The Raleigh, 1776-1783

On March 21, 1776, with silence maintained in the yard, and "by the use of well-timed signals," workmen split the holding blocks and the thirty-two gun Continental Frigate Raleigh slid down the greased ways into the Piscataqua River, the first warship built and launched for the Continental Navy, and the product of the first American defense contracts.[1] All of Portsmouth-disgruntled Loyalists excepted- celebrated with good reason. Just sixty days had passed since the laying of her keel near Jacob Rindge's wharf in Portsmouth's north end. The intensity of labor and organization to complete the Raleigh to a launchable state testified to the ability of Piscataqua shipwrights and their crews. The Raleigh, now swinging at her anchors in the stream, represented the achievement of local Revolutionary spirit, and her construction and fitting out involved the entire maritime community and beyond. Not only was the Raleigh New Hampshire's manifest contribution to the cause of liberty, her building provided both cash and employment to a depressed economy, and suggested a means of future prosperity.

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

In the decade before 1775, increased British colonial restrictions threatened Portsmouth's well-established trade to the West Indies and Europe. According to one tax-abatement petition, local shipping declined from 12,000 tons annually to a mere 500 by 1774. Closure of the Port of Boston in that year prompted Piscataqua merchants to rearrange their affairs, withdrawing capital from ship building. Some merchants, like Portsmouth "Croesus" George Boyd, sought a safer haven and left for England. As a "barometer of trade activity" local ship construction forecast the approaching storm. Following the failure of Royal Government and the departure of Governor John Wentworth and family in the summer of 1775, Portsmouth prepared for defense. [2].

The entire population of the Isles of Shoals fishing community was evacuated to the mainland, straining the resources of an already hard-pressed seaport. Militia crews organized to fortify the islands at the entrance to Portsmouth Harbor, placing log booms across the river in strategic locations. Troops drilled with muskets while shipbuilding stocks were empty or abandoned. In this context of anxiety and expectation the Continental Congress at Philadelphia sent news of the warship contract.

Congress, aware of the need to keep sea lanes open to import war material, and under pressure from seaport interests to protect trade, resolved on December 13, 1775 to build thirteen warships. One of these, a thirty-two gun Frigate, was assigned to New Hampshire. Delegate Josiah Bartlett wrote to the New Hampshire Committee of Safety on December 16, informing them of the commission and promising "to forward an exact draught in a few days." After outlining the ship's proposed dimensions-

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

132' on the gun deck, 110' on the keel, 34'5½" beam, depth of hold 11', and tonnage, about 700- Bartlett's letter ended with a note that confirmed Portsmouth merchant and Marine Committee member John Langdon as general contractor, responsible for hiring qualified shipwrights and labor, acquiring materials and a suitable building site, and keeping exact accounts,"for which he will be richly rewarded."[3.] Langdon was a fortunate choice, both for the success of the Raleigh, and for later historians. His correspondence and detailed financial records, preserved in the Collections of the New Hampshire Historical Society and elsewhere, allow the researcher to make a close approximation of the business organization, the shipwrights and artisans involved, their wages and terms of employment, and the material costs and supply networks that produced the Raleigh.

Bartlett's promise of a draught in a few days proved to be wishful thinking. First Congress had to approve the design. Then copies had to be made for each ship. By the time the draught for the New Hampshire ship reached Newburyport to be forwarded to Portsmouth, Langdon had already written to Bartlett, "I have got no draught of the ship as yet, but we are going on with one of our own drawing...pray send me down every necessary from Congress, don't cramp my genius and the ship shall be launched soon."[4.] Armed with Bartlett's authorization and the specifications, Langdon had already hired men capable of designing as well as building a warship, subcontracted many of the components such as masts, rope-making, and ship's boats, arranged for the allied services of caulkers, painters, blacksmiths, and joiners, hired Jacob Rindge's wharf and adjacent building site, and was busy

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acquiring materials from local lumber dealers, merchants, and artisans. Construction of New Hampshire's warship was underway.

Previously Langdon bought Rising Castle Island- now Badger's Island- across from the ferry landing in Portsmouth. There he hired a caretaker, erected barracks for the workmen, and established a central depot for stockpiling material. Later Revolutionary warships Ranger and America were launched from Langdon's Island shipyard. There also he created a personal militia unit, ordering "everyone to attend muster at an appointed hour with a good fire arm. In case of failure they are to be dismist the yard."[5] More than one hundred men were enrolled by the middle of February. Undoubtedly the military discipline and organization contributed to the project's success.

