments to evacuate south to East Florida may yield a personal narrative which describes the difficulties experienced on arrival at St. Augustine, naming the transport or other vessels which wrecked on the St. Augustine bar during the confusion of December 31, 1782- January 1, 1783.

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Appendix I: List of Transports for the Evacuation of Charlestown described by Lloyd's Register of Shipping 1782-1783

Table 1: List of Transports to receive the Garrison of Charlestown

| Ship, Tonnage listed by Document | Years Recorded in Lloyd's Register | Listing: #, Name, Type, Details | Master | Tonnage, Hull Construction | Where built, Date, Known Repairs | Ship Owner/s, Armament | Draught when loaded | Surveying ports/agencies | Hull/Equipment classification |
|--------------------------------------|--|--|--------------|----------------------------------|---|--|---------------------|----------------------------------|-------------------------------|
| Trident, 360 | 1782, 1783 | #176 <i>Trident</i> , Ship, sheathed | R. Gallilee | 400 tons, Single Deck with Beams | Whitby, 1780 | Captain and Crew | 16 ft | Cork Trnsp | A I 3 |
| Dorothy & Catherine, 328 | 1782, 1783 | #117 <i>Dorothy & Catherine</i> , Ship, sheathed, Last surveyed in 1777 | S. Gallilee | 350 tons | Whitby, 1765, New Deck Repaired in 1777 | Campion, 6-6 pdr cannon | | Cork Trnsp | E I 3 |
| Nautilus, 420 | 1782, 1783 | #81 <i>Nautilus</i> , Ship | Moorson. Ju. | 500 tons, Single Deck with Beams | Whitby, 1778 | R. Moorson, 8-6 pdr cannon | 16 ft | Portsmouth, Riga | A I 80 |
| Ocean, 299 | 1782, 1783 | #2 <i>Ocean</i> , Brig, sheathed, Last surveyed 1779 | J. Stead | 250 tons | Whitby, 1764, Some repairs in 1773 and 1779 | Willis & Co. 6 guns | 14 ft | Cork Trnsp | E I 2, E I 2 |
| Aeolus, 218 | 1782, 1783 | #80 <i>Aeolus</i> , Ship | J. Boumells | 250 tons, Single Deck with Beams | River, 1777 | W. Sparks, 8-6 pdr 6-3 pdr 2-4 pdr cannon | 13 ft | Norway, London, Cork, St. Thomas | A I 9, A I 7 |
| Sally (Bell) 317 | 1782, 1783 | #168 <i>Sally</i> , Ship, sheathed, Not surveyed since 1776 | W. Bell | 400 Tons | Whitby, 1776 | Bell & C, 6-6 pdr cannon | 16 ft | London Trnsp | A I 7 |
| Peggy, 360 | 1782, 1783 | #102 <i>Peggy</i> , Ship, sheathed, last surveyed in 1776 | J. Wilson | 360 tons, Single Deck with Beams | Hull, 1760, New Upper Works and Thorough Repair in 74 | Middleton, 14-4 pdr cannon | 16 ft | New York, London | E I 80 |
| John & Jane, 378 | 1782 | Possibly entries #269, 270, 271 | | | | | | | |
| James & William, 393 | 1782 | NO ENTRY FOUND | | | | | | | |
| Caledonia, 209 | 1782 | NO ENTRY FOUND | | | | | | | |
| Ariel, 335 | 1782, 1783 | #351 <i>Ariel</i> , Ship, sheathed, last surveyed in 1781 | Stonehouse | 400 tons, Single Deck with Beams | Whitby, 1779 | Captain and C, 8-12 pdr and 1-4 pdr cannon | 16 ft | Whitby Trnsp | A I 2 |
| Three Sisters, 240 | 1782, 1783 | #140 <i>Three Sisters</i> , Ship, sheathed, last surveyed in 1779 | PJ. Mingal | 240 tons | Denmark, 1779 | Copenhagen, 6-3 pdr cannon | 14 ft | London, Saint Eustace | A I 80 |
| Esther, 384 | 1782, 1783 (Name changes to illegible in 1783) | #279 <i>Esther</i> , Ship | J. Harley | 360 tons, Single Deck with Beams | Hull, 1767, Damages repaired in 75 | Captain, 5-4 pdr cannon | 14 ft | Hull, Petersburg C. | A I 3, A I 4 |
| Sovereign, 383 | 1782, 1783 | #371 <i>Sovereign</i> , Ship, sheathed, last surveyed in 1779 | Hutchenson | 450 tons | Whitehaven, 1775 | Speddings, 6-6 pdr cannon | 17 ft | London Trnsp | A I 80 |
| Grand Dutchess of Russia, 308 | 1782, 1783 | #156 <i>Grand Dutchess of Russia</i> , Ship, sheathed, last surveyed in 1779 | S. Holman | 400 tons | Whitby, 1773 | 6-3 pdr cannon | 15 ft | London Trnsp | A I 9 |
| Aurora, 369 | 1782, 1783 | #394 <i>Aurora</i> , Ship, sheathed | J. Stivers | 350 tons, Single Deck with Beams | Whitby, 1771 | P. Mellish, 6-4 pdr cannon | 14 ft | London Trnsp | A I 80, E I 3 |
| Apollo, 361 | 1782. 1783 | #331 <i>Apollo</i> , Ship | J. Adamson | 400 tons, Single Deck with Beams | Whitby, 1774 | S. Cmpion, 6-4 pdr carronades | 16 ft | London, Petersburg, London Trnsp | A I 7, A I 2 |
| Brothers, 365 | 1782, 1783 | #308 <i>Brothers</i> , | W. Walker | 400 tons, Single Deck | Whitby, 1776 | 8-6 pdr cannon | 16 ft | London Trnsp | A I 8 |

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| | | | | | | | | | |
|--|--|--|--|----------------------------------|--|---|-------|------------------------------|---------------|
| | | Ship, sheathed | | with Beams | | | | | |
| Polly, 280 | 1782, NOT LISTED 1783 | #189 <i>Polly</i> , Ship, sheathed, last surveyed 1781 | H. Patton, W. (illegible), A. (illegible) | 280 tons | Ipswich, 1765 | R. Watts, 8-4 pdr cannon | 14 ft | London, Quebec | E I 3, E I 7 |
| Kingston, 338 | 1782 | Possibly entries #31, 33, 35 | | | | | | | |
| Comerce, 355 | 1782, 1783 | #251 <i>Commerce</i> , Ship, sheathed, last surveyed in 1781 | J. Cummings, R. Stung | 350 tons | South Carolina, 1775, Live Oak | Mackreth, T. Newby, 8-9 pdr & 8-6 pdr cannon and 8-9 pdr carronades, 4- 4 pdr cannon | 16 ft | London, New York Trnsp | E I 7, E I 2 |
| Grace, 278 | 1782, 1783 (Name change to <i>Royal Tar</i> , Waldron) | #148 <i>Grace</i> , Ship, sheathed, last surveyed in 1778 | W. Rose | 200 tons | New England, 1768, Rebuilt in 1779 | R. Tombs | 14 ft | Jamaica, London | E I 80, F I 8 |
| Providence, 264 | 1782, 1783 | #319 <i>Providence</i> , Ship, sheathed | J. Gardner | 230 tons | American, 1773 | A. Graham, 10-6&4 pdr cannon, 16-guns | 15 ft | Greenock, St. Kitts | |
| London Frigate, 411 | 1782, 1783 | #172 <i>London Frigate</i> , Ship sheathed, not surveyed since 1779 | H. Watts | 450 tons | French | T. Newby, 8-4 pdr cannon | 16 ft | Cork Trnsp | E I 3 |
| Mars, 412 | 1782, 1783 | #130 <i>Mars</i> , Ship, sheathed | J. Grayson | 450 tons | Workton, 1778 | J. Ellwood, 6-3 pdr cannon | 16 ft | London Trnsp | A I 7 |
| Dutchess of Gordon, 300 | 1782, 1783 | #160 <i>Dutchess of Gordon</i> , Ship, sheathed in copper | J. Holms, 6-6 pdr cannon | 250 tons | New York, 1768, Good repair in 1782 | Captain & C, 2-9 pdr, 6-6 pdr, 4-4 pdr & 4-3 pdr cannon | | St. Kitts, London | E I 9 |
| Briton, 250 | 1782, 1783 | #201 <i>Briton</i> , Ship, sheathed, last surveyed in 1776 | Urquhart | 300 tons | South Carolina, 1773, damages repaired in 1776 | Graham | 14 ft | London Trnsp | E I 80 |
| Jett, 260 | 1782 | NO ENTRY FOUND | | | | | | | |
| Jane (Laing), 322 | 1782, 1783 | #50 <i>Jane</i> , Ship, sheathed | F. Leing | 400 tons | Whitby, 1777 | R. Swales, 6 guns | 16 ft | Cork Trnsp | A I 4, A I 2 |
| Portsmouth, 400 | 1782, 1783 | #221 <i>Portsmouth</i> , Ship, doubled | Nicholson | 320 tons | Whitby, 1745, Good repair in 1767, 1773, 1776, Thorough repair in 1781 | St. Barb & C. 2-4 pdr & 2-6 pdr cannon | 15 ft | London Trnsp | E I 9 |
| Tamerlane, 144 | 1782 | NO ENTRY FOUND | | | | | | | |
| Nancy (Ribbet), 283 | 1782, 1783 | #70 <i>Nancy</i> , Ship, sheathed, last surveyed in 1776 , 1782 | R. Young, T. Revitt | 350 tons | Whitby, 1762, New Upper Works in 1776 | W. Clark, 6-4 pdr cannon | 15 ft | London, Quebec | E I 2, E I 4 |
| Bridgewater, 757 | 1782, 1783 | #245 <i>Bridgewater</i> , Ship, doubled, last surveyed 1779 | Adnett | 900 tons, 3 Decks | Arbgl, 1779 | T. Gilbert, 2-9 7 14-6 pdr cannon, 6-18 pdr carronades | 18 ft | London Trnsp | A I 11 |
| William & Mary (Hayes), 320 | 1782, 1783 (New Master: G Swinburn) | #158 <i>William & Mary</i> , Ship, sheathed | T. Heas | 300 tons | Scrbro, 1781 | Sutton & C, 6 guns | 14 ft | New York, Cork | A I 2 |
| Nich & Jane, 340 | 1782 | NO ENTRY FOUND | | | | | | | |
| Jane (Nicholson), 275 | 1782, 1783 | #54 <i>Jane</i> , Ship, sheathed, last surveyed 1779 | Nicholson | 250 tons | Maryland, 1773 | J. Mather, 6-4 pdr cannon | 14 ft | Cork Trnsp | E I 3 |
| Nancy (Furlong), 305 | 1782, 1783 | #27 <i>Nancy</i> , Ship, sheathed, last surveyed 1773 | T. Furlong | 320 tons | Hull, 1766, New Upper Works in 1778 | J. Wilson, 6-4 pdr cannon | 14 ft | Cork Trnsp | E I 4, E I 3 |
| Two Sisters, 383 | 1782, 1783 | #360 <i>Two Sisters</i> , Ship, sheathed | J. Fletcher | 400 tons, Single Deck with Beams | Whitby, 1782 | R. Kiddy, 6-6 & 2-4 pdr cannon | 16 ft | Whitby, London, London Trnsp | A I 9 |
| Tryal, 538 | 1782, 1783 | #173 <i>Trial</i> , Ship, sheathed, last surveyed | R. Jerrard | 500 tons, 3 Decks | French, 1777 | Le Cras, 2-9 & 8-6 pdr cannon | 18 ft | London Trnsp | A I 11 |

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| | | in 1780 | | | | | | | |
|------------------------------|-----------------|---|------------|----------|---------------------------------|-----------------------------------|-------|--------------|--------------|
| Isabella (Brown), 362 | 1782, 1783 | #366 <i>Isabella</i> , Ship, sheathed, Last surveyed 1778 | J. Brown | 400 tons | Scrbro, 1764, Some Repairs 1781 | M. Sutton, 4-6 & 2-4 pdr cannon | 15 ft | Cork Trnsp | E I 6, F I 3 |
| Desire, 337 | 1782, LOST 1783 | #38 <i>Desire</i> , Ship, sheathed, last surveyed 1779 | J. Stewart | 490 tons | Whitby, 1771 | J. Gallilee, 4-9 & 6-6 pdr cannon | 16 ft | London Trnsp | E I 7 |

Table 2: Army Victuallers

| Ship listing by Carleton | Years Recorded in Lloyd's Register | Listing number and details | Master | Tonnage and Construction notes | Where built, Date | Owners and armament | Draught when loaded | Surveying ports/agencies | Hull/Equipment classification |
|----------------------------|--|--|--------------|----------------------------------|---|-------------------------------------|---------------------|--------------------------|-------------------------------|
| Christina, 254 | 1782, 1783 (Name change, Two Friends, Street) | #433 <i>Christina</i> , Ship, sheathed | John Galt | 300 tons | American, 1772 | Rt. Bean, 8-6 pdr cannon | 15 ft | Jamaica, London | I. 2 8 |
| Prudent, 285 | 1782, 1783 | #372 <i>Prudent</i> , Ship, sheathed | W. Eager | 300 tons, Single Deck with Beams | Shields, 1778 | Harrison, 6 guns | 15 ft | London Trnsp | A 1 7, A 1 1 |
| Peggy (Frazer), 343 | 1782, 1783 | #(added end of list) <i>Peggy</i> , Ship, sheathed, last surveyed 1778 | W. Jefferson | 350 tons | Newcastle, 1777 | W. Metcalf, 2-4 & 4-3 pdr cannon | 15 ft | Cork Trnsp | A 1 79 |
| Commerce, 189 | 1782 | Possibly entries #255, 256, 258, 262 | | | | | | | |
| Eliza, 246 | 1782, 1783 | #89 <i>Eliza</i> , Snow, sheathed and doubled, last surveyed 1777 | Armstrong | 250 tons | Newbury, 1764, Thorough repair in 1773 & 1777, Damages repaired in 1780 | J. Fenwick, 2-3 & 2-2 pdr cannon | 14 ft | Arkg, London | I 1 9, I 1 10 |
| Kepple, 336 | 1782 | Possibly entries #5, 6, 7 | | | | | | | |
| Hercules, 250 | 1782, 1783 | #134 <i>Hercules</i> , Ship, sheathed and doubled, last surveyed 1775 | S. Lyth | 250 tons, Single Deck with Beams | River, 1752, Good repair 1775, Repairs 1776, 1777 & 1781 | Gowland, 3-4 & 4-3 & 2-2 pdr cannon | 14 ft | Whitby Trnsp | I. 1 2 |
| Spring, 341 | 1782, 1783 | #404 <i>Spring</i> , Ship, sheathed | R. Cavers | 350 tons | Newcastle, 1779 | D. Hewson, 6 guns | 14 ft | Cork Trnsp | A 1 7 |
| Venus, 210 | 1782, 1783 | #27 <i>Venus</i> , Ship, sheathed | W. Pocock | 200 tons | Bristol, 1763, New Deck and Upper Works 1776 | S. Spann, 12-4 pdr cannon | 14 ft | Bristol | E 1 11 |

Table 3: List of Ships gone to Halifax under Convoy of his Majesty's Ships Perseverance and Ceres

| Ship, Tonnage listed by Document | Years Recorded in Lloyd's Register | Listing: #, Name, Type, Details | Master | Tonnage, Hull Construction | Where built, Date, Known Repairs | Ship Owner/s, Armament | Draught when loaded | Surveying ports/agencies | Hull/Equipment classification |
|-----------------------------------|------------------------------------|--|------------|----------------------------------|--|---|---------------------|--------------------------|-------------------------------|
| Margaret & Martha, 353 | 1782, 1783 | #39 <i>Margaret & Martha</i> , Ship | W. Preston | 400 tons | Whitby, 1774 | R. Boulby, 6-6 pdr cannon | 16 ft | London Trnsp | A 1 7 |
| Free Briton, 398 | 1782, 1783 | #222 <i>Free Briton</i> , Ship, doubled, last surveyed in 1772 | T. Collins | 450 tons, Single Deck with Beams | Newhaven, 1748, Thorough Repair in 1772, Good Repair in 1777 | Longwith, 10-6 pdr cannon | 16 ft | London, Onega | F 1 80 |
| John & Bella, 191 | 1782, 1783 | #252 <i>John & Bella</i> , Snow, sheathed | Priestman | 230 tons, Single Deck with Beams | Whitehaven, 1773, Damages Repaired 1774, Repaired 1780 | Captain & C, 6 guns | 13 ft | Cork Trnsp | E 1 1, E 1 10 |
| Favorite, 610 | 1782, 1783 | #467 <i>Favorite</i> , Ship | Lengthrop | 600 tons | Archn, 1782, Fir | P. Green | 17 ft | Archn, Hull | A 1 11 |
| Kepple (Hayes), 285 | 1782 | Possibly entries #5, 6, 7 | | | | | | | |
| Langton, 217 | 1782, 1783 | #62 <i>Langton</i> , Brig, sheathed, last surveyed 1781 | T. Fawcett | 200 tons, Single Deck with Beams | Maryport, 1780 | Fawcett & C | 13 ft | Cork Trnsp | A 1 5 |
| Prospect, 374 | 1782 | Possibly entries #293, 294 | | | | | | | |
| Ranger, 245 | 1782, 1783 | #14 <i>Ranger</i> , Ship, sheathed, last surveyed 1778 | J. Wood | 300 tons | Stockton, 1777 | R. Webber, 6-4 pdr cannon of the new construction | 14 ft | London Trnsp | A 1 7 |
| Vigilant, 170 | 1782, 1783 | #45 <i>Vigilant</i> , Brig, sheathed, last surveyed 1780 | Williamson | 180 tons, Single Deck with Beams | British, 1764, Repairs 1775 and 1777 | Captain & C, 6-3 pdr cannon | 12 ft | Portsmouth Trnsp | E 1 8 |

Table 4: List of Ships left at Saint Augustine to be sent to New York, in the Spring

| Ship, Tonnage listed by Document | Years Recorded in Lloyd's Register | Listing: #, Name, Type, Details | Master | Tonnage , Hull Construction | Where built, Date, Known Repairs | Ship Owner/s, Armament | Draught when loaded | Surveying ports/agencies | Hull/Equipment classification |
|----------------------------------|-------------------------------------|--|---------------------|----------------------------------|--|-----------------------------|---------------------|--------------------------|-------------------------------|
| Love, 185 | 1782, 1783 | #196 <i>Love</i> , Snow, doubled | J. Benn | 180 Tons, Single Deck with Beams | British, Lengthened 1755, Thorough Repair 1758, Rebuilt 1773 | T. Barns & C | 13 ft | Cork Trnsp | E I 7 |
| Thetis, 130 | 1782, 1783 | #_43 <i>Thetis</i> , Brig | T. Vernam, Wm. Rods | 140 tons, Single Deck with Beams | Swansea, 1774 | Captain & C, R. V_____ | 12 ft | Cork Trnsp | A I 80 |
| William & Mary, 154 | 1782, NO ENTRY 1783 | #113, <i>William & Mary</i> , Brig, | | 150 tons, Single Deck with Beams | American, Large Repair 1773, Good Repair 1776, Rebuilt 1776 | | 12 ft | Hamb | E I 79 |
| Clementina, 156 | 1782, 1783 | #402 <i>Clementina</i> , Brig, sheathed | T. Bryton | 150 tons, Single Deck with Beams | American, 1776 | T. Harrison | 14 ft | Cork | E I 4 |
| Beverly, 162 | 1782, 1783 | #179 <i>Beverly</i> , Ship | Culverwell | 200 tons | Cork, 1773, Lengthened 1775, Fir bottom | Barings | 11 ft | Cork Trnsp | E I 7, F I 5 |
| Robert & Jane, 216 | 1782, 1783 | #120 <i>Robet & Jane</i> , Ship, sheathed | J. Kidd | 300 tons, Single Deck with Beams | Virginia, 1707, Some repairs 1730 | Blackburn, 6 guns | 15 ft | Colony New York | E I 2, F I 3 |
| Industry, 171 | 1782 | Possibly entries #141, 152, 164, 168, 170 | | | | | | | |
| John Thomas, 190 | 1782, 1783 | #291 <i>John & Thomas</i> , Ship, sheathed, last surveyed 1780 | J. Youart | 200 tons | Whitehaven, 1768 | Captain & C, 6-3 pdr cannon | 13 ft | Portsmouth Trnsp | E I 9 |
| Spencer, 333 | 1782, 1783 (New master: W. Hawkins) | #392 <i>Spencer</i> , Ship, sheathed | J. Groves | 300 tons | Bristol, 1771, Lengthened 1779 | Davis & C, 12-4 pdr cannon | 15 ft | Bristol, Jamaica | E I 12 |