Langdon hired three shipwrights. James Hackett and James Hill were shipyard owners in their respective towns of Exeter and Newmarket. Stephen Paul was a forth or fifth generation shipwright from Kittery. Together they were responsible for preparing the building site, the lofting process, that enlarged and transferred common reference points from the draught to full-size patterns, selection, cutting and delivery of the natural growth timbers for the structural members of the hull, all construction operations, launching, and overseeing the masting, rigging, and general completion of the ship.

The actual designer of the Raleigh is unknown. Comparison of the Congress-approved draught with the Raleigh as-built reveals that, although dimensions are close, hull shape and details are quite different. Also, Langdon's letter to Bartlett

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makes clear that the Raleigh was a local product. Some historians, including the late Howard I. Chapelle, attribute the design to either James Hackett, or his cousin William Hackett, who gained fame for his work on the later Massachusetts' warship, Essex. However, the builder's accounts for the Raleigh project do not mention William Hackett in any capacity. Furthermore, no designer's draught of the Raleigh has been found to compare to William's later work. The identity of the designer remains a mystery.

Hackett, Hill, and Paul worked from the first of February through the first of June, providing their own crews of journeymen, apprentices, and laborers. Langdon paid the shipwrights for "labour and sundry expenses" as well as crediting their accounts on a bi-weekly basis for work accomplished.[6.]

To oversee the building, Langdon hired his friend and political henchman, Captain Thomas Thompson, an expert mariner and builder who had emigrated from England in the early 1760s. Officially, Thompson was superintendant and inspector. He also kept accounts for the labor payroll and advised the shipwrights. Langdon's recommendations to the Marine Committee eventually secured Thompson the command of the Raleigh, and when the ship was completed, he was responsible for the recruitment and maintenance of the crew as well as normal captain's duties.

By March 21, the preliminary work of design, timber procurement, site preparation, and lofting was finished and construction began. Crews laid the massive oak keel on holding blocks and erected the stem, stern post and wing transom. Floor

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

beams were spaced and attached along the keel according to the draught. Construction of the ship's frames followed. Formed by pieces -futtocks- of curved natural growth timber hewed to the lofted patterns, the frames rose from the keel and were braced with longitudinal ribbands that ran along the ship sides. As the skeleton of the ship emerged, planking crews followed the framing gang, shaping and attaching each oak plank to every floor and frame with oak or locust dowels- trunnels, or treenails.

By the middle of April, Raleigh was a recognizable ship and Langdon hired additional workers. Caulkers payed the plank seams with a mixture of tar, pitch, and turpentine, then, using wooden mallets and iron wedges, pounded twisted strands of tarred fiber into the seams to make a waterproof expansion joint. The underwater surfaces were "graved", that is, painted with a boiled mixture of tallow, resin, brimstone, and fiber,like horsehair, to provide the eighteenth century equivalent of anti-fouling. Paint was an expensive commodity in colonial times, and on the Raleigh was probably reserved for the decorative details, such as the stern and quarter galleries and the figure head, a life size figure of Sir Walter Raleigh. Topsides of eighteenth century frigates were usually painted with a mixture of turpentine and oil that turned a dull yellow with time. From April through May, joiners, tinsmiths, glaziers, and masons joined the work force. The local butcher, William Langdon, delivered "five green hides for pump and steering leathers." By May 20, shipwrights had finished the launching ways and the cables and hawsers were aboard.

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John Langdon's description of the May 21 launching in The Freeman's Journal expresses an enthusiasm and pride that must have been shared by the maritime community.

> On Tuesday, the 21 inst, The Continental Frigate of 32 guns, built at this place under the direction of John Langdon,Esq. was launched amidst the acclamation of many thousand spectators. She is esteemed by all who are judges that have seen her to be one of the compleatest ships ever built in America. The unwearied diligence and care of the three Master builders, Messrs. Hackett, Hill, and Paul, together with Mr. Thompson under whose inspection she was built, and the good order and industry of the carpenters deserve particular notice; scarcely a single instance of a persons being in liquor, or any differences among the men in the yard during the time of her building, every man with pleasure exerting himself to the utmost, and altho the greatest care was taken that only the best of Timber was used, and the work perform'd in a masterly manner, the whole time from her raising to the day she launch'd did not exceed sixty working days, and what afforded a most pleasing View (which was manifest in the countenances of the spectators). This Noble Fabrick was compleatly to her anchors in the main channel, in less than six minutes from the time she run, without the least hurt; and what is truly remarkable, not a single person met with the least accident in launching tho near five hundred men were employed in and about her when run off.[8]