Table 5: List of Ships bound to Saint Lucie, under Convoy of his Majesty's Ship Hornet

| Ship listing by Carleton | Years Recorded in Lloyd's Register | Listing number and details | Master | Tonnage and Construction notes | Where built, Date | Owners and armament | Draught when loaded | Surveying ports/agencies | Hull/Equipment classification |
|--------------------------|---------------------------------------|--|------------|----------------------------------|---|------------------------------|---------------------|--------------------------|-------------------------------|
| Tyger, 230 | 1782, 1783 (New Master: G. Harris) | #152 <i>Tyger</i> , Brig | M. Pile | 250 tons, Single Deck with Beams | Maryland, 1773, Lengthened 1779 | J. Hall, 2-3 pdr cannon | 13 ft | Antigua, London | E 1 2 |
| Symetry, 333 | 1782, 1783 | #135 <i>Symmetry</i> , Ship, sheathed | P. Maxwell | 400 tons | Scarborough, 1761 | G. Tindell, 6-6 pdr cannon | 16 ft | London Trnsp | E 1 7, F 1 2 |
| Etherington, 350 | 1782, 1783 | #285 <i>Etherington</i> , Ship, sheathed and doubled in 1779 | T. Boog | 450 tons, Single Deck with Beams | Whitby, 1754, Thorough Repair 1773, Repair 1779, New Upper Works 1780 | St. Barb & C, 4-6 pdr cannon | | | E 1 6 |
| Freedom, 300 | 1782, 1783 | #226 <i>Freedom</i> , Ship, sheathed | Richardson | 360 tons | Shields, 1763, Some Repairs 1781 | J. Bell, 6 guns | 14 ft | Cork Trnsp | E 1 6, E 1 3 |
| Jackson, 150 | 1782, 1783 | #4 <i>Jackson</i> , Brig | Williamson | 160 tons, Single Deck with Beams | Whitehaven, 1773, Damages repaired 1779 | W. Sharpe | 2ft | Whitehaven Trnsp | A 1 4, A 1 4 |

Table 6: List of Ships bound to Jamaica under the direction of Lieutenant Curling under Convoy of

| Ship, Tonnage listed by Document | Years Recorded in Lloyd's Register | Listing: #, Name, Type, Details | Master | Tonnage, Hull Construction | Where built, Date, Known Repairs | Ship Owner/s, Armament | Draught when loaded | Surveying ports/agencies | Hull/Equipment classification |
|-----------------------------------|------------------------------------|---|---------------------|----------------------------------|--|---|---------------------|--------------------------|-------------------------------|
| Fishburn, 378 | 1782, 1783 | #190 <i>Fishburn</i> , Ship, sheathed, last surveyed 1780 | J. Gill | 400 tons, Single Deck with Beams | Whitby, 1780 | J. Pierson, 6 guns | 16 ft | Cork Trnsp | A I 7 |
| Union (Izzard), 175 | 1782 | Possibly entries #21, 22, 23, 27, 30, 42, 46, 50 | | | | | | | |
| Martha, 355 | 1782, 1783 | #134 <i>Martha</i> , Ship, sheathed, last surveyed 1777 | Chapman | 400 tons | Whitby, 1773 | W. Holt & C, 6-4 pdr cannon | 15 ft | Cork Trnsp | A I 6, A I 2 |
| Sophia, 237 | 1782, 1783 | #348 <i>Sophia</i> , Brig, sheathed | J. Marson | 250 tons | Sweden, 1779, Fir | Thornton, 6-3 pdr cannon | 15 ft | Cork, Quebec | A I 3 |
| Antelope, 208 | 1782, 1783 | #317 <i>Antelope</i> , Ship, sheathed | J. Gordon | 200 tons | Boston, 1770 | Buchanan, 6-3 pdr cannon | 13 ft | Cork Trnsp | E I 3 |
| Betsey, 266 | 1782 | Possibly entries #112, 114, 139 | | | | | | | |
| Minerva, 258 | 1782 | Possibly entries #330, 337, 338 | | | | | | | |
| Milford, 217 | 1782, 1783 (New Master: John Moy) | #300 <i>Milford</i> , Ship sheathed | S. Devreux | 250 tons | Bristol, 1775 | Clibborn, 8 guns | 15 ft | Cork Trnsp | A I 80 |
| New Blessing, 256 | 1782, 1783 (New Master: T. Craven) | #153 <i>New Blessing</i> , Ship, sheathed and doubled | E. Hodgeson | 250 tons | Philadelphia, 1758, Lengthened and Repaired 1762, Thorough Repair 1774 | C. Cooper, 6-4 & 2-3 pdr cannon | 14 ft | London Trnsp | E I 3 |
| Munificence, 272 | 1782, 1783 | #378 <i>Munificence</i> , Ship, sheathed | T. Elding | 350 tons | Newhaven, 1761 | Haggt & C, 6-4 pdr cannon | 16 ft | London Trnsp | E I 80 |
| Union (Salmon), 302 | 1782, 1783 | #8 <i>Union</i> , Brig | Blanchard | 300 tons, Single Deck with Beams | Scrbro, 1776 | V. Fowler, 6-4 pdr cannon | 13 ft | Riga, London | |
| Polly, 286 | 1782, NO RECORD 1783 | #199 <i>Polly</i> , Ship, sheathed, last surveyed 1781 | T. Scott | 280 tons | Ipswich, 1765 | R. Watts, 8-4 pdr cannon | 14 ft | London, Quebec | E I 3, F I 7 |
| Rebecca, 288 | 1782, NO RECORD 1783 | #25 <i>Rebecca</i> , Ship, sheathed, last surveyed 1770 | M. Fadzin | 280 tons | Philadelphia, 1775, Live Oak | Clark & C, 6-4 pdr cannon | 15 ft | London, Jamaica | A I 80 |
| Hesperas, 245 | 1782, 1783 | #153 <i>Hesperias</i> , Brig | S. Clark | 250 tons, Single Deck with Beams | Sndrld, 1778 | J. Clark, 6-4 pdr cannon | | Meml, London Trnsp | A I 80, A I 2 |
| Jupiter, 209 | 1782 | Possibly entries #437, 440 | | | | | | | |
| Sally (Crossgil), 190 | 1782, 1783, 1784 | #623 <i>Sally</i> , Ship, sheathed | J. Croskill | 200 tons | French, New Deck, Thorough Repair | A. Brough, 4-3 pdr cannon, 2-9 pdr Carronades | 13 ft | London Trnsp | I E 4 |
| Royal Briton, 303 | 1782, 1783 | #160 <i>Royal Briton</i> , Ship, sheathed | J. Dunn | 350 tons, Single Deck with Beams | Whitby, 1760, Good Repair 1775, New Deck and New Upper Works 1780 | J. Holt, 6-6 pdr cannon | 15 ft | Whitby Trnsp | E I 1 |
| Nancy (Clow), 343 | 1782 | Possibly entries #63, 70 | | | | | | | |
| Enterprize, 266 | 1782 | Possibly entries #260, 263, 264 | | | | | | | |
| Joseph 2nd, 198 | 1782, 1783 | #504 <i>Joseph</i> , Brig | Saunders, M. Stokes | 190 tons | Hull, 1771 | J. Olive, 4-4 pder cannon | 12 ft | London Trnsp | E I 4 |

Table 7: List of Ships bound to England, under the direction of Lieut Arnold & under Convoy of His Majesty's Ship Adamant

| Ship, Tonnage listed by Document | Years Recorded in Lloyd's Register | Listing: #, Name, Type, Details | Master | Tonnage, Hull Construction | Where built, Date, Known Repairs | Ship Owner/s, Armament | Draught when loaded | Surveying ports/agencies | Hull/Equipment classification |
|---|--|---|--------------------|----------------------------------|--|--|---------------------|--------------------------|-------------------------------|
| Sampson, 316 | 1782 | Possibly entries #218, 219 | | | | | | | |
| Moor, 203 | 1782, 1783 | #369 <i>Moore</i> , Brig, sheathed 1780 | H. Booth | 200 tons, Single Deck with Beams | Whitehaven, 1778 | Captain & C, 6-4 pdr cannon | 13 ft | Cork Trnsp | A I 3 |
| Sally (Thomson), 175 | 1782, 1783 (Now the Nautilus, Brightman) | #366 <i>Friendship</i> , <i>Sally</i> , Ship | D. Thompson | 180 tons, Single Deck with Beams | Dutch | J. Chapman, 8-4 pdr cannon & 2-9 pdr New Construction cannon | 11 ft | Riga, London | E I 1 |
| Four Sisters, 170 | 1782 | Possibly entries #180, 187 | | | | | | | |
| William & Mary (Cannon), 161 | 1782, 1783 (Now the Hartley, Stowbridge) | #105 <i>William & Mary</i> , Brig, sheathed, last surveyed 1780 | J. Cannon | 160 tons, Single Deck with Beams | Whitehaven, 1779 | Captain & C, 6-3 pdr cannon | 12 ft | Cork Trnsp | A I 3 |
| Boreas, 235 | 1782, 1783 | #228 <i>Boreas</i> , Brig, sheathed, last surveyed 1777 | J. French | 240 tons | Shields, 1775 | Captain & C, 6-3 pdr cannon | 14 ft | Cork Trnsp | A I 3 |
| Ward, 352 | 1782, NO ENTRY FOUND 1783 | #13 <i>Ward</i> , Ship, sheathed and doubled, last surveyed 1781 | A. Spence | 400 tons | Whitby, 1756, New Upper Works & Thorough Repair 1772, Thorough Repair 1781 | W. Ward, 8-6 pdr cannon | 14 ft | London Trnsp | E I 11 |
| Prince William Henry, 300 | 1782, 1783 | #273 <i>Prince William Henry</i> , Ship, sheathed | W. Carr | 350 tons, Single Deck with Beams | Whitby, 1780 | T. Hall | 15 ft | London Trnsp | A I 1 |
| Benjamin, 280 | 1782, 1783 | #84 <i>Benjamin</i> , Ship | S. Thompson | 240 tons | Newfoundland, 1779 | B. Lester | 14 ft | Pool, Newfoundland | A I 80 |
| New Union, 254 | 1782, 1783 | #175 <i>New Union</i> , Ship, sheathed, last surveyed 1778 | Thomason | 250 tons, Single Deck with Beams | Chester, 1778 | Derman | 14 ft | New York, London | A I 3 |
| Isabella (Tolson), 199 | 1782, 1783 | #373 <i>Isabella</i> , Ship, sheathed | Hartley, D. Tolson | 240 tons, Single Deck with Beams | Virginia, 1773 | Captain & C | 14 ft | Cork Trnsp | E I 7 |
| Wells, 176 | 1782, 1783 | #32 <i>Wells</i> , Snow, sheathed, last surveyed 1778 | J. Rothery | 180 tons, Single Deck with Beams | Chester, 1764, Some Repairs 1778 | W. Walker | 13 ft | Cork Trnsp | E I 8 |
| George, 181 | 1782 | Possibly entries #27, 34 | | | | | | | |
| Ruth & Nelly, 158 | 1782, 1783 | #179 <i>Ruth & Nelly</i> , Brig, doubled, last surveyed 1774 | Sheridan | 180 tons, Single Deck with Beams | Denmark, 1769, Some Repairs 1779 | Captain & C | 13 ft | Whitehaven Trnsp | E I 6, E I 5 |
| Unity, 230 | 1782, 1783 | #47 <i>Unity</i> , Brig, doubled, last surveyed 1771 | Prentice | 230 tons, Single Deck with Beams | Ipswich 1748, Some Repairs 1777 | Captain & C, 2-6 2-4 1-3 pdr carronades | 14 ft | London Meml | I I 10 |
| William (Randal), 240 | 1782, 1783 | #73 <i>William</i> , Ship, sheathed | T. Randall | 250 tons | Boston, 1773 | Dobbins, 4-3 pdr cannon | 14 ft | London Trnsp | E I 7 |

McNamara

| | | | | | | | | | |
|----------------------|----------------------|---|-----------|----------------------------------|--|-----------------------------------|-------|--------------------|--------|
| Brothers, 258 | 1782, 1783 | #309 <i>Brothers, Brig</i> | Wompry | 260 tons, Single Deck with Beams | Stockton, 1767 | Leighton, 3-3 pdr cannon | 13 ft | Rotterdam, London | E I 79 |
| Firm, 330 | 1782, 1783 | #87 <i>Firm, Ship, sheathed and doubled</i> | Tnmouth | 350 tons, Single Deck with Beams | Quebec, 1764, Good Repair in 1773, 1776, 1777, Lengthened and New Upper Works 1779 | J. Jackson, 6 guns & 2 carronades | | London Trnsp | E I 7 |
| Swan, 409 | 1782, 1783 | #664 <i>Swan, Ship</i> | T. Watson | 450 tons, Single Deck with Beams | Shields, 1782 | T. Dale, 8-6 pdr cannon | 16 ft | London, Petersburg | A I 6 |
| Flora, 302 | 1782, NO RECORD 1783 | #101 <i>Flora, Ship, sheathed</i> | S. Maybon | 350 tons | Sweden, 1760 | Gotenburg | 15 ft | Cork, Str'ts | E I 78 |

Appendix II: Log Books of the Royal Navy Escort Ships of the Charlestown Evacuation Fleets

Logg of Transactions & Proceedings on Board of his Majesty's Ship Adamant, David Graves Esq Commander Commencing The 4 of December 1782 Ending the 6th of April 1783 (ADM 52-1535 Book 1)

Saturday 14th

Light airs at 1 PM sent out Pinnace and Cutter to the Cape went on board the Bellisarius at 4 hove up the Small bower & found all clear and let it go with 1/3 Cable. Brigg came over the Bar and brought up ½ after 4 heard guns fired from Charlestown ½ after 6 Veered ½ Cable 8 AM fresh breezes and Clear 1.2 after 10 heard 11 guns from the Town.

Sunday 15th

PM Moderate Breezes and Cloudy weather ½ part 1 Came over Charlestown Bar five Galleys and a Brigg which Stood to the S at 3, 2 Ships or objects on fire near Charlestown. At 4 Briggs coming over the Barr, at 7 Lieu L--- returned from duty. Winds and weather at 7 AM sent a man on board the Henley Brigg transport & fresh breezes Main ½ past 9 veered out the whole cable. ½ past 10 the Frigate Magicienne got underway and stood to the East ¾ past 11 saw Brigg to the ESE standing to the N at 12 PM the Magicienne EBS the Brig Ditto. Ditto Weather. Received the Articles of war & Abstract of the late Act of Paul to the Ships Company

Monday 16th

PM Fresh breezes and rain AM Variable winds and Weather. PM Moderate and Clear loosed sails to dry

Tuesday 17th

Moderate and Cloudy 3 PM. Came along side the Brigg Henly with water 20 past heard guns again from town. 5PM came to here from Charles town HM Ships Narcissus, Bellisarius, and Hound Sloop with part of the first of transports. Took from the Henley Brigg 5 tons of water, Cutter and one Petty Officer – Returned from Charlestown having being there on duty – Received some boxes and parcels from the Endymion & Agents Ships. At 7 AM the Emerald and Bellisarius made the Signal for all masters of Transports, Blowing fresh ½ after 8 saw 2 sail in the Offing. Noon clear the 2 Sail in sight, fitted the longer of the section tees with Salt water.

Wednesday 18th

PM Moderate breezes and Clear weather a 1 AM HM Ship Assurance made the signal for the masters of Merch Ships ¾ past Ditto Sail coming over the barr of the Town Ditto HM Shipping over the bar guiding under way Ditto a brigg and Sloop in the Offing ¾ past 12 fired a gin with the Signal for all Mast of Merch for embarkation ¼ before 4 HM Sloop Hound got under Way and steered to the SE at 6 Heard 3 guns from NW – Capt went on Board the Assurance and returned – PM Ditto wings and weather at 12 Ditto a Sail to SSE

Thursday 19th

From 8 PM to 12 moderate breezes & pleasant weather a sail to the SSE AM ditto winds and weather at 7 HM Ships Assurance Emerald & Bellisarius made the Signal for all Masters of Merch Ships at Ditto made the Same Signal as the Captain went on Board the Bellisarius at 7 the Assurance fired a gun, loosed foretopsail answered it ½ past 9 Emerald made the Signal for Sailing at 10 Bellisarius Ditto ½ past 10 Endymion made Ditto Sign at ¼ before 11 the Narcissus made Ditto Signal at 11 HM Ship Bellisarius got under way with the Convoy for St. Augustine ½ past 11 Emerald Endymion & Narcissus Hornet Sloop under way and the Convoy for the W Indies the Hound Sloop occurring to the S Sent over Small Cutter On board HM Ship Carolina for order Exch the (illegible) Ditto from the Emerald Ditto one man from the Bellisarius & exchange sent 4 men on board the transports. Ships in Company 197.

1:00 PM

Moderate and Clear ½ PM the Emerald made the Signal for the flee to make Sail Commodore made the Signal for the Different Pilots of Ships as the Endymion Cutter came along side for to Exchange for our Pennace at 4 PM the fleet for the S bearing from SEBS to SE 2 Leagues ½ past 5 Shortened in the Cable to ½.

6:00 PM

Counted for the S 17 Sail Ditto at Anchor for the NW 76 Ditto

7:00 PM

Breached a Cask of Pork No 4046 Cont 150 Pieces

8:00 PM

Commodore fired a gun every ½ hour from 8 to ½ past 9 Ditto he made the Signal to weigh ½ past 10 came to sail as Ditto all the Convoy at 12 Comm NBE 2 or 3 miles

1:00 AM

At 1 the Commodore and fleet hove to at 2 fired a gun and bore up Company with the fleet as 4 Com SSE ½ mile

4:00 AM

At 4 ½ Commodore made the Signal to alter course ½ past made sail saw a sail E reefed the fore 75 sail in Company

8:00 AM

½ past 8 the Commodore made signal for the Sternmost Ships to make more sail, hove to at 9 bore up exercised Great Guns & Small Arms Set Miz Topsail & Jibb 1 ½ over Signal to Come within hail of Ditto to W the Commodore Latitude observed 32-40 N

Friday 20th

1:00 PM

Light airs after 2 PM Shortened sail. Spoke the Hornet Sloop came on Board from the Assurance Mr Lily & Dun Passengers.

4:00 PM

Commodore EBE 4 miles ½ after Sign for the fleet to come under the Commodores Stern 5 in 2 reefs topsails, Commodore N 1 mile Clear weather 7 Ditto Variable.

8:00 PM

Ditto Weather 12 Commodore NNE ¼ mile Ditto lessen Jibb and top mast stay sail

4:00 AM

At 4 AM Commodore made signal to tack

5:00 AM

Wore ship and made sail 8 Company ENE 2 miles

9:00 AM

½ After 9 Shortened sail Spoke the Commodore Made signal for the Agant to lead, steering ENE over Signal to Chace to windward ¼ after Ditto Signal for the Sternmost ships of the fleet to close, noon 73 sail in Sight Commodore SW ¼ mile Observed Latitude 33.