Much remained to be done. The masts were delivered and stepped by June 14. Riggers swarmed over the ship, splicing braces, rigging shrouds, and hanging yards. Blockmakers fashioned

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the approximately 600 blocks, parrells, and deadeyes needed for a ship the Raleigh's size. Sailmakers stitched and grommeted her square sails in a Church Hill sail loft. Shortly, Langdon reported the ship was painted, carved work finished,"masts and yards all completed, all in, all standing rigging overhead and rattles down." By the end of June he noted to Bartlett that he had dismissed most of the warkers, "except for two or three to finish cleats &c." "The top gallant masts are all on end," he wrote, "The Raleigh with her ports all hauled up makes a grand picture, as handsome a ship as can be built in the Kingdom (seasoning of wood excepted). Apparently, in their haste to build the ship, the builders used green wood for her timbers, ironically justifying a Royal Navy criticism of colonial-built vessels. By the first of September most of the Raleigh's details were complete, and Captain Thompson was attempting to recruit a crew, a difficult enough task with the competition from privateering ventures, made more difficult by the fact that the Raleigh lacked an essential detail of a warship. She had no cannon.

9.

If the successful completion of the Raleigh to launch in sixty days marked a high point in Langdon's administrative career, his greatest humiliation came in the following year. The first Continental frigate to be launched, the Raleigh was the last to sail, and did not leave Portsmouth until August,1777. The general problem was supply, and specifically, armament. Timber, lumber, spars, and even leather hides were readily available from local sources. However, Piscataqua shipbuilders were equally dependent on imported products and material. Iron, hemp for cordage,

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steel for tools, as well as manufactured products such as anchors, lantern, compasses, and hourglasses, were not obtainable in New Hampshire and had to be imported. The scarcity of sail cloth was a particularly frustrating example. Colonial sail cloth manufactures had begun in the 1720s, only to be destroyed by British monopolistic legislation in 1746, which resolved that "every ship built in Great Britain or in any plantation shall have upon her first setting to sea one complete set of sails manufactured in Great Britain."[10] Colonists either grumblingly complied with this law or maintained an illicit trade with Russia and Holland for the best quality cloth, before the Revolution threatened to end all trade. Congress recognised the problem and had commissioned Langdon in February to send one of his ships to import a cargo of sail cloth for the Continent. This mission was only partially successful. Later, hearing of a shipment of "Russia duck" that had reached Providence, Rhode Island, Langdon was able, using political leverage applied by Robert Morris and the Marine Committee, to secure 100 pieces for the Raleigh's sails.

Arming the Raleigh, however, proved to be Langdon's greatest supply challenge, as well as his ultimate frustration. The story of Langdon's failure to obtain the proper cannon includes elements of intra-colonial envy, political favoritism, over pricing, poor administration, and personal animosity. Colonial casting facilities for cannon were either rare or inferior to European facilities. Those few capable foundries were backlogged with orders and subject to political pressures and priorities that were often subserved by financial self interests. Langdon

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tried to obtain cannon from the Browne furnace in Providence, one of the few foundries that specialized in ship cannon. Nicholas Browne intended to reserve the weapons for the Rhode Island frigate, whose construction had lagged far behind that of the Raleigh. Langdon, in his enthusiastic impatience, attempted to force the arms from Browne by appealing to the Marine Committee. Browne responded by raising the price high enough to infuriate Langdon, who promptly accused Browne of deliberately obfuscating the Marine Committee's objectives. During the subsequent Congressional investigation, the Rhode Island ship was finished and her cannon installed, effectively ending the argument, Later, when Langdon discovered that Captain John Manly, by paying a Boston commission agent, had obtained cannon that had been promised to the Raleigh in Connecticut, he exploded," such damnable conduct is not to be born with.... had I thought of being slighted so much in the guns nothing should induced me to have built her under the heavens." "My blood now boils," he wrote to Congressional delegate William Whipple, "and so must yours at such conduct."[11.] Eventually, a Massachusetts foundry cast some guns for the Raleigh, and, although some "exploded upon proving",the ship was partially armed.

In Portsmouth, Captain Thompson had other problems. To recruit officers and men for an unarmed warship was trying. Once recruited, the attraction of immediate service in one of the Portsmouth privateers,with the prospect of personal profit, tempted many to desert, and throughout the winter and spring of 1776-1777 both the officer and crew list had many alterations. Thompson eventually wrote to the New Hampshire Committee of Safety with his complaints, "that every discouragement is

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taken in that state to prevent the manning of the Raleigh... the public good must be preferred to private interests... A Privateer launched, Rigged, and manned since the embargo was laid... My Friend John Langdon Esq. is concerned, to whom I acknowledge every tie of friendship. If I could prefer friendship to duty, I should be silent in this matter."[12.] Thompson's letter referred directly to Langdon's privateering interests. Several privateers were built by Langdon at his island yard, and he held shares in others. Langdon's response to Thompson's accusation has not been discovered.

Finally, with about two thirds of the required cannon, a band of Marines under the command of Lieutenant Jerry Osborne of Exeter, and a local crew, the Raleigh, in the company of 24 gun Alfred, Elisha Hinman, captain, cleared Portsmouth harbor on August 12, 1777, bound for Nantes, France. Sailing orders directed Thompson to complete the Raleigh's armament in France, and return to America with war supplies for the Continental Army, capturing enemy shipping and taking prizes en route if possible. On September 2, the Continental ships captured the Nancy, a small British vessel that had fallen behind her West Indies convoy. Thompson obtained the British code signals from her, then set her to the torch with her cargo of counterfeit Continental dollars. The next day Raleigh's lookout sighted the convoy of 60 sail, guarded by four men-of-war and two armed merchant vessels. At Latitude 40°33' N., and Longitude 50°17' W., they were approximately halfway to the Azores on a line from Perth Amboy, New Jersey. Thompson managed to work the faster and more

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handy Raleigh into the fleet, her gun ports covered, and her signals apparently British. Once alongside H.M.S. Druid, a sloop of 20 guns, Thompson broke out the Continental colors, ran out his guns, and poured thirteen broadsides into the unsuspecting Druid in twenty minutes. According to his report the Druid was reduced to floating wreckage. Alfred, being too tender to work to windward in the rising wind, was unable to support the Raleigh when the British men-of-war arrived, and the Raleigh was forced to flee.[13]

Raleigh and Alfred arrived safely in France, and while Raleigh's cannon were being fitted and the return cargoes loaded, Captains Thompson and Hinman enjoyed the pleasures of Paris. On February 9, the war material aboard, Raleigh and Alfred cleared L'Orient harbor for America. After stopping briefly in Senegal, they followed the trade winds to the West Indies. On March 9, off Barbados, Raleigh was far to leeward and ahead of Alfred when the latter was attacked by HMS Ariadne, 20 guns, and Ceres, 14 guns. According to Thompson's version of the event, Alfred struck her colors and surrendered before Raleigh could work up to windward to help. Thompson turned away and a chase was on for 19 hours. By heaving overboard all excess weight, the Raleigh outdistanced her pursuit. Ariadne's Captain Pringle later explained to his superiors "that even a copper bottom could not outsail a ship reduced by lightening to the quality of a skimming dish."[14] Upon Raleigh's return to America, Thompson was charged with cowardice in deserting Alfred, suspended from command, and eventually courtmartialed.

Captain John Barry took command of the Raleigh after

Courtesy of the Portsmouth Athenaeum, Portsmouth, NH

Boston on September 25, 1778, convoying two supply ships. Just six hours from port, enemy ships appeared on the horizon, and Barry sent the merchant vessels back to harbor. For the next forty-eight hours Raleigh played hide and seek with the British warships. On September 27 one of HM. ships managed to work close enough to shoot away Raleigh's fore top mast, and her mizzen top gallant. Barry attempted to run, but his handicap allowed the other British frigate to close also. After a fire fight of several hours, Barry, concluding that the situation was hopeless, ran Raleigh aground on Wooden Ball Island at the mouth of Penobscot Bay. Barry planned to burn the Raleigh to prevent the British from taking her, but a junior officer struck her colors prematurely, and the captain was forced to pull away in the ship's longboats with his crew to avoid capture. The British managed to refloat Raleigh on a high tide, and with the exception of the wreckage of masts and rigging, found her little damaged.[15.]