Saturday 21st

1:00 PM

Fresh breezes and Cloudy Washed our mainsail at 3 up courses and made signal to close within hail. Made and shortened Sail occasionally

4:00 PM At 4 spoke the Commodore
 5:00 PM ½ past 4 close reefed the Topsails Ditto with Company and sent on board the Hound Sloop of war Ditto. The Commodore ENE Distance 8 or 4 miles.
 9:00 PM Cloudy with Rain, st down Top Gallant Yard Commodore NEBE Distance 9 miles
 1:00 AM at 1 AM St The Main Topsail & mainsail, At 2 St the fore Sail when 4 parts of the (illegible) Sight Ditto Weather
 5:00 AM at 5 most of the Convoy a head
 6:00 AM at 6 St the main and Mizzen stays
 7:00 AM up Mainsail found the Commodore brought to Ship Signal parts of the Convoy. At morning up Main Sail and and Down Main Royal to Speak the Commodore then a Signal for the Forwardmost to Shorten Sail Ditto Repeat the Signal ½ past Ditto the Commodore replied the Repeat Ditto. ¾ past 10 the Commodore repeated Signal the repeat to Ditto at 11 Commodore repeated the Ditto ¾ past 11 the Commodore made the Signal for the Convoy to form under his Stern, who Ditto. At 12 the Commodore repeated the signal who repeated Ditto.
 12:00 PM No Observation today
Sunday 22nd
 1:00 PM Fresh Gales & hazy W, Repeated the signal for the Convoy to form under our stern. At 1 made the Signal to Part. Sternmost Ditto made the convoy bound to Europe to bear under out stern. ¼ before 8 PM Bore up the Sail in Company 47 Sail for New York Ditto made the Signal for the convoy to form under our Stern at 6 Squally.
 12:00 AM Ditto Weather and blowing foul from the SW
 2:00 AM Ditto Weather 16 Sail in sight
 6:00 AM Ditto Weather 10 Sail in sight
 7:00 AM Broached a cask of Beef No 5231 Count 80 pieces
 10:00 AM at 10 Shortened Sail for the Convoy being much a storm.
 12:00 PM At 12 10 Sail in Sight, No Observation.
Monday 23rd
 1:00 PM Thick and Squally weather with Rain Fired 1 12 pounder Signal for the Ship ahead Heave too with 18 sail in sight
 4:00 PM At 4 21 Sail in sight
 6:00 PM at 6 fired one 12 pounder a Signal for the Stern most Ships to Make more Sail
 8:00 PM ½ past 6 Repeated the Signal at 8 Repeated Signal at 8 Squally with Rain. 11 Sail of the Convoy in Sight.
 12:00 AM At 12 more moderate
 1:00 AM Ditto Weather
 4:00 AM At 4 21 Sail in Sight
 6:00 AM after 6 23 Sail in Sight
 7:00 AM At 7 Set for and Main Topsail spread Ditto Main Sail Squally
 9:00 AM at 9 in fore topsail at 10 Squally With Rain 23 Sail in Sight
 11:00 AM Punished George Cooper With 2 doz For Drunkenness
 12:00 PM No Observation
Tuesday 24th
 1:00 PM Fresh Breezes & Cloudy. Set fore and Miz Topsails at 2 main Staysail. Made the Signal for the Convoy to Turn under our Stern, ½ past bore up for the Leeward all of the Convoy at 6 in fore and Main Topsail
 8:00 PM At 8 all The Convoy in Sight.
 10:00 PM Ditto Weather
 12:00 AM ½ past 12 fired one 12 pounder and made the signal for the Sternmost Ships to Make more sail
 4:00 AM At 4 Moderate and Cloudy
 6:00 AM At 6 23 Sail of the Convoy in Sight. ¼ to 7 made The Signal for the Sternmost Ships to make more sail Ditto Down to the Leewardmost of the Convoy. At 10 saw a strange Sail in the SE of Ditto mad Sail and Gave Chase ½ past 11 Shortened Sail the Chase SE distance 10 or 12 miles 12 Sail of the Convoy in Sight.
 12:00 PM Latt Observed 34"07
Wednesday 25th
 1:00 PM Fresh Breezes and Cloudy West. Unbent The Cables & moved them a way an lockers stowed ½ past 8 saw a Strange Sail. Seems to be the Vessel Chased The Day Before
 4:00 PM At 4 Made the Signal for the Convoy to Come under our Stern. Squally all the Convoy in Sight
 12:00 AM Moderate and Cloudy all the Convoy in Sight
 1:00 AM Ditto Weather
 6:00 AM Ditto Weather approach ti set the fore Sail all the Convoy in Sight
 8:00 AM Ditto Weather at 8 Set the Main Sail and Main Topmast Staysail people Employed Working up Junk and repairing The Main Saile
 11:00 AM Broached a Cask of Pork No 3231 Contents 156
 12:00 PM No Observation
Thursday 26th
 1:00 PM Light airs & Clear Weather At 2 Bore up for the (illegible)
 4:00 PM At 4 All The Convoy in Sight ¼ past 4 up Mainsail at 4 made The Signal for the Convoy to Come under our Stern
 8:00 PM Ditto Weather
 9:00 PM Light winds and Cloudy
 2:00 AM At 2 Set The Fore Sail ½ after Made The Signal to Tack and Ditto Tacked Ship
 6:00 AM ½ past 6 Set The main Sail at 7 hove too for the Sternmost of The Convoy ½ after 8 Made the Signal for the Sternmost Ships to make more Sail and Course under our Stern. Ditto up Top Gallant yard and up Top Galant Sails. All the Convoy in sight.
 12:00 PM Latt Observed 33"11
Friday 27th
 1:00 PM Light Breezes relative to. (illegible) Sails unbent the Main Topsail bent another rove a new reef tackle attendant falls. At 2 made Signal for the sternmost to make more sail. At 2 set the M Top Sail
 4:00 PM at ½ to 4 filled and set the courses & Top Sails and made the Sign for the (illegible) Ship to make more Sail. At 5 In top Saols, Jibb & Staysais. Up M. Sail Close Reefed the Tops. The body of the fleet NE6 E 4 or 5 miles
 8:00 PM Squally the body of the Convoy a head at ½ past 9 (illegible) at 9 fired one 12 pund and made the Signal to alter the courses Ditto Hand the Main Top Sail. Ditto Weather
 12:00 AM In Main Top Sail ½ past down Top yard and struck the Top G M. Set the Mez Stay Sail. Fresh Breezes and Cloudy weather

4:00 AM In the Top Sail and furled the Miz S Sail. ½ past Ditto se all, ½ Ditto set the fore Sail Ditto 22 of the Convoy in Sight. Squally Weather.

8:00 AM Fired one 12 Pounder & Made the Signal for the Headmost Ships to shorten Sail

10:00 AM Broached a Cask of Beeg No 5609 Cont 122 pcs

11:00 AM Made the Signal for the Convoy to come under our stern

12:00 AM Latt by Observation 34"30

Saturday 28th

1:00 PM Fresh breezes accompanied with rain. At 1 PM the wind hauled round to the W at 2 set the Stay Sails & Swayed up Top Masts at ½ to 3 shortened Sail 22 Sail in Sight.

5:00 PM Set For Top Sail

8:00 PM At 10 Set Top Main Stay Sail

12:00 AM Down Main Top Main Stay Sail

2:00 AM Fresh breezes & clear made Sail as necessary All Convoy in Company

4:00 AM 22 Sail in sight

9:00 AM Set Top Sails at ½ Past Saw a Sail in the SE made the Sig for the A(illegible) to lead the Convoy. At 10 made all sail gave chase up T G at More Shortened Sail and left off Chase. Down close reefed the T Sais the chace SE the fleet NEBN 4 or 5 Leagues

12:00 PM Latt by Observation 35_15

Sunday 29th

1:00 PM Squally and clear – ½ past 1 set Jibb & middle Stay Sail

3:00 PM Carried away the Jibb Halliards & Stay – bent more Stay – at 4 Set Ditto. The Convoy abroad

5:00 PM Fresh breezes & cloudy

7:00 PM At 7 close reefed the Fore Main Top Sail set off one false fire made the Signal for the headmost Ships to Shorten Sail – Ditto fired one 12 pounder at 10 PM past 8 Shewed one false fire.

2:00 AM Fresh gales & squally accompanied with lightning form the NW Quarter. At 2 AM 4 Sail in Sight

6:00 AM Fresh gales & cloudy with rain set & furled the Courses 19 Sail in Sight

10:00 AM ½ past 10 Handed the fore Top Sail & set the fore Stay Sail – at 11 Set M: Ditto. 19 Sail in Sight

12:00 PM Latt Observed 36_32

Monday 30th

1:00 PM Strong gales and Squally weather

3:00 PM 19 Sail in Sight

4:00 PM Hauled down the Main Stay Sail

6:00 PM Ditto Weather 19 Sail in sight – Set the Main Staysail

7:00 PM Ditto Weather

9:00 PM Ditto Weather – Hauled down the Main Stay Sail

12:00 AM Ditto Weather

4:00 AM Ditto Weather Set the Main Stay Sail _ 16 Sails of The Convoy in Sight

9:00 AM Ditto weather

12:00 PM Latt by Observation 37_65 N

Tuesday 31st

1:00 PM Fresh Breezes and Clear – ½ P 1 Set Top Sail

2:00 PM At 2 Saw a Strange Sail bearing EBN 3 or 5 Miles Steering E 19 Sail in Sight

5:00 PM Ditto Weather

8:00 PM Fresh breezes and clear

11:00 PM Ditto weather made and Shortened Sail as nessesary

1:00 AM Set the for Sail

2:00 AM Shortened Sail moderate & cloudy

6:00 AM Up Top Gall Main Yards out all reefs Top Sails made Sail – 19 Sail in Sight

10:00 AM At ½ past 10 a breeze from the SW in Top G: Sails and Stay Sails unbent the F Sail – Afterward bent another one and set Ditto then reefed – hazy with rain

12:00 PM No Observation

Wednesday January 1st 1783

1:00 PM Moderate breezes & hazy weather

3:00 PM At ½ past 3 hauled up the F Sail loosed reefs At Top Sail off Hand the Mizzen Top Sail 19 of the Convoy in Sight

5:00 PM Ditto Weather wore Ship

6:00 PM At ½ P 6 hand hauled the M Top Sail

7:00 PM at ½ past 7 Set the Fore Sail

10:00 PM Hard gales accompanied with rain at 9 hauled down M & Miz Stay Sails. Burned a False Fire at 11 burned another Ditto at ½ past 10 Set the M and Miz Stay Sails at 12 Ditto Weather.

2:00 AM Ditto Weather – at ½ P 2 hauled down the Miz Staysail

6:00 AM Up F Sail

7:00 AM out Set Ditto

8:00 AM Squally with rain 19 Sail of the Convoy in Sight

9:00 AM At ½ past 9 made the Signal for the sternmost Ships to make more Sail – Sailmaker completed repairing the F Topsail 19 Sail of the Convoy in Sight

12:00 PM Latt by Observation 38_30

Thursday 2nd

1:00 PM Fresh Gales and Squally Weather

2:00 PM Set the Main T Sail and M Stay Sail 19 Sail in Sight

4:00 PM Strong Gales & Squally

5:00 PM Down M Top Sail lightning from the North and Eastward Set the M S Sail.

8:00 PM ½ before 8 Set the Miz Stay Sail

11:00 PM Ditto Weather

12:00 AM Ditto Weather

2:00 AM Set the Fore Sail

3:00 AM up Ditto Ditto

8:00 AM Ditto weather 10 Sail in Sight
10:00 AM More Moderate made the Signal for the sternmost Ships to make more Sail
12:00 PM Latitude by Ob 34_50 N
Friday 3rd
1:00 PM Fresh gales & cloudy with hail
3:00 PM At ½ P 3 up Fore Sail
4:00 PM down Main Stay sail 16 Sail in Sight
6:00 PM Ditto weather – at 6 18 Sail in Company
10:00 PM Ditto weather
12:00 AM Squally accompanied with lightning from the South
2:00 AM Ditto weather down Main & Miz Top Stay Sail
8:00 AM Set the Main top Miz Stay Sail
11:00 AM 18 Sail in Company
12:00 PM Latitude Ob 40_13 N

**Journal of Transactions & Proceedings of board of his Majestys Ship Adamant,
David Graves Esq. Commander. Commencing the 4th of December 1782 Ending 6th
of April 1783. (ADM 52-1535 Book 2)**

| Week Days | No Days | Winds | Course | Dist | Latitude | Longitude | Bearing | Remarks |
|-----------|---------|-------------|--------|------|----------|-----------|---|---|
| Saturday | 14 | Nw to NE | | | | | At Single Anchor off Charlestown Bar | Light Airs of Wind at 4 hove up the small bower found it clean came to again AM fresh breezes and Clear. Heard several guns from Town. |
| Sunday | 15 | NNE | | | | | At Single Anchor off Charlestown Bar | Moderate breezes and Cloudy, Several sail of Vessels coming down from Charlestown towards the Bar in trust to the Magicienne. Got underway and stood to sea |
| Monday | 16 | S | | | | | At Single Anchor off Charlestown Bar | Fresh breezes with Rain. AM Variable. Dried Sails the Vessels coming down from Charlestown. |
| Tuesday | 17 | NW N NE | | | | | At Single Anchor off Charlestown Bar | Moderate breezes and Cloudy. Came along side the Brig Henly with water. The Merchantmen coming over the Bar at 5 came too her from Charlestown the Narcissus Bellisarius & Hound at 7 the Emerald and Bellisarius get under way. Made signal for all Merchantmen Masters - who came on board. |
| Wednesday | 18 | NE B N NE N | | | | | At Single Anchor off Charlestown Bar | Moderate and pleasant weather at the Observance made signal for all masters of Merchantmen ½ past. Repeated with signal at 4 the Hound got underway and part of the Shipping who stood to sea the Assurance Emerald & Bellisarius made signal for all masters of merchantmen at 11 the Endymion & Narcissus made signal for sailing at 12 the Bellisarius got underway with a Convoy for Augustine the Emerald Endymion & Narcissus and Hound under way with a Convoy for the West Indies |
| Thursday | 19 | WSW NW | 1 86:E | 40 | 32"42 | 77"59 | Charles Town Bar 40 Mile | Moderate and Cloudy the Commodore made signal to weigh ½ past 10 got underway in Company with the Convoy ½ past 4 the Commodore made signal to alter course 2 Ports more a Port. Exercised Great Guns & Small Arms |
| Friday | 20 | NWBW NW | 69:S | 42 | 32"57 | 77"12 | Charles Town 73 North | Light Airs ½ past 3 Shortened Sail Spoke the Hornet Sloop of War AM Came on board from the Assurance Mr Lily & Dun ½ past 9 Spoke the Commodore – 73 Sail in Company |
| Saturday | 21 | W S NE | 68:S | 124 | 33"85 | 74"56 | Charles Town Bar 77 | Fresh breezes and Cloudy made sail as company at 1AM Split the Main Topsail ½ past 10 made signal to Speak the Commodore 1.2 past 11 the Commodore made Signal for the Convoy to come under his Stern |
| Sunday | 22 | SSW SW | 87:E | 116 | 33"52 | 72"36 | Charles Town Bar 77"45 West (illegible) | Fresh Breezes and hazy ¼ before 2 the Commodore made signal to part Company. Made Signal for the Convoy bound to Europe to come under our Stern. 24 Sail in Company at 5 bore away AM Ditto Weather. |
| Monday | 23 | NW N | 83:S | 86 | 34"3 | 70"55 | Charles Town Bar 79 Dis 409 mile | Thick Squally weather with Rain at 6 PM fired a gun with a Signal for the Convoy a stern to make more sail AM moderate ½ past 6 23 sail in Company. Punished George Cooper with 2 dozen lashes for drunk. |
| Tuesday | 24 | NE NW | 86:E | 98 | 34"8 | 68"56 | Charles Town Bar | Fresh breezes and Cloudy at 4 made Signal for the Convoy to come under |

McNamara

| | | | | | | | | |
|---------------------------|----|----------|---------|-----|-------|-------|--|---|
| | | | | | | | 80°90 West | Stern. AM ditto weather at 1 made signal for the sternmost Ships to make more sail at 10 saw a sail in the SE quarter gave chase west 11 left off Chace 33 sail in Company |
| Wednesday | 25 | Variable | 83 30E | 86 | 33°59 | 67°21 | Charles Town Bar 82° 30 West Dis 560 | Fresh breezes and Cloudy ¼ before 3 saw a strange sail in the SE at 5 made signal to the Convoy to come under our Stern AM Moderate and Cloudy all the Convoy in Company |
| Thursday | 26 | ESE S | 27:S | 45 | 33°11 | 66°59 | Charles Town Bar 88° West Dis 600 mile | Light Airs and Cloudy at 1 made signal for the Convoy to come under our Stern AM Ditto weather – the Convoy all in Company |
| Friday | 27 | SSE SW | 54:S | 121 | 34°22 | 65°01 | Charles Town Bar 82 West Dis 700 | Light breezes and Clear made sail as necessary at 2 made signal for the Stern most ships to make more sail at 9 fired a gun and made Signal to alter our Course one point more a Port AM fresh Breezes & Cloudy the Convoy all in Company |
| Saturday | 28 | NW | 65:30 | 128 | 35°15 | 62°41 | Charles Town Bar 79 15 West Dis 810 | Fresh breezes with Rain made sail as necessary AM fresh breezes – 22 Sail of the Convoy in Company |
| Sunday | 29 | NWBW | 58:E | 146 | 36:32 | 60°09 | Charles Town South 75°30 West Dis 970 | Squally and Cloudy ½ past 3 carried away the Jib Stay and halyards |
| Monday | 30 | NW | 78:E | 159 | 37:05 | 56°58 | Charles Town South 76 West Dis 1090 | Fresh breezes and Cloudy made sail as necessary AM ditto weather. Made Sail as requisite 19 Sail of the Convoy in Sight |
| Tuesday | 31 | NNW SW | 78:E | 90 | 37°23 | 55°8 | Charles Town South 75° 45 West Dis (illegible) | Moderate breezes and hazy weather ½ past 7 made Signal for the Convoy to alter their Course one point more a Port AM strong Gales with Rain. At 6 19 sail of the Convoy in Company at 9 Made Signal for the Convoy to make Sail. |
| January 1783 Wednesday | 1 | WSW NW | 65°E | 161 | 38°30 | 52°05 | Charles Town South 75°15 West D 1361 | Fresh Gales and Squally at 5 in M Topsail. Lightning to the N at 10 AM made signal for the Sternmost Ships to Make more Sail. 18 Sail of the Convoy in Company. |
| Thursday | 2 | NW WNW | 64°14 S | 170 | 39°50 | 48°55 | Charles Town South of 91°45 West Dis 1450 | Fresh Gales and Cloudy with hail made sail as necessary AM squally and Cloudy 18 Sail in Sight |
| Friday | 3 | NW N | 84°E | 162 | 40°13 | 45°25 | Charles Town South of 4°15 West Dis 1661 | Fresh breezes and Cloudy with hail – 18 Sail of the Convoy in Company AM Ditto weather with Lightning. Made Sail as necessary – the Convoy as before |

A Log of the Proceedings of HMS Assurance, Wm Surrey Esq: Commander, By Tom Blake Master (ADM 52-2150)

Saturday 14th December 1783

Moderate Gales and Clear, At 8 AM (illegible) 34 tons of Water best of the Steady Mainly Employed Stowing it the AM. Emp About the rigging Wash the sovereign Deck, Rec 841 Fresh Beef

Sunday 15th

The first and Middle parts mod Gales and Clear. The Latter a fresh gale with Rain. PM Rec and On board two Tons of Water and 12 Empty Cask Send of the Henly Brig, and Rec 54 Empty Casks too Seady Brig, AM Bent the Sheet Cable Emp on Sundries as needed

Monday 16th

The first and Middle parts a fresh Gale & hard Rain, the Latter AM breezy & Clear PM Struck the T G M bent the Sheet Cable and Veered out to A Whole Cable, AM Emp On Sundries, Sided the T G M and Loos'd Sails to Dry.

Tuesday 17th

A fresh Gale and Clear Weather. AM Furled Sails Set up the Main T. Magicienne Came out over the Bar & Anchored heer HMS Narcissus , Bellisarius & Hornet Sloop, and 2/3 of the Transports AM made the Signal for a Convoy the (illegible) Cable Being Such Worn, Unbent it for Serving And Bent the Sheet Cable for a (illegible) and stowed the Sheet Anchor. Employed Occasionally.

Wednesday 18th

Moderate breezes And Clear AM Employed making Savables and Keepers. Ab 2 Made the Signal and Fired a gun for All Masters of vessels half past fired 2 guns for to bring too A Pilot boat at 6 came Out and Anchor HMS Carolina and Hornet Sloop, and All the rem of the Transports. AM at 8 Made the Sig and Fired a Gun too first part to Sail Half past m Sig And Fired a G for Masters of Vessels from 9 to 10 Repeated it with 2 Guns at 10 Made the Sig & fired a gun for All pilots and repeated it at Diff times with 2/9 At Noon Sailed HMS Emerald, Endymion And hornet Sloop, With a fleet Under Convoy for Jamaica, and HMS Narcissus & Magicienne the being Tonight for the Offing with a fleet under Convoy for St. Luce, And HMS Bellisarius With a fleet Under Convoy for St. Augustine, Fired the Morning & Evening Guns, Sent 7 Day Provisions for 50 men on board a cartel.