From 1778 through 1781, the Raleigh served new masters in the Royal Navy with more success than her Continental captains had enjoyed. After she was refloated, Admiral James Gambier, Commander -in-chief of H.M. Navy on the North American Station, reported the Raleigh "to sail remarkably well, draws little water, like a new ship". In England, the Raleigh was hauled, measured, and surveyed by Royal Dockyard naval architects who prepared a detailed and accurate draught. The surveyors pronounced her "a fine rebel frigate, very fit for His Majesties service." She was commissioned H.M.S. Raleigh under

PORTSMOUTH 1807 ATHENAEUM

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Captain George Byron Anson.

Extracts from her log of December, 1778, written after her return to America, indicate that Captain James Gambier, nephew to Admiral Gambier mentioned above, superceded a Captain Kendall who had previously replaced Anson as the Raleigh's skipper. On a cruise to New Providence, Nassau, in January, 1799, the Raleigh took French and Spanish as well as American prizes. By the end of April, Raleigh had returned her captures to New York, and, sailing with H.M. ships Richmond, Unicorn, and Ardent completed a twenty-one day transatlantic passage to Portsmouth, England. In May the Raleigh cruised the channel islands of Guernsey and Jersey as part of a British squadron, that engaged the French fleet and shore batteries at St. Malo. After a re-fit that summer, during which time Admiral Shuldham, commander of the British squadron, twice used the Raleigh as his flagship, she cleared for Cork, Ireland, and thence for America in company with H.M.S. Richmond and a convoy of 62 supply ships.

After capturing an American schooner from New London on the way, Raleigh came to anchor in Tybee Road, Savannah, in February, 1780, part of the British force preparing for an assault on Charleston, South Carolina. At the attack on April 9, Raleigh successfuly crossed the treacherous bar at the entrance to Charleston Harbor and bombarded Fort Moultrie. American warships, including the Langdon Island- built Ranger, were trapped in the inner harbor and offered little resistance. Fort Moultrie surrendered on May 7, and Charleston capitulated a few days later.

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During the summer Of 1780, Raleigh cruised the Atlantic coast from New York southwards in company with H.M. Ships Virginia, Blonde, and Intrepid. Among other prizes, she captured American privateers Hannibal and Greyhound. As a member of Admiral Rodney's fleet in November, 1780, Raleigh took several American schooners and the privateer Mifflin, 20 guns. In early 1781, after still another successful cruise with H.M. Sloops Medea and Roebuck, Raleigh sailed for England with a cargo of American prisoners. She arrived in Portsmouth Harbor, Hants, England, after a speedy passage of three weeks.

There, in June, Raleigh was decommissioned and remained in "mothballs" until her sale to private interests in 1783, thus ending the official career of the first American warship launched for the Continental Navy. She was a ship of contrasts. Built in near record time by the concerted efforts of Piscataqua ship-wrights, merchants and artisans, her lack of cannon delayed sailing in the American cause for over a year at great expence and frustration to her captain and contractor. Once at sea, the Raleigh's Continental service lasted only six months, disgracing one of her captains, and embarrassing the other. As a Royal warship, however, Raleigh was both popular and successful for four years, fighting the Americans who built her.

For modern interests in Revolutionary Portsmouth, colonial maritime industry, and the beginnings of the American Navy, to judge the Raleigh in terms of success or failure is beside the point. The documentation generated by the ship is a historical treasure that illuminates the era in rich and

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various ways. John Langdon's financial accounts, for example, are unique demonstrations of eighteenth century bookkeeping that also present the researcher with an incredible mass of minute detail about costs, materials, employment practices, wage scales, and evidence of labor specialization that foretells the Industrial Revolution. Furthermore, Langdon's talent and propensity to express himself in correspondence with merchants and politicians gives the reader an understanding of inter-personal and intra-colonial relations as well as political intrigues and business practices. Captain Thomas Thompson, who shared Langdon's belief in record-keeping, left detailed accounts of the Raleigh's engagements under his command and a unique inventory of every article and piece of the ship's equipment.[17.]

For Captain Barry the loss of the Raleigh on Wooden Ball Island in 1778 was a galling memory; for scholars of colonial ship design, a fortunate accident. The draught prepared by Royal Navy architects, and now in the Admiralty files, gave Marine historians an accurate document for analysis of actual warship construction practice. Naval historians make use of Raleigh's official logs, crew lists, and officer's journals to trace the origins of American Navy tradition and policy. The Admiralty records of H.M.S. Raleigh are likewise invaluable.[18.]