Thursday 19th

1:00 PM Light Airs and Clear Weather. Repeated Signal for Pilots with a gun.
 2:00 PM Repeated it Again with a gun
 8:00 PM Fired the Evening Gun
 9:00 PM Made Sig and fired a gun to Weigh & hove Short
 10:00 PM Repeated Ditto Signal with a gun to Weight & S under Reef T Sl.
 11:00PM The Convoy All Under Way Cont 68 Transports of HM Ships Adamant, Carolina & Hound Sloop & too AM a Sig offer'd a Gun for the Convoy to make more Sail
 2:00 AM Made Signal as before and fired a gun & altered the course 0 fathoms water fine gray sand. Moderate breezes and Clear.
 7:00 AM Made the Sig and fired a gun for the Sternmost Vessels to Make more Sail
 8:00 AM Ditto weather 16 tons Water, repeat Signal with a gun
 9:00 AM repeated it again with a gun
 10:00 AM Out Cutter And Sent 2 tun of Water on One of the Transports
 11:00 AM In Cutter
 12:00 AM 152 fathoms fine gray Sand Bent All Reefs St the Courses & Stay Sails and Sent up the T G

Friday 20th

1:00 PM Moderate breezes and fair Weather
 2:00 PM Out Cutter & Sent men on HMS Hornet
 4:00 PM Ditto Weather
 5:00 PM 16 fathoms fine Gray Sand
 6:00 PM In Top Gall Sails Down Stay Sails, In Cutter
 8:00 PM Ditto Weather, All the Convoy in Company 17 fms
 12:00 AM Ditto Weather, 60 Sail in Sight
 4:00 AM Light Airs AM variable to Calm & Clear Weather 20 fathoms Water, brown sand. Made the Sig and fired a gun (illegible)
 8:00 AM Moderate breezes And Clear. All the Convoy in Comp. Made Sig & fired a gun, for the Brittan Transp. To leas the fleet
 10:00 AM Made the sig and fired a gun for the Sternmost Ships to Shorten Sail, and set the stay Sails and Courses
 12:00 PM Fresh breezes & Cloudy, All the Convoy in Company, 22 fathoms Water Coarse Sand and Shelly

Saturday 21st

1:00 PM Moderate breezes And Cloudy Weather, 20 fathoms Coarse Gray Sand.
 2:00 PM Bore up too the Convoy
 3:00 PM made Signal and fired 2 guns for Convoy to Close
 4:00 PM (illegible)
 5:00 PM Repeated the sign to close with 2 guns, all Convoy in Company
 8:00 PM Fresh breeze & Cloudy 22 fathoms Gray Sand
 10:00 PM 22 fathoms Brown Sand
 11:00 PM 22 fathoms Coarse black Sand
 12:00 AM A fresh Gale & Cloudy, 23 fathoms Gray black sand
 2:00 AM Mod at 25 fathoms fired a gun (illegible) Altering Course
 3:00 AM Lowered the T S & M M Sail
 4:00 AM fresh Gale and Cloudy
 6:00 AM Moderate Gale. 50 fathoms
 7:00 AM 73 Sail in Sight
 8:00 AM Close reef for T S made Sig for Dutchess of Gordons Sig to lead the fleet fired a gun. Strong Gales & Cloudy
 11:00 AM Made sail under Reef T S and Courses, Made Signal for the Headmost Ships to Shorten Sail. Repeated with 2 guns made sig for the Convoy to Close up. 22/30 Answered 35 vessels shoted at the Convoy for not Obeying the Sig. Strong Gales & Cloudy all

the Convoy in Sight.

Sunday 22nd

1:00 PM Strong Gales And Squally, Made Sig and fired a Gun for the Adamant to Take her Def With her Convoy for England 22 Sail of Transports in Number made Sig and fired a gun for the Transports bound to York to Close and made Sail under the fore F T Close reefed at 3 PM M M too for the Course made the sig and fired 2 guns for the Convoy to Close Made Sail, 52 Under convoy in Company

7:00 PM Struck the T G Mast

8:00 PM The Gale more Moderate and Cloudy, 45 fathoms

9:00 PM Fired a gun Sig too Alter the Course, Sand at 50 fathoms.

12:00 AM A fresh breeze and hazy 31 Sail in Sight, no ground at 50 Fathoms

1:00 AM 32 fathoms Coarse black Sand

2:00 AM 17 fathoms, Ditto, fired 7 guns to ware, & wore, set the M T S T Courses.

3:00 AM 36 Fathoms Muddy grd Fired 10 guns Signal Alter the Course hear 34 to be on Hatteras Shoals from Whence take a fresh depth.

6:00 AM Bent 3 of 2 reefs of the T Sails

8:00 AM Made the Britain Sig to leas as to under the T S No G at 100 fathoms fired 2 guns Shotted at Convoy for not joining the leading Ship, and Sailed on the T S and T G Sails. Fired 12 vessels, shotted at the convoy for not making more sail

12:00 PM A fresh breeze And Cloudy. All the Convoy in Company

Monday 23rd

1:00 PM Moderate breezes and Cloudy Weather

3:00 PM (illegible) Move up too the Convoy

4:00 PM Made sig and fired 2 guns for the Convoy to Close

5:00 PM Fresh breezes & Cloudy. All the Convoy In Company

8:00 PM 32 Sail in sight

9:00 PM Made signal and fired a gun to Tack SE.

12:00 AM In 2 reefs n G at 50 fathoms

1:00 AM Close reefed up T S & Sent down T G S

2:00 AM Fresh Gales and Cloudy M T S (illegible) In 26 fathoms, fine gray sand.

8:00 AM Fresh Gales and Cloudy. 13 fathoms D S.

9:00 AM Made the sig and fired a gun to Shorten Sail

10:00 AM 15 fathoms D G Made sig and fired a gun to Shorten Sail

11:00 AM Made the Sig and fired a gun for the Sternmost Vessels to make more sail and ser the M T S Close reefed

12:00 PM 13 fathoms fine Gray Sand. Fresh gales and Cloudy – Shifted the Mizzen T Sail

Tuesday 24th

1:00 PM Sighted land from the MT from NW to SW 7 or 8 mile made the signal and fired a gun Tack and Ditto.

3:00 PM Made the Sig And fired 2 guns For Convoy to Close. Half past repeat shotted at the convoy for not obeying signal.

6:00 PM A fresh Gale and Clear Weather

7:00 PM Handed the Mizzen T Sails

8:00 PM 34 Sail in Sight. In 2nd reefs of T Sails

10:00 PM 20 fathoms fine Gray Sand

12:00 AM Ditto Weather, 46 Sail in Sight, 25 fathoms Water Ditto

4:00 AM Ditto Weather 41 Sail In sight, 31 fathoms Water brown Sand. Made the sig and fired 2 guns to Tack

6:00 AM 20 fathoms Water brown Sand

8:00 AM Made the sig for the Headmost Ships to shorten Sail and repeated it with 4 guns

12:00 PM A Moderate Gale and Clear Weather, All the Convoy In Company. 16 fathoms Water fine Gray Sand.

Wednesday 25th

1:00 PM Moderate breezes And Clear

3:00 PM Made the Signal and fired 2 guns to Close

4:00 PM shotted at the convoy for not obeying signal

5:00 PM Saw the land from WSW to WSW Dis (illegible) 17 fathoms Water find Gray Sand, Made the Sig and fired a gun to Tack. All the Convoy in Company.

8:00 PM 15 fathoms fine brown sand

12:00 AM Slight breezes And Cleat. 24 Fathoms Ditto

4:00 AM Ditto Weather, 23 Fathoms Ditto G. 34 Sail in sight.

8:00 AM Ditto Weather, made sig and fired a gun to Tack. All the Convoy in Company

12:00 PM A fresh Gale And Clear 18 fathoms Water Gray Sand, Shifted the fore sail too repair it

Thursday 26th

1:00 PM Moderate breeze And fair Weather

2:00 PM 20 fathoms find Gray Sand

4:00 PM Made the Sig and fired 2 guns too Close

8:00 PM A fresh breeze And Clear Weather

10:00 PM 23 fathoms Brown Sand

12:00 AM Ditto Weather, 34 Sail in Sight, 23 Fathoms Ditto G.

4:00 AM A fresh Gale And Cloudy. 25 fathoms brown Sand 39 Sail in Sight

7:00 AM All the Convoy in Sight

8:00 AM A fresh Gale & Dark Gloomy Weather. 29 fathoms find brown Sand. Hove too, And Ordered the Carolina to Lead the fleet, made the sig and fired a gun for Stern most Vessels to Make more Sail, and made sail under T of M T S. Fired one gun and shotted at the convoy for not making more sail

12:00 PM A fresh Gale With Small Rain.

Friday 27th

1:00 PM Strong Gales and Hard Rain

3:00 PM 16 fathoms Red Sand, Made sig and fired a gun for the Carolina to Come With more Sail

4:00 PM 20 fathoms Fine red Sand. The fore S of For F S shifted Main T Sail, 41 Sail In Sight Made signal and fired 2 guns to Close

7:00 PM Fired a gun A Sig to the Convoy

8:00 PM Ditto Weather fired a gun and Sig too The Convoy, Sett the fore S and Fore and Main T Sails Close reefed.

9:00 PM Handed the Fore T S. 27 fathoms Water red gravel.
 12:00 AM A fresh Gale and Clear Weather. 13 Sail in sight, 30 fathoms Water Brown Sand.
 4:00 AM Made sig and fired 2 guns to Close, Wore too the Leeward most vessels, 40 Sail in sight.
 7:00 AM Repeated the Sig to Close, 51 Sail in Sight
 8:00 AM Wore Ship and Set the gore T S Close Reefed
 11:00 AM 26 Fathoms brown Sand
 12:00 PM Ditto Weather, All the Convoy In Sight 20 fathoms Water brown Sand.
Saturday 28th
 1:00 PM A fresh gale and Clear Weather
 3:00 PM Set the Main S Move Up to the Leeward Vessels.
 4:00 PM Made the Sig and fired 2 guns to Close
 6:00 PM Wore in Company With the Convoy
 7:00 PM Handed the Main T S
 8:00 PM Ditto Weather, 30 fathoms Dark brown Sand, 21 Sail in sight.
 12:00 AM Ditto Weather, 15 Sail in Sight. 32 fathoms Ditto G.
 4:00 AM Ditto Weather, 20 Sail in Sight, 35 fathoms Ditto G.
 7:00 AM Bent 3 & 2 reefs F T S Set then M T S single reef.
 9:00 AM Ditto Weather, made the Sig and fired a gun for the Carolina to lead the fleet
 10:00 AM 50 sail in sight Wore Ship
 12:00 PM Ditto Weather, All the Convoy In Sight 30 fathoms Ditto G.
Sunday 29th
 1:00 PM Fresh breezes And fair Weather
 2:00 PM Made the sig for Ships to shorten Sail and fired a gun And handed the T S Main Sail, fired 6 guns & 2 6 pdr shotted at the Convoy for not obeying the Sig. At 5 made sig and Close reef fore and M T Sails and Foresail 33 fathoms Water Coarse Red & Black Sand.
 8:00 PM 40 Sail in Sight
 10:00 PM Handed the T S Sail
 12:00 AM Ditto Weather, 30 Sail In Sight 36 Fathoms Ditto G.
 4:00 AM Ditto Weather, 34 Sail In Sight, 30 fathoms Water fine Gray Sand.
 6:00 AM Ditto Weather, All the convoy In Sight made the Signal and fired 2 guns for the head most Ships to shorten Sail
 12:00 PM Ditto Weather, All the Convoy In Sight, 42 fathoms Water fine Brown Sand
Monday 30th
 1:00 PM Mod Gale And Clear Weather
 3:00 PM 42 fathoms Soft grey ground
 4:00 PM Made the sig and fired a gun for more sail, Most of the Vessels made the sig and answered 2 guns to Close. All the Convoy In Sight
 6:00 PM 40 fathoms, black mudd
 8:00 PM Ditto Weather, 22 Sail in Sight
 10:00 PM Fired 3 guns as Signal to the Convoy
 12:00 AM Moderate breezes And Clear Weather, 40 fathoms Water Gray and Black Sand, 10 Sail in Sight
 2:00 AM Up Fore Sail
 4:00 AM Ditto Weather 34 fathoms Coarse Gray & fine Sand 10 Sail in Sight
 5:00 AM Made the Sig and fired a gun for the Merchantmen to make more sail
 7:00 AM Ditto Weather, 31 fathoms Ditto G. 47 Sail in Sight
 8:00 AM Fresh breezes And Dark Gloomy Weather
 9:00 AM Made Sail under T S and M the Carolina Sig fired a gun
 10:00 AM Made the Hound's Sig And fired a gun Half past 10 fired one gun & shotted at some of the Convoy for going ahead. Handed the T Sails A fresh gale And hard Rain. 22 fathoms brown Sand.
Tuesday 31st
 1:00 PM Strong Gales Hard Rain, fired a gun signal too Convoy
 2:00 PM fired a gin Sig to the Convoy
 3:00 PM Struck the T G m
 4:00 PM 24 fathoms Grey Sand Set Fore S, T S, Close Reefed, fired a gun
 5:00 PM 47 Sail in Sight, fired a gun
 6:00 PM fired a gun, 25 fathoms Ditto Ground
 7:00 PM fired a gun, 10 fathoms fired a gun
 8:00 PM Made Sig fired 4 gun to bring too Under F T S, repeat Signal to Maintain too 3 times with 4 guns Each. The Wind shifting made Sig fired 2 gun too Matched M S Under the F of M T S Close reefed repeated the Sig, too make S 3 times 2 guns each. At 10 (illegible) breeze, 17 fathoms Water Ditto G. Fired 4 guns Sig for Guns.
 11:00 PM Fired 4 guns
 12:00 AM Fired 4 guns, Ditto Weather, 16 fathoms Water Ditto G
 1:00 AM fired 2 guns
 2:00 AM fired 2 guns 16 fathoms Ditto Ground
 4:00 AM A mod breeze & hazy, 6 Sail in Sight
 6:00 AM 19 fathoms Ditto Ground
 7:00 AM The High Land of (illegible) NNW 4 S, 19 Sail In Sight made the Sig and fired a gun for the Stern most Vessels to make more Sail, at 8 wore Ship to Close. Leeward most Vessels 31 Sail in Sight.
 10:00 AM The (illegible) NNBW 7 Leagues from Whence to A New Departure
 11:00 AM Spoke A sloop from Jamaica bound to New York
 12:00 PM A fresh Gale & Cloudy Six Sail in Sight the Others Stood in too the Hook.
Wednesday, January 1st 1783
 1:00 PM A fresh gale And Cloudy Weather, Spoke the Sloop Abbacoa
 3:00 PM Fired 2 guns Shoted at a Cartel, Wore & spoke her found her from New York to France, Wore Ship
 5:00 PM Handed the Main Sail
 6:00 PM Fresh Gales and Clear Weather

7:00 PM Handed the F T S, 22 fathoms Water fine gray sand.
 12:00 AM Strong Gales & Clear Weather, 21 fathoms Ditto G.
 2:00 AM Mad the Sig And fired 3 guns to ware & wore
 3:00 AM Set the Main Sails
 4:00 AM Ditto Weather
 8:00 AM Ditto Weather, 22 fathoms Ditto Ground, 6 Sail In Sight
 10:00 AM 23 fathoms Ditto G.
 11:00 AM Made the Sig to Ware
 12:00 AM Wore Ship, fired a gun shotted at one of the convoy for not waring
Thursday 2nd
 1:00 PM A fresh breeze and Clear Weather
 2:00 PM 25 fathoms Gray Sand
 4:00 PM 14 Sail in Sight
 8:00 PM Ditto Weather 24 fathoms Ditto G. 7 Sail In sight
 12:00 AM Ditto Weather, 20 fathoms, 2 Sail in Sight
 3:00 AM Made the sig and fired a gun
 4:00 AM Wore Ship, 20 fathoms Ditto Ground
 6:00 AM Ext. of Tons Est from NNE to NW. Dis Offshore for 8 Miles made the Sig and fired a gun for the Sternmost Vessels to Make more Sail and repeated it With 4 guns at different times, Half past 7 Wore Ship. A Moderate breeze and Clear, bent all reefs set the T G M and Set the Stay Sails, Sent up T G Yards. M too. Fired 8 guns Shotted at the London Transport for not making more sail.
 12:00 PM Ditto Weather, 3 Sail in Sight, Ext of the Ts From NE to NNW Dis off Shore about 4 Miles
Friday 3rd
 1:00 PM A moderate breeze And Clear Made Sig set studdingsails.
 3:00 PM Saw one of the Convoy aground on the reef off the Leeward Shore.
 5:00 PM Tack off Shore found we Could give her no Assistance, South set Ext of the Ts from ENE to WNW Dis Off Shore 4 or 5 mile 10 fathoms fine gray Sand, the Ship Ashore on the Reef bore NW 6 or 7 Miles
 9:00 PM Fresh Breezes and Clear
 12:00 PM Ditto Weather in 1 of 2 reefs of Sails, 20 fathoms Ditto G.
 4:00 PM Ditto Weather, 21 fathoms Ditto Ground
 7:00 PM Saw the high land never sank Bear NW 4 or 5 Leagues Fresh breezes and Clear 14 Sail in sight Standing in for the Hook, Fired shotted at Ship too windward Half Past & spoke her Men found her to be (illegible) Sloop Tarr(illegible) Ordered her to go and Assist the Ship Ashore. At noon A moderate breeze and Clear the light House NNW ab 4 or 5 leagues
 12:00 PM Latt Obs 40.14 N

Logg Book on Board his Magestys Ship Belisarius, Richard Graves Esq. Commanding, From August 30 1782 to Oct 18, 1783. (ADM 52-2161)

Remarks at Charlestown Dec, 1782

Thursday 17th

Made the first start at 3AM. Got under Weigh. Stood over Charles Town Bar in Company with several merchant vessels at 6AM came too with the Best Bower. There found His Maj Ship Vis Assurance, Adamant, Endymion, with Armed Vessels and Transports and Merchantmen. The Steeple WSW and South.

Friday 18th

Fresh Breezes & cloudy the first part, mid, and later cloudy. At 8 AM made the signal for the Convoy to get under weigh. Bound to St. Augustine & St. Johns. At 10 got under weigh & stood out side of the fleet. Then hove too under the Top sails to wai for the Convoy. Made Signal to come under our stern. At mid the Bar SW Distance 3 Leagues

Thursday 19th

1:00PM Light winds & clear all the Line in company with the Convoy bound to Jamaica with His Maj ships Emerald, Endimion, Narcissus & Hornet.

7:00AM Convoy of 12 sail in sight. Spoke His Maj Ship Majician that Joined the Convoy. Observed Latt 31:58 N

Friday 20th

St. Helena NWBW In 5 Ligs

1:00PM Light Airs, one of the galleys fired several guns. Stood for him & spoke him found her to be the Viper that Could not Keep ip with the Convoy took him in Tow & set all Sail

2:00AM Sound in 19 Fath. The Galley in Tow. The Convoy 3 miles to the SW.

11:00AM Made the Land Isle of Hausebaw WBN 4 Leagues observed Latt 31:48

Bearings & at Noon

The Isle Hausebaw WBN In 4 Lig

Remarks Dec 21st 1782

5:00PM Saw the Land Sound in 8 Fath

7:00PM In 1st Reef Topsails

9:00PM Emerald made signal for the Convoy to Tack. Repeated it.

6:00AM Hazy with small rain. Took in 2 reefs Topsails the land of Hawsey NW.

11:00AM Squally with Rain Down Top Sail Yards.

12:00PM No Observation

Dec 22nd

1:00 PM Squally with Rain

5:00 PM Sound in 11 Fathom Black sand and shells

8:00 PM Commodore made sig to Tack, Repeated it. Cloudy with Rain

12:00 AM Commodore made sig to Tack, Repeated it.

6:00 AM Cloudy with Abundance of Rain

9:00 AM Light winds & small Rain.

12:00 PM No observation

Remarks at Sea Dec 23rd 1782

1:00 PM Light winds & Hazy

2:00 PM Out Reefs of the Topsails

4:00 PM Sound in 9 Fath

8:00 PM Sound in 11 fath Black Sand

4:00 AM Fresh Breezes & Cloudy

9:00 AM Saw Land St. Simmons. WBN 3 or 4 Leagues

11:00 AM Made Harbor of St. Johns WSW 4 Leagues

12:00 PM No Observation

Dec 24th

1:00 PM Hove too & the Convoy under the protection of His Maj Ships Emerald, Magicienne, Endymion & Hornet Sloop bound to Jamaica. Of the convoy bound to St. Lucia under protection of His Maj Ship Narcissus – parted Company. Several Vessles bound to St. Augustine stood in, at 5 Pm Came too with the best Bower & made Sig for the Convoy to Anchor St. Johns Harbor bearing WSW Dist. 2 Leag.

12:00 PM Latt. Observed 30:25

Remarks off St. Johns Dec 1782

Wednesday 25th

Mod & Clear the first part, the middle & latter. Fresh Breezes with Rain AM. Made Sig for all masters of Merchantmen – sent to sound lay Buoys on the Bar.

Thursday 26th

Hazy with small Rain. Arrived a Ship a prize to His Maj Ship Lively having no Anchor on Board send our stern Anchor & Brought her up (Am) sent a pilot on Board the prize, Ship.

Friday 27th

Mod Breezes & Clear Weather. AM Loos'd Sails to Dry. Part of the Convoy in Company. The Brig Johns fired several guns & shewd Lights, sent a boat to her Assistance found that a Rebell Schooner had Attempted to board her but had left Her before our boat got Along side. AM fresh breezes & cloudy.

Saturday 28th

Mod Breezes & Clear. AM Dried Sails. The Sally, schooner. Sally weigh'd & made sail having orders for so doing. People Employed Occasionally

Sunday 29th

Ditto Weather. Sent the Boat on Shore to get Pilots for the Convoy that had not passed the Bar. AM Loos'd Sails to Dry.

Monday 30th

Mod Breezes & Cloudy. Furled sails. AM washed between Decks & Exercised small Arms. People Employed Occasionally.

Tuesday 31st

Ditto Weather. PM the Boat returned with the Pilot. AM Loos'd sails to Dry. People Employed Occasionally.

Remarks Jan 1st 1783

1:00 PM At 1 PM, sent a boat & a petty Officer on Boar the Brig Three Friends to Order them Over the Bar. 3 PM Made sig for Her to make the best of her way in. At 4 Repeated it. At 5 the Active Snow weigh'd & run in over the Bar. The Three Friends made no Attempt. He had a pilot on Board. Made sig to weigh. Weigh'd in Company with the Convoy bound to St. Augustine.

8:00 AM At 8 AM saw the Land bearing SW made sig for a pilot, & came to Anchor off St. Augustine in 10 fath water. With the small Wower. Veer'd out to half a Cable. 4 Brigs in Company.

12:00 PM Barr at St. Augustine WBS In 3 Mile

Remarks off St. Augustine Jan 1783

Thursday 2nd

Mod Breezes & Cloudy. Employed Occasionally. Sent the boat ashore to St. Augustine for Pilots to carry the Convoy over the Bar.

Friday 3rd

Mod Breezes & Cloudy. Sent a boat with a Petty Officer to sound the Bar at St. Augustine. At 3 PM Arrived, the Kathy Pilot boat from St. Johns. (Webster, Master who says that he left the Three Friends off that Bar at 11 (illegible) Morning Notwithstanding notwithstanding that she had a fair wind & high tide to have crossed the Bar. The Kathy Pilot boat Webster, at 7 PM went up for town with a petty Officer. At 11 PM the pilot Boat got on shore to the Southward of St. Augustine.

**Log & Journal on Board his Majesty's Ship Bellisarius, Richard Graves Esq.
Commanding, by William James, Master from Sept 1 1782 to Oct 18 1783. (ADM
52-2161)**

| Week Days | No Days | Winds | Course | Dist | Latitude | Longitude | Bearing | Remarks |
|-----------|---------|-----------------|--------|------|----------|-----------|----------------------------------|---|
| Saturday | 14 | WSW | - | - | - | - | Charlestown | Made just start Squally Received water on board AM repeated signal for Masters of Merchantmen |
| Sunday | 15 | NW | - | - | - | - | Charlestown | Fresh Breezes & Cloudy came down Anchored here several Transports with 2 armed Gallies AM washed between decks |
| Monday | 16 | NE | - | - | - | - | Charlestown | Mod & Cloudy repeated Signal for Masters of Merchantmen to receive their instructions for St. Augustine AM came on board a Pilot to carry us over the Bar ~ unmoored |
| Tuesday | 17 | NE | - | - | - | - | Charlestown | Mod at 3 PM weigh'd & cross'd Charles Town bar in formation with several Transports of troops having all embarked on board 6PM anchored off y Bar There Joined HM Ships Assurance, Emerald, Endymion, Adamant and several others |
| Wed | 18 | NE North | | | | | Charlestown Bar SW Dis 3 Leagues | Fresh breezes & cloudy first start Med. Latt. Mod at 8am made & repeated the Signal for Convoy to weigh bound to St. Augustine & St. Johns at 10 weigh'd & ran to Leeward of the fleet hove too & made Signal to close |
| Thursday | 19 | NE | SSW | 42 | 31:58 | 80:04 | St. Johns SSW ¾ W 36 Leagues | Light airs & clear all of Convoy under weigh also Joined us is West India Fleet under Commd of HM Ships Emerald, Endymion, Narcissus, & Hornet Sloop of War AM Convoy of 120 Sail in Company Joined the Fleet HM Ship Magicienne |
| Friday | 20 | WNW Varib | - | - | 31:48 | - | Hausebaw Is WBN 10 Leagues | Ditto, wear one of (illegible) fired several guns in desire to run down to her and towed her into the Fleet AM made sight of Land off Housebaw Island |
| Saturday | 21 | ESE Variable | SSE | 21 | 31:36 | 81:07 | St. Johns SWBS 33 Leagues | Light airs & clear made the Signal for the Convoy to tack to the West AM repeated the Signal, Made by Emerald to tack to East both Convoys in company as before |
| Sunday | 22 | NW Variable | SBE | 16 | 31:21 | 80:21 | St. Johns SSW to W 25 Leagues | Squally with rain repeated the Signal made by Emerald for convoy to tack at 1 AM 118 sail in Company |
| Monday | 23 | NW NNW | - | - | - | - | St. Simmons WBN 6 Leagues | Light airs & heazey out all Ship convoys in Company AM sound in 7 fathom at (illegible) saw St. Simmons |
| Tuesday | 24 | NW Variable NNE | - | - | 30:25 | - | St. Johns Bar WSW 3 or 6 Leagues | Hove too saw land off St. Johns of Convoys bound to west Indies parted company. Vessels bound to St. Augustine under convoy of us stood on without leave contrary to their instructions at 5 PM made Signal for the fleet bound into St. Johns to Proceed over the Bar & anchored with B Bower in 7 ½ fathom water St. Johns WSW 2 Leagues AM Joined Fleet the Parret Galley that had parted Company Repeated Signal for pilots |
| Wed | 25 | ESE | - | - | - | - | Lying off St. Johns Bar | Mod & Clear Repeated Signal for Pilots send a Boat Off to Sound and Lay Buoys on the Bar |
| Thursday | 26 | SE | - | - | - | - | Lying off St. Johns Bar | Breezes with rain arrived a prize Ship to HM Ship Jupiter, Lively Sloop having parted her cable and no anchor on board sent our stern anchor and brought her up |
| Friday | 27 | NNW | - | - | - | - | Lying off St. | Mod & Clear Dried sails. Schooner Sally |

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| | | | | | | | Johns Bar East Florida | weigh'd down for St. Augustine contrary to instructions AM employed occasionally |
| Saturday | 28 | N | - | - | - | - | Lying off St. Johns Bar East Florida | Fresh breezes & clear. Brigg John made a signal for an Enemy sent a Boat to her of assistance found it to be some of convoy that had parted Company |
| Sunday | 29 | NW | - | - | - | - | Lying off St. Johns Bar East Florida | Fresh breezes send a Boat on Shore to get Pilots for Vessels that had not yet passed the Bar AM loosed sails to Dry, condemned by survey 5328 of Bread, 4076 pieces of Pork 400 6qs of Flour 789 of Butter. |
| Monday | 30 | NNW | - | - | - | - | Lying off St. Johns Bar East Florida | Mod & Cloudy furled sails AM washed between Decks Exercised small Arms people employed occasionally |
| Tuesday | 31 | NE | - | - | - | - | Lying off St. Johns Bar East Florida | Ditto. Boat returned with Pilots put them on board Vessels AM loosed Top Sails |
| January Wednesday | 1783 1 | NE Bar NE | | | | | St. Augustine | Fresh breezes PM sent a boat with a petty Officer on board of Brigg Three Friends to order her over the Bar at 9PM wind Fair made signal for her to go in at 5 and Active snow (illegible) Bar Three Friends made no attempt, made Signal to weigh, weighed on Company with Three Briggs bound to St. Augustine, AM made Land saw A sail to S made sail up for the Bar of St. Augustine at afternoon Briggs in Company |
| Thursday | 2 | NE Variable | | | | | | Mod & Cloudy repeated Signal for Pilots for the fleet AM sent a Boat on Shore to St. Augustine for Pilots |
| Friday | 3 | NW Variable West | | | | | | Ditto. (illegible) sounded the Bar AM arrived HM Pilot Boat Kathy who says notwithstanding wind being fair and high tide the Three Friends Brigg had not passed the Bar AM Kathy Boat (illegible) in attempting the Bar was drove on shore |

Journal of Proceedings of His Majesty's Ship Emerald, from the 6 Dec 1775 – 30 May 1783. (ADM 51-311)

| Week Days | No Days | Winds | Course | Dist | Latitude | Longitude | Bearing | Remarks |
|-------------------|---------|-------------------|--------|------|----------|-----------|---|--|
| December Saturday | 14 | | | | | | Off Charlestown Bar | First part, Fresh Breezes & clear: middle & later Squally with rain. AM Struck Top Gall Mast and put to Sea HMS Magicienne |
| Sunday | 15 | NE NW | | | | | Off Charlestown Bar | Fresh Gales & Squally. Employed variously & mustered the Ships Company |
| Monday | 16 | NW | | | | | Off Charlestown Bar | First part fresh gales & cloudy. Latter more moderate and clear, got the spare anchor over the side for a Best Bower. AM up Topgallant Mast & loosed Sails to dry |
| Tuesday | 17 | NW to NBN | | | | | Off Charlestown Bar | Fresh Breezes & clear a Number of Transports came over the Barr made the signal for all masters of Merchantmen. Employed variously |
| Wednesday | 18 | | | | | | Charlestown Bar SWBW Distance 7 or 8 Mile | Fresh Breezes and Cloudy Come over the Bar HMS Carolina and Seven Galleys the Hornett Sloop The Remainder of the Transport 8 made signal In all Masters of Merchantmen and for Sailing at 10 made the Sig for the Convoy to Weigh and Weighed and came to sail HMS Assurance as Noon in Company of His Majesty's Ships Endymion, Hornett and Thirty Sail of Transports and Merchantmen. Charlestown Bay NWBW Distance 7 or 8 Miles. Was sound by the Bellisarius and Narcissus Convoys |
| Thursday | 19 | NBE WSW WBN | | | | | | Moderate and Clear Opened a Cask of Pork Saw a Sail to the Eastward PM Fire 1/12 pounder and made the Hornett Signal to Speak Him All the Convoy in Company |
| Friday | 20 | WSW WNW NW | | | | | Saw the Land bearing WBN | Light Airs and Clear at 1 PM saw a sail to the East and Made Sail and gave Chace ½ past one shortened sail and made the Sig For the Convoy to Come under our Stern at 10 Saw the Land Bearing WBN Sounded Every hour all the Convoy in Company |
| Saturday | 21 | S SBW SW | | | | | | First and Middle parts Light Airs and Clear the Latter Fresh Breezes and Cloudy With Rain at 1 the Endymion made the Sig for Seeing a Sail in the SE Quarter, Ditto Made the Magicienne Signal to Chace at 3 Made him Signal to leave off Chace Sounded Occasionally all the Convoy in Company |
| Sunday | 22 | NW SWBS SW | | | | | | Fresh Breezes and Cloudy with Rain made the signal for the Ships ahead to shorten sail. At 4 PM up Top Gallant Yards Out Reefs Fore and Main Topsails all the Convoy in Company |
| Monday | 23 | NNE SBW NNW | | | | | | Moderate and Cloudy with Rain made the Signal for the Headmost Ships to Shorten Sail at 4 PM up Top Gallant Yard The Convoy all in Company |
| Tuesday | 24 | N NNE | S 66 E | 99 | 29°40 | 80°16 | St. Johns N66 West Distance 33 Leagues | Fresh Breezes and Cloudy at 1 PM made the signal for the Jamaica Convoy to Come under our Stern at 2 St. Johns NW Distance 2 Leagues parted Company with HM Ship Bellisarius and Convoy in Company HM Ships Endymion Hornett |
| Wednesday | 25 | NNE NEBE E | S 39 | 63 | 28°51 | 79°30 | Ditto N 59 West Distance 50 Leagues | Fresh Breezes and Clear fired a shott at the headmost ships to shorten Sail at PM made the Signal for the Convoy to Close all the Convoy in Sight |
| Thursday | 26 | SE SBE | N 30 | 41 | 29°25 | 79°54 | Ditto N 64°41 18 Distance 53 | Fresh Breezes and Clear at 5 AM a Great Swell from the Eastward. Made the Signal for the headmost ships to Shorten sail And |

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| | | | | | | | Leagues | the Sternmost Ships to Make more sail at 9 fired 3/12 pounders shotted at the Jupiter for not Obeying the Former Signals all the Convoy in Company |
| Friday | 27 | SBE NBW NBW | S 66E | 66 | 28"58 | 77"59 | Ditto N 28"40 W Distance 40 Leagues | Fresh Gales and Cloudy Hand the Fore Topsail & Set the Fore Sail at 7 PM made the signal for the Convoy to Close all the Convoy in Company |
| Saturday | 28 | SBW SBE | S 43 E | 70 | 28"07 | 77"06 | St. Johns N 64 West Distance 98 Leagues | Moderate and clear up Top Gallant yards Opened Cask of Beef Contents 84 Edible pieces Cast off from the Other end of the small bower Cable at (illegible) at 11 the Narcissus Checked us and presented Company made the signal for the Jamaica Ships in Company HMS Endymion Magicienne Hornett & 37 Sail of Transports and Merchant Ships. |
| Sunday | 29 | NNE NE | S 91 E | 64 | 27"12 | 76"29 | N 59-42 W Distance 121 Leagues | Fresh Breezes and Cloudy at 4 PM Made the Magicienne's Signal to Take the sternmost Ship in Tow Opened 2 Cask of Pork Contents 80 edible pieces and 120 Ditto. |
| Monday | 30 | East EBS SSE | N 41 E | 34 | 27"38 | 76"04 | S 35 East Distance 126 Leagues | Fresh Gales and Squally at 6 AM a Great Sea from the ESE down Top Gallants at 10 a schooner made the signal of distress, She had sprung her Main Mast Ditto made the Magicienne signal to take her in tow all the Convoy in Company |
| Tuesday | 31 | SBE to SW | N 67 E | 69 | 27"21 | 74"49 | S 23 East Distance 126 Leagues | Fresh Breezes and Cloudy with Rain made the signal for the ships a head to shorten sail Fired 2/6 pounders at Ditto for not Obeying the signal at 10 A great Sea form the SE all the Convoy in Company. |
| January 1783 Wednesday | 1 | SWBS to SBE | S 64 E | 44 | 27"02 | 74"05 | S 24"55 E Distance 100 Leagues | Fresh Breezes and Clear made the signal for the sternmost Ships to make more sail and the Agents signal to Speak him at 10 AM Read the Articles of War to the ships Company Out Reefs the Top Sails Sett the Mizzen Topsail and got up Top Gallant Yard all the Convoy in Company |
| Thursday | 2 | SW SSW WBN | S 62 E | 43 | 26"42 | 73"23 | Magicienne S 10"48 Dist 86 Leagues | Fresh Breezes and Cloudy ½ past 6 AM the Endymion made the Signal for seeing a Sail she and the Magicienne Bore away and Gave Chase at 7 saw 8 Strange Sail in the NNE Ditto Spoke the Hornett and stood to windward them at 8 Shortened sail and Hauled our Wind to wait one of Our Convoy which was 6 or 7 miles to Leeward at 9 brought too having sent him made the sig to Know if the ships seen was Friend or Enemy which Whose Sett in form Endymion and Magicienne still in Chace at 11 the Strange Sal Endymion and Magicienne Out of Sight HMS Hornet and Convoy in Company |
| Friday | 3 | West | S 45 E | 28 | 26"22 | 73"01 | Ditto S 6"54 Distance 78 Leagues | Moderate and Clear at 2 PM the Endymion stood to the Northward in guest of HMS Magicienne at 6 AM saw a sail Bearing N Standing after us which proved o be HMS Endymion all the Convoy in Company. |

Master's Log for HM Ship Emerald Commencing Feb 10th 1782 Ending Dec 23 1783 (ADM 52-2282)

Saturday December 14th 1782

Fresh Gales and Squally with Rain putt to Sea HM Ship Magicienne struck T G Masts

Sunday 15th

Fresh Gales and Squally

Monday 16th

Fresh Gales and cloudy Gott Sheet Anchor over the Side WH T G Mast loosed Sails to Dry

Tuesday 17th

Fresh Breezes and clear came over the bar a number of Transports Made Signal for All Masters of Merchantmen Came over the Bar HM Ships Narcissus Bellisarius & Hornet

Wednesday 18th

Fresh breezes and Clear Came over the Bar HM Ships Carolina & Hornett Several Galleys & Remainder of the Transports & private traders (AM) at 10 made the signal to weigh Ditto Weighed & Came to Sail Company as Above made the Signal for Convoy to form under our Stern

Thursday 19th

1:00 PM Moderate and clear Charlestown Bar NWBN Dis 3 Leagues Made Hornetts Signal to come within Hale, Made Signal to call in all Cruizers

8:00 PM Ditto Weather

10:00 AM Ditto Weather made the Signal for the Convoy to Come Under our Stern

12:00 PM Joined Company HM Ship Magicienne Latt 31'47

Friday 20th

1:00 PM Light Airs and Clear made the Signal for the Convoy to come under our Stern In Reefs T Sails

12:00 PM Latt Observed 31:32

Saturday 21st

1:00 PM Light Breezes and clear the Endymion mad the Sig for a Sail in the SE made her Sig to Chace at 5 made the Sig to call in all Cruizers From 10

9:00 PM Ditto Weather made Signal for headmost and W most Ships to Tack first Sound 11 fathoms

12:00 AM Ditto Weather Convoy in Sight made Sig to Tack Sound 12 fathoms

9:00 AM Fresh Breezes and Cloudy made the Sig for Convoy to come under our Stern Close Reef & Sails Sound 9 fathoms

Sunday 22nd

1:00 PM Fresh breezes with Rain made the Sig for the headmost Ships to Shorten Sail Ditto to Tack

9:00 PM Ditto Weather Convoy in Sight Sound 12 fathoms

12:00 AM Light breezes & Cloudy Sound 10 fathoms

7:00 AM Light Breezes with Rain out Reefs top Sails the Convoy In Sight Sound 10 Fathoms

10:00 AM Ditto Weather made Signal for sternmost Ships to Make more Sail

12:00 PM Sound 10 Fathoms

Monday 23st

1:00 PM Moderate and Rainy made the Signal for the headmost ships to shorten Sail In 1 of 2 reefs & T Sail Sound 12 fathoms

9:00 PM Ditto Weather Sound 13 fathoms

7:00 AM Ditto Weather at 6 saw Land extending from NW to WSW at 8 made Entrance of St. Mary's Harbor Bearing WSW distance 3 Leagues at 11 Ditto St. Johns Bar WSW 4 Leagues

12:00 PM The Convoy in Sight

Tuesday 24th

1:00 PM Fresh breezes and Cloudy made Signal for Jamaica Convoy Ditto to come under our Stern (PM) at 2 St. Johns Harbour NW Distance 2 Leagues Parted Company with HM Ship Bellisarius with a Convoy for St. Augustine

12:00 AM Ditto Weather Convoy in Sight

7:00 AM Fresh Gales and fair made Signal for the Headmost Ships to Shorten Sail

11:00 AM Made the Signal to forme the Order of Sailing

12:00 PM Latt Observed 29:41

Wednesday 25th

1:00 PM Fresh Breezes and Clear made the Sig for the headmost Ships to Shorten Sail

10:00 PM Ditto Weather Convoy in Sight

7:00 AM Ditto Weather made the signal for the Convoy to Close

11:00 AM Ditto Weather made Sig for headmost Ships to Shorten Sail

12:00 PM Latt Observed 28:52

Thursday 26th

1:00 PM Fresh breezes and Clear made the Sig for the Convoy to come under our Stern & for headmost ships to shorten Sail

12:00 AM Ditto Weather the Convoy in Sight

10:00 AM Fresh Gales and Cloudy made the Sig for the Sternmost ships to make more sail Down T G S. Close Reefs FT Miz T Sail.