Interest in the Raleigh has not been confined to the written word. The Founding Fathers of New Hampshire chose a representation of the Raleigh in her building stocks to adorn the State Seal in 1776, a permanent testimony to the importance of the maritime culture of early New Hampshire, and a reminder of

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the Piscataqua contribution to the Revolutionary cause. The Raleigh has also inspired marine artists, and an accurate model is on permanent exhibition in the Smithsonian Institution in Washington D.C. In recent years, in conjunction with the restoration and rehabilitation of much of downtown Portsmouth and the re-kindling of interest in her history, led by the Prescott Park trustees and the Strawberry Banke museum, a group discussed the possibility of re-creating a colonial vessel. Research and discussions with Smithsonian curator and marine historian Howard I. Chapelle focused attention on the Raleigh as the most suitable Portsmouth ship for re-construction, and The Committee for the Reconstruction of the Frigate Raleigh formed in 1966 to develop a plan. The project would re-create the "typical Colonial shipyard and all the skills and crafts of that era - the moulding and sail loft, rope walk, blacksmith's forge, gun and anchor casting, the skills of the adze-man, caulker, and shipwright, and the aroma of pitch and pine, tar and oakum." The Committee hoped to solicit the expertise of New England yacht builders as well as donations of fittings from members of the National Manufacturer's Association. Funding would be sought from the Navy League of the United States, Maritime Organizations and Unions, Marine and Naval Reserve Associations, and maritime societies of all types. The result would be a living commemoration of the birthplace of the American Navy and an educational tool for generations.[19.]

An exciting prospect; yet either the political or economic situation was untimely, and the project was shelved.

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It remains an exciting idea. With Portsmouth's continuing re-vitalization and a growing interest and support for restoring its maritime heritage, the national revival of attention toward wooden sailing ship construction, and the specific knowledge of the Raleigh's construction available to interested investigators, a revival of the reconstruction proposal could be imminent.

PORTSMOUTH 1817 ATHENÆUM

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Notes to the Text

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2. William Saltonstall, Ports of Piscataqua, (Cambridge, MA), 91; Nathaniel Bouton, Provincial Papers Relating to the Province of New Hampshire from 1764 to 1776, (Nashua, NH, 1873), vol. VII, 376-390, 425, 428, 492, 495, 500, 506, 580, 632, 635, 642, 650, 673, 709;
Richard Upton, Revolutionary New Hampshire, (Hanover, NH, 1936), 29.

3. Josiah Bartlett to the New Hampshire Committee of Safety, December 16, 1775, Naval Documents, vol.3, 90.

4. John Langdon to Josiah Bartlett, February 26, 1776, Naval Documents, vol.4, 79.

5. Naval Documents, vol.4, 33, 41.

6. Julian Fischer, unpublished research paper, "Shipbuilding in Colonial Portsmouth: The Raleigh," University of New Hampshire History Department, 1983.

7. John Langdon to William Whipple, May 20, 1776, Naval Documents, vol.5, 159.

8. New Hampshire Gazette, Freeman's Journal, May 25, 1776.

9. John Langdon to Josiah Bartlett, June 24, 1776, Naval Documents, vol.5, 784.

10. "Sailcloth for American Vessels", American Neptune, 31, 1971, 130-133.

11. John Langdon to William Whipple, January 15, 1777, Naval Documents, vol.7, 957.

12. "Thomas Thompson to the New Hampshire Committee of Safety," New Hampshire State Papers, Nathaniel Bouton, ed., vol,VIII, 42.

13. Joseph Foster, "The Continental Frigate Raleigh", The Granite State Monthly, vol.60, 558-566.
Robert W. Neeser, The Statistical and Chronological History of the United Sates Navy, 1775-1907, (New York, 1909), 27.

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14. Quoted in Alan Jamison, "American Privateers in the Leeward Islands, 1776-1778," The American Neptune, January 1983. 29.

15. "The Continental Frigate Raleigh," 560.

16. Admiralty Records cited in "The Continental Frigate Raleigh," 561-562.

17. John Langdon Papers, New Hampshire Historical Society, Concord, NH; Naval Documents, vols., 3-8;
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19. "Proposed Reconstruction of the Continental Frigate Raleigh," Curator's File, The Raleigh 1776, Portsmouth Athenaeum.

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