12:00 PM Latt Observed 29:27

Friday 27th

1:00 PM Fresh Gales and Cloudy made the Sig for the Convoy to come under our Stern Handed FT Sails & MT Sail

10:00PM Ditto Weather made the Signal for the Convoy to Close all the Convoy in Sight

10:00 AM Moderate and fair made Signal for the Headmost Ships to shorten sail Out all Reefs of T G Sails

12:00 PM Latt Observed 28:56

Saturday 28th

1:00 PM Moderate and Clear Up T G S Convoy in sight

5:00 PM Made Signal for the Convoy to come Under our Stern fired a 6pdr shotted at headmost Ship to Shorten Sail

9:00 AM Ditto Weather Parted company HM Ship Narcissus with a Convoy for St. Lucie

12:00 PM Latt Observed 28:06

Sunday 29th

1:00 PM Fresh breezes and Cloudy made Magicienne's Signal to take the sternmost ship in tow
12:00 AM Ditto Weather Convoy in Sight
8:00 AM Ditto Weather made the Signal for the Convoy to come under our Stern
12:00 PM Latt Observed 27:14

Monday 30th

1:00 PM Fresh Gales and Cloudy Convoy in Sight made the Signal for Convoy to Come under our Stern
12:00 AM Fresh Gales and Cloudy a Great Sea from East ward
8:00 AM Fresh gales with Rain made the Signal for the headmost Ships to shorten Sail One of the Convoy made Signal of Distress having her M Mast Sprung. Made Magicienne Signal to take her in tow
12:00 PM Latt Observed –

Tuesday 31st

1:00 PM Fresh Gales and Cloudy with Rain
8:00 PM Ditto Weather made the Signal for the Convoy to come under our Stern
8:00 AM Ditto Weather made the Signal for the head most Ships to Shorten Sail

Wednesday January 1st 1783

1:00 PM Fresh breezes and Cloudy made the Signal for the sternmost ship to make more Sail
12:00 AM Light Airs and Cloudy
8:00 AM Ditto Weather made the Signal for the Sternmost Ships to make more sail Up T G S Read the Articles of War, Made the Agent signal to Speak her

Thursday 2nd

1:00 PM Light breezes and Cloudy made the Signal for the Sternmost Ships to make more Sail
12:00 AM Ditto Weather Convoy in Sight
7:00 AM Ditto Weather the Endymion made a Signal for a fleet to WSW made Endymion & Magicienne Signal to Chace
12:00 PM Latt Observed 26:49

Friday 3rd

1:00 PM Moderate breezes and Clear Wore and spoke a French Ship Prize to HM Ship Endymion made the Sig for the Convoy to come under our stern in 1 of 2 Reef the T Sails
12:00 AM Ditto Weather
8:00 AM Ditto Weather made the Sig for Convoy to bring two Joind Company HM Ship Endymion made the Sig for all Masters of Merchantmen
12:00 PM Latt Observed 26:20

**A Journal of the Proceedings Of His Majesty's Ship Endymion Commencing
October 25th 1782 to the 24th of April 1783, By Andrew Shannon Master (ADM 52-
2284)**

| Week Days | No Days | Winds | Course | Dist | Latitude | Longitude | Bearing | Remarks |
|-----------|---------|--------------------|--------|------|----------|-----------|--|--|
| Saturday | 14 | SW | | | | | Anchor Charles Town Bar | Moderate Breezes and Clear employed In Sundries |
| Sunday | 15 | NNE NE | | | | | Anchor Charles Town Bar | Strong Breezes and Cloudy Weather Employed In Sundries |
| Monday | 16 | East | | | | | Anchor Charles Town Bar | Strong Gales and a heavy Swell from the Westward Veered out a Cable employed in Sundries Ships duty |
| Tuesday | 17 | NNE and NE | | | | | Anchor Charles Town Bar | Moderate Breezes and Clear Weather Loos'd Sails to dry our Signal from the Commodore ½ past 4 hove into ½ a Cable employed In Sundries Ships duty |
| Wednesday | 18 | NE NNE NEBN | | | | | Anchor Charles Town Bar | Fresh Breezes and Cloudy Repeated the Commodore's Signal for the Convoy ½ from 9 repeated the Commodore's signal to prepare for Sailing at 11 Weigh'd and Came to Sail employed Occasionally |
| Thursday | 19 | NEBE SSW W NW | S 8 W | 51 | 31"56 | 79"50 | Light House Charles Town N B E 51 miles | Moderate breezes and Clear We repeated commodore's Signal with several Guns under easy Sail, for the Convoy, the Commodore made the signal for the head Most Ships to shorten Sail employed In Sundries |
| Friday | 20 | WNW NW SSW SE NE | SWBS | 20 | 31"42 | 20"15 | Saint Augustine S 30"30 W 150 Miles | Light aire and Clear Weather_ the commodore made Signal for all Cruizers, Wore Ship and stood towards the Commodore, (illegible) the Land Bearing WBS distance 7 or 8 Leagues_ made signal to the Commodore, and double reef topsails, employed in Sundried Ships duty |
| Saturday | 21 | SSW South NWBN SBW | S 57 W | 12 | 31"35 | 20"20 | Ditto S 87 W 30 Miles | Moderate Breeze and Clear Weather (illegible) Wore Ship and made Sail and chaced in the 86 Ditto ½ for the Commodore made the Signal to shorten Sails Ditto Answered and Tacked gave the Chace Night coming on employed in Sundries Ships duty |
| Sunday | 22 | SBW SSW SWBS West | S 57 E | 17 | 31"19 | 20"22 | Ditto S 48 W 130 Miles | Fresh Breezes and heavy rain, repeated the Commodore's Signal with a Gun, at 2 the Convoy of the Fleet South distance 2 miles. Made and shortened Sail occasionally, employed in Sundries |
| Monday | 23 | NE Variable NW NNW | S 31 W | 77 | 30"13 | 21"19 | Ditto N 51_17 46 Miles | Light airs and Cloudy Weather with rain the Commodore made the signal with a Gun for the Heas most Ships to shorten Sail out Meridian made Signal to part with the Augustine Fleet 120 Sail in Sight employed in Sundries Ships Duty |
| Tuesday | 24 | NBW NNW Variable | S 77 E | 102 | 29"52 | 80"15 | North Point of Bahama Bank S 33 E 38 Miles | Moderate and fair, fired a shot at one of the sternmost Ships to make more Sail out all reefs, and hove the Maintopsail to Mast, at 4 PM the entrance of Saint Johns East Florida Bore WSW Sor 6 Leagues, Ditto Weather Commodore made the Signal to form the order of Sailing Bore up in our Station, 62 Sail Convoy in sight |
| Wednesday | 25 | ENE NBE East | S 43 E | 76 | 20"59 | 79"14 | Bahama Bank S 22 E 73 Miles | Fresh Breezes and Cloudy Weather made and shortened Sail Occasionally the Commodore made the Signal for the headmost Ships to Shorten Sail employed in Sundries |
| Thursday | 26 | SEBE SE SSW | N 45 E | 54 | 29"32 | 70"26 | Ditto S 27 E 103 Miles | Ditto Weather with a heavy swell from the Eastward the Commodore made the signal for the headmost Ships to Shorten |

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| | | | | | | | | Sail employed in sundries Ships duty |
| Friday | 27 | SBE South SSW | ESE | 70 | 29"02 | 77"04 | Watching Island N 24 E 325 Miles | Strong Gales and Cloudy Weather Variously employed in sundries |
| Saturday | 28 | NNE ENE NE | S 37 E | 68 | 20"08 | 76"17 | Island Magicienne S 50..30 E 304 Miles | Light Airs and Cloudy Weather, Variously Employed the Commodore made the Signal for the sternmost Ships to Make more Sails employed in Sundries Ships Duty |
| Sunday | 29 | NEBE ENE EBN | S 22 E | 48 | 27"24 | 75"57 | Ditto S 31 E 304 Miles | Fresh Breezes and Cloudy Weather ½ past 2 Spoke the Commodore, Shortened Sail occasionally Repeated it the signal for all Ships to come under the Commodore's Stern, Center of the fleet SE distance 2 or 3 Miles employed in Sundries |
| Monday | 30 | East SEBE SE | N 34 E | 25 | 27"47 | 75"39 | Ditto S 26 E 349 Miles | Ditto Weather- employed in Sundries Ships Duty |
| Tuesday | 31 | SSE South SBW Variable | S 75 E | 68 | 27"27 | 74"25 | Ditto S 7..09 E 300 Miles | Strong Breezes and Cloudy Weather, with a heavy Swell from the Eastward, the Commodore made the Signal for all Ships to come under his stern employed in Sundries Ships Duty |
| Wednesday January 1783 | 1 | SW Variable | S 65 E | 39 | 27"13 | 73"46 | Ditto S 11..16 E 294 Miles | Ditto Weather – Employed in Sundries Ships duty |
| Thursday | 2 | SBE South WSW | S 88 E | 50 | 27"12 | 72"50 | Ditto S 11.. 16 E 204 Miles | Fresh Breezes and Clear Weather – employed in Sundries |
| Friday | 3 | WBS SSW WNN | S 25 E | 54 | 26"24 | 72"24 | Ditto S 1..30 W 257 Miles | Moderate and Cloudy Weather with Rain, employed as Before |

A Log of the Proceedings of His Majesty's Ship Hornet, Commencing October 26th 1782 and Ending October 16th 1783 (ADM 52-2349)

Saturday December 14th 1782

Ditto Weather. Ships still dropping down to rebellion road at 9 am, all the troops Embark'd from Charles Town, all the Ships drop't down abreast of fort John at 10 Weigh'd & at 11 Came too with the Small Bower 7 fathoms : Veer'd to 1/3 of a Cable, Fort Sullivan East p fort Johnson SSW. Church Steeple West 2 miles. Discharg'd Mr's : Way Lt of Marines, & Mr Balfore Surgeon Per Order

Sunday 15th

First and middle part moderate & clear, latter hazey with Rain, PM boats Employ'd Searching for runaway Negroes among the fleet from their reble masters, AM Boats Employ'd Embarking troops from Johnson's Fort, Transports dropping further down

Monday 16th

Ditto Weather, boats Employ'd as before Searching for negroes, PM, down top G: yards

Tuesday 17th

Fresh breezes and Cloudy, PM, sent a flag of Truce up to Charlestown with runaway negroes at 7 burn'd 1 of the gun boats which drove on shore & could not be got off. Most of the fleet weigh'd and drop'd down to 5 fathom hole and some got over the barr; at 6 AM up Top Gallant yards & made the Signal to weigh, at 7 Weigh'd & came to sail, at * Came too in 5 fathom hole With the Best Bower: Veer'd to ½ Cable Church steeple NM, Sullivan's fort N ½ W. the barr ESE one mile In Company with His M. Ship Carolina & Several of the Transports, at 10 Repeated the Commodore's Signal for Anchoring

Wednesday 18th

1:00 PM Moderate & Clear, Carolina made the Signal to weigh which we repeated, made the Signal for a pilot, Transports Began to weigh & drop down to the barr –

5:00 PM Weigh'd in Company with the Carolina, & followed her over the barr having no pilot, Carolina made the Signal To the Assurance when all the fleet was safe over the barr ½ past Came too with the best Bower in 7 fathoms in Company with the fleet, Barr WBS, Church steeple NWBW Sullivan's fort NWW a bout 6 or 7 miles Veer'd to ½ a Cable

6:00 AM The men of war of different Convoys made the Signal for all Masters of merchantmen

9:00 AM then made the Signal for Sailing

10:00 AM His M. Ship Emerald Endymion Narcissus Bellisarius Made the Signal to weigh, Repeated it; and weig'd in Company with their Convoys

12:00 PM Saw 3 Sail in the offing, & one inshore of the fleet working to windward towards the Barr – which bore WBN A Bout 4 miles

Thursday 19th

1:00 PM Moderate & Cleat, up top G: Y: Emerald made Signal for the Convoy to come under his Stern Wee Repeated

5:00 PM Made Sail to the South West in Company with the Emerald, Endymion, Narcissus, Bellisarius and about 100 Sail Merchant Vessels, Saw 2 Sail to the Southward Charlestown Barr north 3 Leagues

11:00 PM Saw 2 Sail in the SE 2nd Standing to the North Fresh breeze & Clear Weather

4:00 AM Ditto Weather

7:00 AM Saw the 2 Sail above mentioned bearing NE

10:00 AM Emerald made the Signal for the fleet to close, His Majesty's Ship Magicienne Joined the fleet _at noon the Emerald Made the Sign for Discovering a Strange Sail: wore & Stood to the NE in Company with the Rest of His Majesty's Ships

12:00 PM Latt Observed 31:56 N

Friday 20th

1:00 PM Moderate and Clear Weather

8:00 PM Ditto Weather: Convoy Close up

12:00 AM Light airs & Clear Sounding: in 16 fathoms

4:00 AM Ditto Weather: Sound in 12 fathoms

8:00 AM Ditto Weather: Sound in 10 ½ fathoms

10:00 AM Received a Mr. Muckelroy Surgeon, which replaced Mr. Balfore

12:00 PM Ditto Weather: Saw the land between the first of Tybee & St. Simmons, Bearing NWBW a bout 4 Leagues, Latt Observed 31:38 N

Saturday 21st

1:00 PM Light airs & hazy Weather

4:00 PM Ditto Weather: Convoy in Company

6:00 PM Ditto Weather: all Sails set

8:00 PM Moderate & Cloudy. Emerald SW 2 or 3 miles fleet in Company

10:00 PM Emerald made the Signal for the Convoy to tack Repeated it & wore

1:00 AM Fresh breezes, Emerald made the Signal for the Fleet to tack – Wore

6:00 AM Saw the land

8:00 AM Ditto Weather: Emerald made the Signal for the Convoy to tack

10:00 AM 2nd reef't Top sails

11:00 AM Down Topgallant: yards

12:00 PM Ditto Weather with Constant Rain

Sunday 22nd

1:00 PM Moderate with Constant Rain Emerald made the Signal for The Convoy to Come under her stern, & the Signal to Tack, Repeated it, at 3 she made the Signal for the Sternmost ships to make more Sail

6:00 PM Ditto Weather: Emerald NWBW, 2 or 3 miles

12:00 AM Ditto Weather: Emerald made the Signal for the Convoy to tack

8:00 AM Ditto Weather with Constant Rain

9:00 AM Emerald made the Signal for the Sternmost ships to make more Sail & the Signal to Come under his Stern

11:00 AM Made & Shortn'd Sail accordingly

12:00 PM Ditto with Small Rain

Monday 23rd

1:00 PM Light airs and hazy with rain at times
 4:00 PM Ditto Weather: up Top G: Y: and set the Sails
 12:00 AM Moderate and Cloudy Emerald SWBS 3 miles
 2:00 AM Fresh breezes
 5:00 AM Handed Topgallant Sails
 6:00 AM Shortn'd & made Sail Occasionally, Close reef't fore top
 7:00 AM Saw the land Emerald made the Signal for the Sternmost Ships to make more Sail
 10:00 AM Fired one gun shoted at part of the Convoy to come Under the Emerald Stern
 12:00 PM Ditto Weather: St. Johns Barr East Florida SBW2 or 3 Leagues
Tuesday 24th
 1:00 PM Moderate & Hazy
 2:00 PM Parted Company with His M. Ship Bellisarius & Convoy for St. Johns & St. Augustine, the above Ship at Anchor West 2 Leagues. Emerald made different Signal to The fleet Occasionally repeated them – St. Johns Barr WNW 4 or 5 Leagues. Jamaica & St. Lucia Convoys in Company
 12:00 AM Ditto Weather: Emerald SBE 2 miles
 4:00 AM Fresh Breezes & Clear
 6:00 AM Emerald made the Signal for the Ships ahead to Shorten Sail, Repeated it
 9:00 AM Ditto Weather: made Signal for the ships a stern to make more Sail
 12:00 PM Ditto Weather: Fleet in Company Latt Observed 29..44 N
Wednesday 25th
 1:00 PM Fresh breezes & Clear ½ past Emerald made the Signal for the head most Ships to shorten Sail and fall in their places – Repeated it
 5:00 PM Ditto Weather: all the fleet in Company
 8:00 PM Ditto Weather: Emerald SBW one mile
 12:00 AM Moderate Weather: Convoy close up
 5:00 AM Out 3rd reef fore topsail
 7:00 AM Fresh breezes & Clear carried away the jib stay fitted a new one
 9:00 AM Emerald made the Signal for the headmost Ships to shorten Sail & fall in their places
 12:00 PM Ditto Weather: Emerald made the Signal for the Convoy to come His Stern – Bore up in Company with him for the leeward ships, Latt Observed 28..52 N
Thursday 26th
 1:00 PM Fresh breezes & Clear – Emerald made the Signal to Veer – Repeated it & wore
 4:00 PM Ditto Weather: Emerald made the Signal for the Headmost Ships to shorten Sail & fall in their places
 8:00 PM Ditto & Cloudy
 11:00 PM Bro too for the Sternmost ships to come close up
 12:00 AM Ditto Weather: Emerald North 3 miles
 6:00 AM 62 Sail in Company
 8:00 AM Bore up to get in our Station down Top G: Y: Emerald Made the Signal for the Sternmost ships to make more Sail: and the head most ships to shorten Sail & fall in their places
 12:00 PM Ditto Weather: Convoy in Company: Latt Observed 20..20 N
Friday 27th
 1:00 PM Fresh Gales and Cloudy
 5:00 PM Emerald fired 2 guns and made the signal The fleet to Close_Repeated it_Emerald shewed a triangle light for the convoy to Close & repeated it
 12:00 AM Ditto Weather: Convoy in Company
 4:00 AM Ditto Weather
 5:00 AM Variable with Constant rain
 6:00 AM Emerald made the Signal for the Convoy to Come under her stern & the Signal for the head most Ships to shorten Sail: repeated it_ Moderate & Cloudy
 12:00 PM Ditto Weather: out all reefs & Topsails, Latt Observed 29..02 N
Saturday 28th
 1:00 PM Light breezes & Clear, air'd Studding Sails up G: Y and loos'd the Sails to dry
 4:00 PM Ditto Weather: Open'd one puncheon of beef Containing 84 Pieces, short 4 – made Sail
 7:00 PM Fired 2 guns at the Windward ships one shoted for them to bare down in the Emerald's wake
 9:00 PM 2nd Reef't Topsails Emerald made the Signal for the Convoy to Close
 12:00 AM Fresh breezes & Clear
 7:00 AM Ditto Weather & Cloudy
 9:00 AM Emerald made the Signal for the Jamaica convoy to Come under her Stern as did the Narcissus for the St. Lucie Convoy – fired one gun & repeated the Emerald's Signal, Filled 5 tuns of salt water in the for & after hold
 12:00 PM Latt Observed 28..08 N
Sunday 29th
 1:00 PM Fresh breezes & Cloudy, Shortn'd Sail Bro too received Cast of sour crout from the narcissus at 1 made Sail in Company
 5:00 PM Emerald made the Magicienne Signal to take a ship in Tow, Punished John Kelsey Seaman with 2 dozen Lashes for disobedience of orders and Contempt to his officer – Ditto Weather: Second reef't top sails
 12:00 AM Ditto Weather: Emerald SSW 2 or 3 miles
 6:00 AM Emerald made the Signal for the Convoy to Come under his stern Repeated it.
 8:00 AM Ditto Weather: Narcissus and Convoy North 4 or 5 Leagues
 12:00 PM Latt Observed 27:15 N
Monday 30th
 1:00 PM Fresh Breezes & Hazy Weather
 4:00 PM Ditto Weather: Emerald made the Signal for the Convoy to come Under his stern, fired one gun shoted at one of the Convoy not obeying the Signal: ½ past 5 the above ship made the sign for the fleet to tack fired one gun & repeated it
 12:00 AM Squally with rain at times, Emerald N ½ E 2 miles
 8:00 AM Ditto Weather: down Topgallants & yards
 9:00 AM Fired 1 gun & repeated Emerald's Signal for the head most ships to shorten Sail fired 3 guns shoted at the Tarter's Prize not

obeying the Signal, Emerald made Magicienne's Signal to take a disabled schooner In tow, Close reef'd Main Topsails, Bent a new fore Staysail For a Mizzen Staysail, made Sail

Tuesday 31st

1:00 PM Fresh Gales & Cloudy open'd 1 puncheon of pork containing 154 pieces, shore 4 pieces
 6:00 PM Ditto Weather: Emerald made the Signal for the Convoy to Close – Repeated it
 12:00 AM Ditto Weather
 6:00 AM Emerald made the Signal for the Convoy to come His Stern – Repeated it
 12:00 PM Latt Observed 27..22 N

Wednesday January 1st 1783

1:00 PM Fresh Breezes & Cloudy
 4:00 PM Ditto Weather: Emerald made the Signal for the head most Ships to shorten Sail & fall in their places
 12:00 AM Cloudy Weather
 4:00 AM Ditto Weather
 5:00 AM Emerald made the Signal for the Sternmost of the Convoy to make more Sail & the Headmost to shorten Sail, out Reefs and Made Sail, Ditto Weather up Topgallant yards
 11:00 AM Bro too
 12:00 PM Made Sail, Convoy in Company, Latt Observed 27..02 N

Thursday 2nd

1:00 PM Moderate & Hazy inclinable to calm
 4:00 PM Ditto Weather
 5:00 PM Heard the report of a gun in the ESE, set Top Gallant Sails Ditto Weather with Constant rain
 12:00 AM Ditto Weather
 4:00 AM Fresh breezes & Cloudy
 5:00 AM Made the Signal for a Strange Sail in the NE
 6:00 AM Endymion made the Signal for a fleet, at which she Hauled her wind & gave chace in Company with the Magicienne & Emerald, Saw 3 Sail in the NE, at 8 The Emerald made the Signal to bare up and Sail in close order, which we repeated, Emerald hauled Her wind to the Convoy & left the Magicienne and Endymion in Chace, at 10 the Endymion Bro too on e of the Chace, ½ past made Sail in pursuit of the other 2
 12:00 PM Latt Observed 26..54 N

Friday 3rd

1:00 PM Moderate & hazy, Magicienne & Endymion Still in Chace to the NE, Emerald wore & made the Signal for us to Lead the Convoy, fired 2 guns & made the Signal for the Convoy to come under our Stern, Emerald Spoke the Endymion's prize, who Informed us She Come from Cape Francoise, and left the Magicienne and Endymion in Chace of a French 10 gun Frigate; 2 arm'd Ships and her convoy , Repeated it Saw a Sail in the NE – Cloudy with rain at times Departed this life Patrick Connel Marine
 4:00 AM Ditto Weather
 6:00 AM Saw a Sail to the NW, standing towards the fleet Shortn'd Sail for her & Bro too, spoke the Sail Found her to be Endymion, who inform'd she left the Magicienne Dismasted by an action with the above French frigate, Emerald made the Signal for all masters of Merchantmen and several other Signals, Received 14 French prisoners from the Endymion – 42 Sail of the Convoy in Company
 12:00 PM Latt Observed 26..24 N

A Journal of the Proceedings of His Majesty's Ship Magicienne, Captain Thomas Graves, From the 7th September 1782 to 26th August 1783 (ADM 51-567)

| Week Days | No Days | Winds | Course | Dist | Latitude | Longitude | Bearing | Remarks |
|-----------|---------|----------------------------|--------|------|----------|-----------|---------------------------------------|--|
| Saturday | 14 | | | | | | At Single Anchor off Charlestown Barr | Moderate Breezes and Clear pleasant Weather throughout day AM hove in 1/3 Cable on the B' Bower Ditto at 11 Veered to ½ a Cable Loosed Sails and Mended them People Employed Occasionally |
| Sunday | 15 | | | | | | At Single Anchor off Charlestown Barr | First part Moderate Breezes and Clear Middle Fresh Breezes and Clear Later Ditto Winds & hazy Weather at 9 AM Struck TG Masts ½ past 10 Weighed and Came to Sail Left Riding HM Ships Assurance Emerald Adamant Endymion at Noon they Bearing NNW ½ 7 miles |
| Monday | 16 | E SSE NW | S 28 E | 66 | 31.47 | 0.37 E | Charlestown N22W 2 Leagues | First part Fresh Gales and thick Hazy Weather: Middle and Latter Strong Gales & Hazy PM at 4 PM Carried away the Starboard Bumpkin which was lost over board at 5 Shortening Sail and hwer too to the Southward at 7 made Sail at 7 AM Saw a Sail in Windward, gave Chace at noon Still in Chace |
| Tuesday | 17 | NWBW NBE NEBN | N 80 W | 35 | 31.53 | 0°40 | Ditto N 3 W 18 Leagues | First and Middle Parts Fresh Breezes and Clear Latter fresh Gales & Squally Weather at 6 PM Lost Sight of the Chace Tacked Ship Occasionally AM Tacked * Veered Ship Occasionally at Noon Saw the Land NWBN |
| Wednesday | 18 | NBE NEBS NE | N 30 W | 6 | 32.47 | 0.03 W | Charlestown Barr 20 Leagues | First and Middle parts Fresh Breezes and Cloudy Weather: Later Moderate Brezes & Clear Weather Veered and Tacked Ship Occasionally Working to Windward at 11 AM Saw a Sail to Windward Ditto Gave Chace |
| Thursday | 19 | NNE NNW West NWBW | S 8 E | 7 | 31.56 | 0.01 E | Ditto N E 18 Leagues | First Part Fresh Breezes and Hazy Weather: Middle Light Airs inclining to Later fresh Breezes and Clear PM a Schooner in Sight at 5 Lost sight of the Schooner to AM saw a fleet Standing to the Southward Ditto Tacked Occasionally to get Windward to the Fleet ½ past 7 fired a gun and hoist our colours at 8 Spoke a ship of the Convoy from Charlestown who Informed us the Jamaica convoy was in Company at 10 Shortened Sail Ditto Spoke the Bellisarius Ditto carried aboard from the Bellisarius our yawl with the Officer and People |
| Friday | 20 | | S 66 W | 42 | 31.37 | 0°45 W | St. Johns 36 Leagues | Moderate wind Clear Weather throughout PM Opened a Puncheon of Beef No2 Contents 46 Double Pieces Short 18 single pieces at Midnight the Body of the Convoy SWBW 2 Miles |
| Saturday | 21 | | S 84 W | 7 | 31.36 | 0.10 W | Ditto S 39 W 34 Leagues | First part Light Airs & Variable Middle Fresh Breezes and Cloudy Latter Breezes with Rain at 1PM the Emerald made our Signal in Chace in the E I made Sail and gave chace ½ past 2 the Emerald made our Signal to Leave off Chace Ditto Shortened Sail at 7 AM took the Polly Schooner in tow they having lost her Rudder Ditto the Emerald made the Signal for the Convoy to Tack at 7 Saw the Land Bearing from NW to WBES at 8 the Emerald made their Signal for the Sternmost and Leeward most Ships of the Convoy to Tack ½ past the Emerald made their Signal for the Convoy to come under her Stern |

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| Sunday | 22 | | S 40 W | 8 | 31.30 | 0.52 | | First part Fresh Breezes and Thick Rainy Weather: Middle Light Airs Inclining to a Calm Latter Light Breezes and Cloudy Weather PM the Emerald made the Signal for the Convoy to come under her Stern ½ past 12 AM the Emerald made the Signal for the Convoy to Tack at 5 the Center of the Convoy SW at Noon the Polly Schooner Still in Tow |
| Monday | 23 | " | " | " | " | " | " | First part Light Airs and Hazy Middle and Latter Fresh Breezes and Cloudy Weather PM out all reefs and Dried Sails at 5 Shortened Sail at 5 AM Saw a Sail in the SE at 11 the Emerald hailed us and desired us to Chase in the SE Cast off the tow and made Sail at Noon St. Johns WBS ½ S 3 or 6 Leagues Ditto brought too the Chase she proved to be a Prize to HM Ship Jupiter & Lively Brig Opened a Cast of Beef No 31 Contents 8 Pieces 5 pieces Short |
| Tuesday | 24 | S | S 72 E | 107 | 29. 42 | 1. 57 E | St. Johns (illegible) Leagues | First part Light Breezes and Cloudy Middle and Latter fresh Breezes & Clear PM ½ past 2 Wore Ship to the Northward and Sailed AM ½ past 10 the Emerald made the Signal to form the Order of Sailing Exorcised Great Guns |
| Wednesday | 25 | NNE ENE East | S 47 E | 69 | 28.55 | 00.58 E | St. Johns 36 Leagues | Fresh Breezes and Cloudy Weather throughout AM at 3 the Emerald made the Signal for the Convoy to Get into their Stations at 5 AM the Emerald made the Signal for the Convoy to Close at 8 the Emerald made the Signal for the Convoy to get on their Station Ditto Worde Ship to get in to our Station |
| Thursday | 26 | ESE SEBE SSE | N 46 E | 46 | 29.27 | 00.37 E | Ditto N 75 W 62 Leagues | First Part Fresh Breezes and Cloudy Middle and Latter Fresh Gales and Cloudy Weather PM Exercised great guns and Small Arms with Powder at 4 the Emerald made the Signal for the Convoy to Veer Ditto Wore Ship at 7 AM the Emerald made the Signal for the Sternmost Ships of the Convoy to make more Sail Employed filling Salt Water |
| Friday | 27 | SBE SSW NNW | S 70 E | 69 | 29"06 | 00"58 E | Ditto N 74 88 Leagues | First part fresh gales & cloudy Weather with Flying Showers of Rain Middle and Latter Fresh Gales and Cloudy Weather PM Made and Shortened Sail Occasionally AM ½ past 5 was Taken aback with the Wind at NNW at 8 the Emerald made the Signal for the Sternmost Ships of the Convoy to Make More Sail at 11 Loosed the Small Sails to Dry |
| Saturday | 28 | NE | S 34 E | 68 | 28"8 | 0"43 E | Ditto N 66 West 104 Leagues | Light Breezes and Cloudy Weather Throughout PM made and Shortened Sail Occasionally AM at 6 the Emerald EBS ½ S half a Mile at 11 the Narcissus made the Signal for Parting Company the Emerald made the Sig for the Jamaica Convoy to come Under her Stern |
| Sunday | 29 | NEBE ENE EBN | S 28 6 | 62 | 27:14 | 0"33 E | The (illegible) S 36 E 134 Leagues | Fresh Breezes and Cloudy Weather through at 3 PM the Emerald made our signal to take a Disabled Ship in tow ½ past 4 Spoke the Reprieve Snow who informed us She was to Leaky to be towed at 7 AM Unbent the Small Bower at 8 the Emerald made the Signal for the Convoy to come under her stern |
| Monday | 30 | EBN ESE SE | N 26 E | 32 | 27"40 | 0.45 E | Ditto S 33 E 140 Leagues | First Part fresh Breezes and Cloudy Middle & Latter Squally with Rain at 6 PM Fired 9 twelve pounders & made the Signal for the Convoy to come under our Stern ½ past 5 fired 1 twelve pounder to |

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| | | | | | | | | Repeat the Signal for the Convoy to tack AM at 3 the Emerald made the Signal for the headmost Ships to Shorten Sail Ditto Repeated the Signal a Schooner to leeward made the signal of Distress wore and run down to her She informed us She had Sprung her Main Mast at 11 the Emerald made her Signal to take her in tow |
| Tuesday | 31 | SSE SBE SBW | S 82 E | 71 | 27 30 N | 1° 11 E | Ditto S 25 E 127 Leagues | First Middle parts Moderate breezes and Cloudy latter fresh Breezes and Cloudy Weather ½ past Merchantman took the Schooner in tow Ditto made Sail at 4 the Emerald made the Signal for the Convoy to come under her Stern with 2 Guns Ditto Repeated the Signal Broached a puncheon of Beef No 5415 Contents 156 pieces Short 15 pieces AM at 6 the Emerald Made the Signal for the Ships a head to come into their Stations Repeated it ½ past 7 the Emerald made the Signal for the Convoy to come under her Stern |
| January 1783 Wednesday | 1 | SSW SWBS Variable SBW | | | | | | First part Fresh breezes and Cloudy Middle and Latter Light Airs and Cloudy Weather Inclined to Calm at 2 PM the Emerald made the Signal for the Sternmost Ships to make more Sail Ditto Repeated Ditto ½ past 3 we hailed the Schooner who informed us their mainmast was secured & parted the tow at 6 AM the Emerald made the Signal for the Sternmost Ships to make more Sail and the head most to Shorten Sail hoisted out or longboat sent her on board the Christina Victualler for Provisions Received from on board the Same Ship 6 barrels of beef and 18 Firkins Butter |
| Thursday | 2 | | | | | | | First part Light Breezes with Rain Middle fresh Breezes and Cloudy Latter Moderate breezes and Clear Weather at 9 PM Observed one of the Convoy astern firing muskets, Wore Ship and Stood toward her at ½ past 9 jailed her She informed us that the Captain had been Accidentally lost overboard that then was no person to Navigate the Ship on board, hauled our wind and to ward the Emerald at day break saw 2 strange Sail in the NE at ½ past 6 the Endymion made the Signal for a fleet and hoisted French Colors to note they were of that Nation at 9 O'clock the Endymion brought one of the Chase to a Ship under French Colors so on after we came up abreast the Prise and hoisted out our barge to Assist Removing the Prisoners ½ past 9 the Endymion made our Signal to chase NE hoisted in the Barge made Sail the French fleet making all the sal they could form us accept five which hauled their wind towards us as we approached we perceived the two headmost to be Men of War the largest with Commodores Pendant, at her Main topgallant masthead Took on our Royals and Studding sails to let the Endymion come up with us who was then astern 4 or 5 miles Discovered three of the Leeward most ships bore up and follow the Convoy wore and Stood to wards the two French Ships that were Standing towards us with their Colors Flying and every appearance of giving us immediate Action the Endymion made the Signal to go ahead in line of Battle the headmost |

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| | | | | | | | | <p>first as we approached within random shot the Enemy's Ship , wore and made all the Sail they could from us firing at the same time theirs Stern Chasers which they continued to do fell we brought them to come active set Studdingsails Royals &c and gave chase firing guns as they bore and the Enemy who kept close to gather the small swell on the larboard quarter of her Commodore the Endymion Spoken 4 or 5 miles missing every effort to come up with us which was having fast in the Chace at 20 minutes past 2 got up close abreast of the Sternmost ship which after a few discharges of our cannon and Small Arms her Ensign being down and her fire staying silenced we hailed her to know if she had Struck her Command was still flying but could receive no distinct answer from the Confusion they ere in taking in their Sails the Ship being in She wore their sales flying about in great disorder immediately we got on the larboard Quarter of the Largest Ship and brought her to close Action where we continued an hour and three quarters with our studdingsail booms locked and our sides frequently touching our men heaving grape shot and often making use of their half pikes and Rammers to annoy the Enemy from loading their guns during the Action the Small Vessel taking the Advantage of our situation made Sail hoisted her Colors and fired at us as they made off ½ past 2 when the Enemy's fire was nearly silenced & every appearance of immediate conquest our Mizzen mast and Main topmast came down and unfortunately fell clear of the Enemy</p> |
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**Journal of the Proceedings of His Majesties Ship Magicienne between 7 Sept 1782
and 2 January 1783 (ADM 52-1854)**

| Week Days | No Days | Winds | Course | Dist | Latitude | Longitude | Bearing | Remarks |
|---------------------------|------------------|--------------------------|---------|------|----------|-----------|--|--|
| December 1782 Saturday | 14 | | | | | | At Single Anchor Off Charlestown Bar | Moderate Breezes and Clear Weather at 7 AM hove in the Best Bower Cable to 1/3 Employed mending the Sails etc. |
| Sunday | 15 | | | | | | At Single Anchor Off Charlestown Bar | Moderate Breezes and Clear weather inclining to calm at 1 it coming to blow hard struck TG Masts at 2 at 10 Weighed and came to sail Charlestown Barr Bearing WBN2N dist 3 Leagues |
| Monday | 16 | | S 207 E | 66 | 31..47 N | 79.13 W | Charlestown Barr N 2 07W Dist 24 Leagues | Fresh Gales and heavy Weather Stored the Best bower ½ past 4 Veered ship to the North, at 7 see a sail to Windward gave chase Sailed from 15 to 18 fathoms water |
| Tuesday | 17 | | N 80 W | 35 | 31.53 N | 79..53 W | Ditto N 3 N distance 18 Leagues | Fresh Gales and hazy Weather swayd up the Top Gall masts lost sight of the Chace ½ past 6 AM wore ship to the NW saw the Land bearing NWBN |
| Wednesday | 18 | | S 30 W | 6 | 31..48 N | 79..57 W | N 7 E dist. 20 Leagues | Fresh Breezes and Cloudy Weather wore Ship to the North at 10 Tacked Ship to the East sous avail to windward made Sail and Gave chase |
| Thursday | 19 | | S 8 E | 7 | 31.55 N | 79.56 W | Charlestown barr N 6 E dist. 101 Leagues | Fresh Breezes and Cloudy Weather lost Sight of the Chace at 3 AM saw a fleet to Windward Standing to the Southwest Tacked Ship fired a gin and hoisted our Colours Spoke A Sjop one of the Convoy from Charles Town who Informed us the Jamaica Convoy was in Company |
| Friday | 20 | | S 66 E | 42 | 31..37 N | 00.42 W | St. Johns S 42 W dist 36 Leagues | Moderate and Clear Weather the Body of the Convoy NNBW 2 miles Sound 17 fathoms water the Center of the Convoy SBE 2 miles |
| Saturday | 21 | | | | | | | Light airs and Variable the Emerald made our Signal to chace to the SE made Sail and fired a gun Chace at ½ past 12 the Emerald made the Signal to leave of Chace Took a Schooner in Tow |
| Sunday | 22 | N | | | | | | Fresh Breezes and hazy Weather the Schooner in Tow the Emerald made the Signal for the Convoy to come under her Stern at ½ past 12 AM the Emerald made the Signal to tack the Center of the Convoy SW |
| Monday | 23 | NW NNW NW | | | | | St. Johns River WBS 5 or 6 Leagues | Light airs and Hazy Weather saw A Sail in the SE & saw Land bearing from WBS to NW the Emerald hailed us and Desired us to chace to the SE & made Sail and gave Chace She brought the Chace to she proved to be A prize to his Majesty's Ship Jupiter and Lively Sloop |
| Tuesday | 24 th | NNW | S 73 E | 105 | 29:47 | 80:20 W | St Johns N 73 W Distance 35 Leagues | Light Breezes and Cloudy Weather ½ past 2 wore Ship to the NE and lay too ½ past 10 the Sternmost made the Signal to form the Order of Sailing Exercised great guns etc |
| Wednesday | 25 th | NNE ENE East | S 41 E | 71 | 28:55 | 79:29 | Ditto N 60 West Distance 55 Leagues | Fresh Breezes and Cloudy Weather the Emerald made the Signal for the Convoy to get into their Stations at 8 wore Ship and lay too at 9 made Sail |
| Thursday | 26 th | East Variable SEBS | N 49 E | 46 | 29:25 | 78:50 | Ditto N 74 W 61 Leagues | Ditto Weather Exercised great guns and Small Arms with powder at 4 the Emerald made the Signal for the Convoy to Veer Ditto Veered Ship Employed filling Saltwater |
| Friday | 27 th | SBE | S 73 E | 65 | 29:06 | 77:37 | Ditto N 73 | Fresh gales and Cloudy Weather with |

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| | | SSW North | | | | | W 79 Leagues | Rain Employed filling salt water in the hold the Emerald made the Signal for the Sternmost Ships of the Convoy to make more sail |
| Saturday | 28 th | NE ESE NE | S 31 E | 68 | 28:08 | 76:58 | Ditto N 64 W 97 Leagues | Light Breezes and Cloudy Weather Employed filling Salt water in the forehold the Narcissus made the Signal for Parting Convoy- - the Emerald made the Signal for the Jamaica Convoy to come under his Stern |
| Sunday | 29 th | NEBE ENE EBN | S 32 E | 63 | 27:14 | 76:20 | Ditto N 59 W 117 Leagues | Fresh Breezy & Cloudy Weather PM at 3 the Emerald made our Signal to take the disabled Ship in tow. ½ past 4 PM Spoke the Reprieve Snow who informs us she was to Leaky to tow. Wore Ship to the SE the Emerald SE ½ E 1 mile Hauled up the Courses & spoke the Emerald. St Lucia Convoy Bearing NNW 3 or 4 Leagues at 8 AM the Emerald made the Signal for the Convoy to Come under his Stern |
| Monday | 30 th | EBN ESE SE | N 39 E | 38 | 27:43 | 75:53 | Cape Franciois S 24 E Distance 170 Leagues | Fresh Breezes & cloudy Weather AM Fired two twelve pounders Made the Signal for the Convoy to come under our Stern. At ½ past 5 fired a Twelve pounder to repeat the Signal for the Convoy to tack, AM the Emerald made the Signal for the Head most Ships to shorten sail & fall in their Station a Schooner to Leeward made the Signal in Distress wore Ship run down together She informed us She had sprung her Main Mast. Emerald made our Signal to take her in tow. |
| Tuesday | 31 | SSE SBW | S 81 E | 72 | 27:33 N | 74:37 | Ditto S 11 E Dist 158 Leagues | Moderate. Breezy. Cloudy. At ½ past 12 took the Schooner in tow Emerald made the Signal for the Convoy to come under his stern at ½ past 7 the Emerald made the Signal for the Convoy to come under his Stern Ditto repeat |
| January 1783 Wednesday | 1 | SSW Variable South | S 68 E | 43 | 26:56 | 73:53 | Ditto S 12 E 150 Leagues | Fresh Breezes. Cloudy. Schooner Still in tow. At ½ past 5 PM hail the Schooner we had in tow. Who informed us her Main Mast was secured – Cast her off. AM Emerald made the Signal for the Sternmost Ships to Make more Sail – at ½ past 9 hoist out the Long boat sent her on Board the Christiana Victualler for Provisions |

Captain's Log of HMS *Narcissus*, 15 May 1781 to 27 March 1784. (ADM 52-2420)

| Week Days | No Days | Winds | Course | Dist | Latitude | Longitude | Bearing | Remarks |
|---------------------------|---------|-------------------|--------|------|----------|-----------|--|---|
| December 1782 Saturday | 14 | | | | | | At Single Anchor In Rebellion Road | Ditto Weather. PM employed Occasionally AM unmoored Ship & hove Hove too half Cable on the Small bower Anchored There, At AM Sloop Hornet |
| Sunday | 15 | NE to EBN | | | | | At Single Anchor In Rebellion Road | First and Middle parts Ditto Weather. Fresh breezes & Rainey Weather, PM got up Top Gallant Yards PM (illegible) |
| Monday | 16 | EBN to WBN | | | | | At Single Anchor In Rebellion Road | First part Moderate breezes & Cloudy. Middle & Latter strong breezes & Ditto Weather. PM got down T Gallant Yards & Struck T Gallant masts past 7 Departed this Life Thomas Knowle, Master at Arms. AM at 5 the Hornet dragged thwart our Hawse & carried away the jibb-boom & some of the rigging aboard Ditto Departed the life George Hurst Seaman. At 9 Cleared the Hornets Cable of ours, Made the Signal & gun for a Pilot at 11 Cane on board ditto Got out a new Jibb-boom Swayd the top Gallant Masts up. |
| Tuesday | 17 | NW EBN NNE | | | | | At Single Anchor In Rebellion Road | First part Fresh Breezes & Cloudy, Middle & latter Strong breezes & Ditto Weather. PM bent the Jibb. At 2 weighed and got under Sail under Single reef top Sails, at 4 made the Signal & gun for the Pilot, Ditto came on board. ½ past Came over the Bar ½ past 5 anchored off the Bar with the Small bower in 7 fathoms, Veered half cable. Coffins Land Weather. Folley Island WNW ½ W the Church NW distance from shore 7 or 8 miles, found riding here His Majesty's Ships Adamant Endymion Assurance Emerald, Bellisarius & Hound Sloop. Came over the bar a number of the Convoy. Made the Signal & gun for all masters of merchantmen bound for St. Lucia Committed the bodies of the deceased to the deep AM veered to the Cable Service Employed occasionally |
| Wednesday | 18 | NEBN | | | | | At Single Anchor In Rebellion Road | Moderate Breezes and fair Weather PM employ'd occasionally Came on board, for their instructions, several Masters of merchant men, AM ½ past 10 made the Signal & Gun for Sailing stow'd the Best Bower Anchor at Noon Weighed & got under Sail with double reef top sails, made the Signal & 2 guns for the Convoy to come under my stern, unbent the Best bower Cable. Most of the Southern Convoy under Sail |
| Thursday | 19 | NE WSW WNW WBN NW | S 7 W | 47 | 31.57 N | 79.57 W | Folly Island S 85 dist 35 Leagues Tybee Island S 85 W 13 Leagues | Light breezes and Clear Weather, PM brought the main Top Sails to the mast Ditto Sounded 7 fathoms at 3 got up T Gallant yards at 4 got under sail all the Jamaica, St. Lucia & East Florida Convoys, Saw the Church NW, Coffin Land WBN dist 3 Leagues at 5 sent 2 men on board the Peacock to assist in navigating her to St. Lucia, at ½ past 5 Folly Island NE distance 3 or 4 Leagues. Extremes of the land to the Leeward, SWBW. In Company His Majesty's Ships Emerald, Endymion, Bellisarius & Hornet, The Convoy's consisting of 112 Sail. AM at soundings with 14 fathoms, Joined the Convoy His Majesty's Ship Magicienne at 8 brought the main Top Sail to the Mast, at 9 more up Sat Top Gallant Sails to take |

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| | | | | | | | | the Sternmost ship in tow. At 10 shortened sail took the Peacock in tow. Ditto made all Sail (illegible) At noon a galley a stern made Signal of distress, repeated Ditto and Made the signal to close, in Company the Emerald, Magicienne, Endymion, Bellisarius, & Hornet. Convoy as before. |
| Friday | 20 | Variable | S 65 W | 34 | 31:43 N | 80:33 W | (illegible) | Ditto Weather, PM ½ past noon the Commodore made the Magicienne & Bellisarius to take the Galley in tow, At 4 Sounded 17 fathoms the Convoy (illegible) Handed T G Sails & took one reef in the T Sails at 7 Cast off Peacock. AM sounded 16 fathoms at 11 in Company 45 Sail of the Mass of West Convoy 112 Sail a Strange Sail in sight to the SE. The Commodore mad the Endymion & Magicienne Signal to chace SW at noon Sounded 12 ½ fathoms |
| Saturday | 21 | SBW to SSW | S 29 W | 26 | 31:71 | 80:49 | (illegible) | Fresh breezes & Cloudy Weather with Rain in the latter part. PM at 3 shortened Sails & handed Top Gallant Sails, at 5 Double reefed Top Sails, the Endymion out of sight at 9 repeated Signal & gun to Tack Ditto Tacked Ship, at 7 saw the land W take to be the Isle of Talbot WBN 3 or 4 Leagues. At 8 Emerald made Signal to Tack Ditto Repeated & Gun Set Main Sail ½ past 9 Repeated Signal for the Convoy to come under his stern & gun. At 10 Repeated Ditto & 2 guns ½ past 10 handed main Sail took down Top Gallant Yard Ditto Mizzen Top sail & out all Reefs Fore top Sail, In Company as Yesterday. Sounded Occasionally. |
| Sunday | 22 | Variable | S 43 E | 4 | 31:10 N | 80:47 W | St. Augustine S 20 W Distance 29 Leagues St. Johns S 43 W 20 Leagues | Fresh Breezes and thick Rainey Weather the first part, Middle & latter Light breezes and Rainy, Inclinal to Calm. PM repeated the Signal & Gun to Tack at 3 Wore Ship, Opened a Cask of beef marked T H No 2667 Containing 90 pieces short 6 pieces. Ditto Sounded with 12 fathoms at 4 in Company 5 Sail of Men of War & 112 Sail of the Convoy. Repeated the Signal for the Sternmost Ships to make more Sail. At 12 made the Signal to Tack. AM ½ past Ditto Tacked Ship, Ditto Sounded with 9 guns and lay too. At 1 furled the Main Top Sails, at 5 set for Sail, out 3 reefs of for top Sail & 2 of the Mizzen Ditto at 9 out 2 nd reef of Main & Fore top, Sails Ditto Repeated the Signal for the Stern most ships to make more Sail. ½ past Repeated Ditto & gun, at noon Sounded with 13 fathoms. Same Company as before. |
| Tuesday | 23 | NWBW NNW NW | | | | | N End of Amelia Island N 05 W 3 or 4 miles Talbot Island WBS Distance 4 or 5 Leagues | Slight breezes & Hazy Weather with some Rain. PM ½ past noon fired two Swivels shotted at a Brig to make more Sail & join the fleet. At 3 got up Top gallant Yards, at 4 Sounded with 11 fathoms AM at 2 fresh breezes & Cloudy Weather Handed the Mizzen top Sail, In 2 reefs of fore & main top Sails. At 4 Sounded with 9 fathoms at 5 close reefed fore top Sail at 7 saw a Strange Sail in the SE, Ditto saw the land bearing W distance 5 or 6 Leagues. At 8 Squally Weather, in topmast Weather Rain at 10 St. Mary bore WNW dist 3 Leagues. At ½ past Ditto fell'd Main Top Sail at 11 the Emerald made the Magicienne Signal to chace to the Eastward made Signal fired 2 guns for the Sternmost Ships to make more Sail. Ditto more moderate Weather at Noon Sounded with 10 fathoms Ditto in Company as Yesterday |

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| Wednesday | 24 | NBE N NNE | S 67 E | 101 | 29.57 | 79.49 | St. Johns N 67 W Abacco S 48 E | First part Moderate breezes and Cloudy Weather Middle & latter Fresh breezes & Ditto Weather with Squalls. PM at 1 the Emerald made the Signal for the East Florida Convoy to part Company & made the Jamaica Convoy Signal also we mad the St. Lucia Signal out all reefs & sett top Gallant Sails at 4 the Extremes of the Land from the SW to WBN. St, Johns WBS distance 5 or 6 Leagues. Handed top Gallant Sails, at 5 in 1 st reefs of Main & mizzen top sails, double reefed the fore Ditto Repeated Signal & fired 2 guns for the Convoy to go under his stern ½ past fired a gun shotted at a Brig to Windward to obey the Signal Ditto in Company His Majesty's Ships Emerald, Endymion, Magicienne & Hornet, Convoy consisting of 61 Sail AM at ½ past 7 Repeated the Signal for the Headmost Ships to shorten Sail, at 8 repeated the Signal for the Sternmost ships to make more Sail. At 10 Got in the Spare Anchor and unstocked Ditto. At 11 stow'd Ditto at noon in Company as before |
| Thursday | 25 | NE NEBE East | S 29 E | 64 | 20:50 | 79:130 W | St. Johns N 5 Distance 5 Leagues Abaco (illegible) | Fresh breezes and Cloudy Weather. PM at ½ past 1 repeated Signal & gun for the Headmost Ship to shorten Sail & fall in their station, Unstocked the sheet anchor & stowed Ditto. Handed Main Sail, in 2 reef of Main Top Sail at 6 in Company forty four, 2 frigates & a Sloop of War. Convoy Consisting of 61 Sail (illegible) Mizzen top Sail AM at 7 repeated the Signal for the Convoy to Close & Ditto for the Headmost ship to fall into the stations. Ditto Variation (illegible) ½ past 11 repeated Signal for the Convoy to get under the Commodore's Stern ½ past Ditto fired 2 Guns shotted at the Vessels to windward to close the log. At noon in Company as before |
| Friday | 26 | Variable | N 31 E | 44 | 29:35 N | 48:47 W | St. Johns N 69 Distance 5 Leagues (illegible) | Fresh Gales & Cloudy Weather, PM ½ past noon Repeated the Signal & fired two guns for all the Convoy to come under his stern. Ditto brought Main Top Sail to the mast ½ past 1 Repeated Signal & gun to Wear Ditto wore Ship & made Sail Handed Mizzen Top Sail at 6 got down top Gallant Yards. Close reef'd fore Top Sail AM Ditto Main Top Sail at 6 repeated Signal for the Headmost Vessels to make more sail 1/2 past 8 Repeated Signal for the Convoy to close at 9 fired 2 Guns shotted ad before Ditto Convoy but too. ½ past 10 made Sail at non Repeated Signal for Convoy to go under her Stern in Company 4 Sail Men of War & Convoy 61 Sail |
| Friday | 27 | SE S SBW WNW NE | S 70 E | 67 | 29:11 N | 77.35 W | St. Johns N 60 W Distance 70 Leagues W End of Bermuda N 79 E Dist 222 Leagues | Fresh Breezes and Cloudy Weather PM at 4 in Company 4 Sail of men of War & 61 Sail of Convoy. Repeated the Signal & Guns for the Convoy to go under her Stern notwithstanding the Signal being Flying on board all men of war, Number of Convoy took to windward & ahead did not obey the Signal ½ past 8 fired one Gun shotted at a Schooner to our windward In order to obey the Signal. AM the Emerald's lights bore NEBN at 7 repeated the Signal for the Headmost Ships to Shorten Sail & fall in their stations. At 8 Repeated Ditto for the Convoy to go under the Commodore's stern. In Company with 3 Sail of men of War & 50 Sail of the Convoy. At 10 fired a Gun shotted at some of the Convoy to obey the Signal. At noon in Company with 4 Sail men of war & 58 Sail of Convoy. |

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| Saturday | 28 | NEBN NE | S 35 E | 68 | 28:14 N | 77:02 W | St. Johns N 60 W Distance 92 Leagues Bermudas N 74 E Dist 214 Leagues | Ditto Weather. PM out all reefs & got up Top Gallant Yards & sett Top gallant Sails at 4 in Company with 5 sail men of War & 59 Sail of Convoy. Handed Top Gallant Sails, double reefed fore & Mizzen top Sails & one reef in Main Ditto. Repeated Signal for the Convoy to go under his Stern. AM ½ past 11 Spoke the Emerald, Ditto made the St. Lucia Signal & made Signal fired 2 Guns for our Convoy to Come under the stern. In Company as above. At noon brought Main Top Sail to the Mast |
| Sunday | 29 | NEBE EBE EBN East | S 51 E | 34 | 27:54 N | 76:32 W | St. Johns N 59 W Dist 103 Leagues Bermudas N 71 W Distance 200 Leagues | Fresh breezes & fair weather. PM parted Company with the Jamaica Convoy, The Convoy consisting of 6 ships, 6 Brigs, 4 Schooners & 4 Sloops. At 5 in 2 reef Main Top Sail Ditto the Jamaica Convoy in sight. Handed Mizzen top Sail. AM 15 Sail of the Convoy in Sight. At ½ past 5 made Signal and fired 2 Guns for the Convoy to come under the Stern. Fired 1 gun shotted at a Schooner to windward to obey the Signal. At 8 made Signal & Gun to tack Ditto Tacked Ship, at 11 Punished Robert Darcy, Marine with one dozen lashes for disposing of his Clothes & not keeping himself Clean. At noon in Company as before. Opened a puncheon of Pork TH No 22 PS contents 152 pieces. |
| Monday | 30 | East EBS ESE SE SEBS | N 4 E | 66 | 29:03 N | 76:27 W | St. Johns N 71 W Distance 116 Leagues Bermudas N Distance 159 Leagues | First and Middle parts fresh Gales & Cloudy Weather latter Squally with Rain PM ½ past noon made Signal & fired a Gun for the Convoy to Continue their Course at 1 wore Ship & went to the Assistance of a Brig astern having sprung both her masts past 2 brought too, sent the Carpenters on board to Examine her lower Masts, found the masts Scoured. ½ past 3 took the Porpoise Brigantine in tow & made Sail for the Convoy, Set Main Sail, at 5 all the Convoy in Sight ½ past 5 got down Top Gallant Yards. At 6 Cast of the Brig in 2 reef in Main top Sail. AM 15 Sail of the Convoy in Sight at 3 In sight 13 Sail of Ditto. At 6 Close reef'd fore top Sail all the Convoy in sight at 9 close reef'd Main Top Sail ½ past Ditto found the Brig to drop to stern of the Convoy, made Signal & gun for the Convoy to continue their course although I did otherwise. At 10 wore Ship & Sett fore Sail & made Sail for the Brig. At 11 Made Signal & Gun for the Convoy to shorten Sail for the Brig. At 11 Made Signal & gun for the Convoy to Shorten Sail & we too. ½ past 11 Shortened Sail & brought to the Convoy in sight from the mast head. |
| Tuesday | 31 | SBE to SSW | N 65 E | 95 | 29:45 N | 14:46 W | St. Johns (illegible) Bermudas (illegible) | Strong breezes & Cloudy Weather PM ¼ past took the Porpoise Brig in tow & made sail after the Convoy, out 3 reefs Main Top Sail, Sett Main Sail and Mizzen Top Sail, at 2 the Brig Slipt the Towrope ½ past 2 made Signal for the Convoy to come under the stern & two Guns in Company 20 Sail Ditto & made Sail to the Mast ½ past made Signal and fired a Gun for the Sternmost Ships to make more Sail. At 9 Repeated the Signal & Gun ½ past Ditto Repeated & Gun at noon 17 Sail in Sight |
| January 1783 Wednesday | 1 | SSW to NNE | N 82 E | 64 | 29:51 N | 73:30 W | (illegible) | Fresh Breezes and Rainey Weather. PM in 3 Reefs, Main Top Sail (illegible) at 4 Sett Main Top Sail. AM nothing material at noon In Company 17 Sail |
| Thursday | 2 | Variable | S 33 E | 27 | 29:26 N | 73:17 W | Abaco S 60 W 83 | Moderate Breezes and thick Rainey Weather. PM ½ past 3 Saw A Strange Sail in |

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| | | | | | | | <p>Leagues Bermudas Distance 120 Leagues</p> | <p>SE. made Signal for the Convoy to come under the Stern. 17 Sail of Convoy in Sight at 6 Got up For Top Gallant Yards. AM at 6 daylight 8 Sail in sight fired one gun& gave signal at 7 discovered a Sloop & Brig Standing out the Convoy to the Nward ½ past 7 made Made Signal for the Convoy with 3 Guns hove too on the Larboard Tack. Ditto Wore Ship & made all Sal & give Chase to Ditto fired 2 guns shotted at a Sloop but did not bring her too. Sett Main Top Sail, Ditto Sett Studdingsails and made Sail after the Brig ½ past 9 being Hazy lost sight of the Convoy bearing SEBS. Between 10 and ¼ past 11 Fired 7 Guns shotted in order to bring her too out 1st reef of main Top Sail 1/3 past 11 found that we did not come up with the chace shortened Sail & left off chace. Ditto wore Ship & handed Top Gallant Sails. At noon in 1st reefs Main & Mizzen top Sail. Saw a Sail bearing SSW</p> |
| Friday | 3 | Ditto | S 63 E | 63 | 28:58 N | 72:12 W | <p>Abaco S 71 W 96 Leagues Bermudas N 70 W Distance 102 Leagues</p> | <p>Fresh Breezes & Cloudy Hazy Weather. PM ¼ past saw a Sail to the Leeward discovered her to be a ship & supposed her to be one of the Convoy, made the Signal to her which she did not answer. ½ past 2 made Admiral Digby's private signal to her which she did not answer. Ditto Wore, wore ship, Set top Gallant Sails & made Sail after Ditto. At 4 she hoisted Prussian Colors, discovered to be a large ship of 28 Guns upon the Deck ¼ past 4 wore Ship & left of chace, ¼ before 5 Tacked Ship, at 9 Handed Top Gallant Sails. ½ past 10 Set Main Top Gallant Sails, AM set Main Sail & handed Main Top Gallant Sail. ½ past 4 saw a light bearing NBE ½ past 5 shortened Sail, at 6 brought Main Top Sail to the Mast. At daylight discovered 3 Sail in NW which take to be part of the Convoy. At 7 saw a sail in SE & made Signal for them to come under the Stern Ditto Wore Ship. ½ past Spoke one of the Convoy Ditto wore Ship & made Sail & give chace to the Sail in SE made Signal for them to make more Sail Set top Gallant Sails, at ½ past 9 saw 2 sail to the ESE , at 11 saw 5 sail in the same Off. Ditto made Signal which was answered by the Ship to the SE. ½ past Ditto made Signal for the headmost ships to shorten Sail & Gun, at noon made the Signal to the Ships ahead Ditto 11 Sail in sight.</p> |

Appendix III: Permits and Permissions

Florida State Archaeological Research Permit



FLORIDA DEPARTMENT OF STATE
 Ken Detzner
 Secretary of State
 DIVISION OF HISTORICAL RESOURCES

ARCHAEOLOGICAL RESEARCH PERMIT

Permit No. 1314.060 Field Begin Date: 5/30/2014 Field End Date: 12/31/2014

PERMITTEE/AUTHORIZED ENTITY: Report/Artifact Due Date: 4/30/2016
 Lighthouse Archaeological Maritime Program Project: First Coast Maritime Archaeology Project
 2014-2015

c/o Chuck Meide
 81 Lighthouse Avenue
 St. Augustine, Florida 32080

This permit is issued under the authority of Chapters 267.031 (1) and 267.12, Florida Statutes (F.S.) and Rule 1A-32, Florida Administrative Code (F.A.C.), and is administered by the Florida Bureau of Archaeological Research (BAR), Florida Division of Historical Resources (DHR).

ACTIVITY DESCRIPTION:

SJ5459 excavations not to exceed 6 1x1m units (and 16, 17, and 33); Remote sensing North Breakers Survey Area or inland; Target testing including test pits; SJ3310 sampling and artifact reburial; SJ4877 Site plan; SJ5400 delineation/mapping; see also R.D.

LOCATION DESCRIPTION:

Offshore St. Augustine
 DEP, Sovereignty Submerged Lands

GENERAL CONDITIONS:

1. The Principal Investigator listed above or another qualified archaeologist designated by the applicant shall be responsible for all archaeological investigations, production of a final report, and be on site during all fieldwork.
2. A copy of this permit shall be provided to the land managing agency (when applicable) and field personnel shall carry a copy during fieldwork.
3. The permittee shall (initial each item as indicated):
 - a. prepare a final report that meets standards and guidelines required by Rule 1A-46, F.A.C., including the necessary Florida Master Site File forms; *CTM*
 - b. inform the BAR permit administrator that a report has been completed and submitted to the Division of Historical Resources; or submit a copy of the final report to the BAR permit administrator; *CTM*
 - c. provide proper curation and conservation of recovered artifacts and other recovered site materials until such time as those artifacts and other site materials are conveyed to the BAR for curation; *CTM*

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>
 Director's Office Archaeological Research Historic Preservation
 (850) 245-6300 • FAX: 245-6436 (850) 245-6444 • FAX: 245-6452 (850) 245-6333 • FAX: 245-6437

Research Materials Permissions



LIGHTHOUSE ARCHAEOLOGICAL MARITIME PROGRAM

19 January 2015

Mr. Brian McNamara
Graduate Program in Maritime Archaeology
Flinders University
Adelaide, South Australia

Dear Mr. McNamara,

I am writing to grant you permission to use in your Master's thesis any images, drawings, and any other materials related to our archaeological and historical research on the historic shipwreck known as the "Storm Wreck." These items include but are not limited to archaeological site plans, artifact photographs and drawings, and radiographs or x-ray/CTscan images of artifacts. We only require appropriate citations giving us credit as the source of these materials. We are happy to support your research and graduate training, and appreciate all of the time and effort that you have given us in the field, laboratory, and archives over the last several years as we have investigated this shipwreck.

If you or your academic advisors have any further questions related to the use of the products of our research please do not hesitate to call me at 904-829-0745, or email me at cmeide@staugustinelighthouse.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chuck Meide', is written over a faint circular watermark of the LAMP logo.

Chuck Meide
Director, Lighthouse Archaeological Maritime Program (LAMP)
St. Augustine Lighthouse & Museum

LAMP

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