

## **The Continental Navy's Shakedown Cruise**

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### ABSTRACT

Eight ships of the recently established Continental Navy set sail from Philadelphia in February 1776. They were under orders from the Continental Congress to clear the Southern states' waters of marauding British naval forces, such as those organized by Lord Dunmore of Virginia. Instead, Commodore Esek Hopkins led his squadron to New Providence in the Bahamas, where they captured desperately needed military stores. On the return trip, the Continental crews contended with outbreaks of smallpox and tropical fever aboard ship. Approaching New England, the squadron captured two small British vessels and chased the 20-gun HMS *Glasgow* into port. Despite Hopkins' casual disregard of orders, Congress and the general public hailed the expedition as a great success upon the squadron's return in April 1776. The ships of the Continental Navy had gathered valuable experience at sea and in combat that would serve the infant service well in the years to come.

**Keywords:** American Revolution, Continental Navy, New Providence, HMS *Glasgow*, Esek Hopkins, John Paul Jones, Nicholas Biddle, Samuel Nicholas, naval warfare, eighteenth century

## **El crucero Shakedown de la Marina Continental**

### RESUMEN

Ocho barcos de la Marina Continental recientemente establecida zarparon de Filadelfia en febrero de 1776. Estaban bajo las órdenes del Congreso Continental de limpiar las aguas de los estados del sur de las fuerzas navales británicas merodeadores, como las organizadas por Lord Dunmore de Virginia. En cambio, el comodoro Esek Hopkins llevó a su escuadrón a New Providence en las Bahamas, donde capturaron provisiones militares que se necesitaban desesperadamente. En el viaje de regreso, las tripulaciones de Continental se enfrentaron a brotes de viruela y fiebre tropical a bordo del barco. Al acercarse a Nueva Inglaterra, el escuadrón capturó dos pequeños buques británicos y persiguió al HMS *Glasgow*

de 20 cañones hasta el puerto. A pesar de la indiferencia casual de Hopkins hacia las órdenes, el Congreso y el público en general elogiaron la expedición como un gran éxito tras el regreso del escuadrón en abril de 1776. Los barcos de la Armada Continental habían acumulado una valiosa experiencia en el mar y en combate que serviría bien al servicio infantil. en los años venideros.

**Palabras clave:** Revolución Americana, Marina Continental, New Providence, HMS *Glasgow*, Esek Hopkins, John Paul Jones, Nicholas Biddle, Samuel Nicholas, guerra naval, siglo XVIII

## 大陆海军的试航巡洋舰

### 摘要

1776年2月，新成立的大陆海军派出8艘巡洋舰从费城启航。它们受大陆会议（Continental Congress）的命令，清理在南方州肆意掠夺的英国海军的水域，诸如这类由弗吉尼亚自治领的邓莫尔勋爵组织的活动。然而，海军准将伊萨克·霍普金斯（Esek Hopkins）将中队带到了巴哈马的新普罗维登斯岛，他们在那获取了急需的军事储备。返程途中，大陆海军船员与天花爆发及热带性发热病（tropical fever）作斗争。靠近新英格兰时，中队俘获了两艘小型英国船只，并将装有20炮的皇家海军舰艇“*Glasgow*”赶进了港口。尽管霍普金斯随意忽视命令，但当中队于1776年4月返回后，大陆会议和公众将这次探险称赞为一次巨大的成功。大陆海军巡洋舰在海上和战争过程中获得的宝贵经验将在未来几年里为这一初期海军事业服务。

关键词：美国革命，大陆海军，新普罗维登斯岛，皇家海军舰艇“*Glasgow*”（HMS *Glasgow*），伊萨克·霍普金斯（Esek Hopkins），约翰·保罗·琼斯（John Paul Jones），尼古拉·比德尔（Nicholas Biddle），塞缪尔·尼古拉斯（Samuel Nicholas），海战，十八世纪

**O**n 5 January 1776, as newly appointed “Commander-in-Chief” of the Continental Navy, Esek Hopkins (1718–1802) was ordered to take his squadron to sea and engage any British forces they encountered in the waters of Virginia and the Carolinas, returning to do the same off Rhode Island. He made use of an “unforeseen accidents” clause in his orders

from the Continental Congress rather than following them directly and adopted his plan: the squadron conducted an amphibious raid on the British colony of New Providence in early March, weathered an outbreak of disease at sea, and fought an unsuccessful engagement with the 20-gun HMS *Glasgow* before arriving at New London, Connecticut on 8 April. While the Continental Congress initially praised the squadron's performance, Hopkins was eventually censured and relieved of his command for violating his orders and

other perceived shortcomings. However, by disregarding his orders, Commodore Hopkins provided the Continental Navy with a valuable initial experience that demonstrated its viability without risking its early destruction. This paper demonstrates the above thesis by examining Hopkins's orders and the squadron's resources at his disposal and then analyzing British naval strength in Virginia as of spring 1776, the squadron's performance at Nassau and against *Glasgow*, and the immediate aftermath of their expedition.



Esek Hopkins, Commander-in-Chief of the Fleet of the United Colonies, 1775–1777. Citation: Painting by Orlando S. Lagman after a nineteenth-century engraving by J.C. Buttre, Naval History and Heritage Command Photograph Collection, NH 85750-KN.

Esek Hopkins was born on 26 April 1718 in Scituate, Rhode Island. He began to build his fortune from the sea early on when he used money acquired from his marriage to Desire Burroughs to purchase a merchant ship. The ship would prove to be a wise investment, as, during the French and Indian War, Hopkins made the transition from merchant captain to successful privateer. During the interwar years, he commanded the slave ship, *Sally*, during a calamitous voyage in which 109 of his 196 human cargo perished in transit. By the outbreak of the American Revolution, the Hopkins family had accumulated much political influence in Rhode Island: Esek received a commission as a Brigadier General in the militia, while his brother Stephen was appointed to the Continental Congress. Shortly after Stephen became Chairman of the Naval Committee, Esek was appointed Commander-in-Chief of the Fleet of the United Colonies on 5 November 1775.<sup>1</sup> This rather wordy title was occasionally shortened to “Admiral” in contemporary letters and newspapers (though the United States did not officially appoint an admiral until well into the next century). However, today’s US Navy lists Esek Hopkins as a commodore.<sup>2</sup>

Commodore Hopkins received his “Orders and Directions” from the Naval Committee on 5 January 1776. In response to appeals made by the Southern delegates to the Continental Congress, his squadron was to proceed directly to the Chesapeake Bay and determine the strength of British forces in Virginia. If the conditions were favorable, Hopkins and his ships were to “at-

tack, take or destroy all the Naval force of our Enemies”<sup>3</sup> that could be found. The squadron was then to repeat the process in the Carolinas and again in Rhode Island upon their return north. The squadron was also under orders to “seize and make prize of all such Transport Ships and other Vessels as may be found carrying Supplies of any kind to or any way aiding or assisting our Enemies.”<sup>4</sup> A clause toward the end of the Naval Committee’s instructions would eventually form the basis of Hopkins’s plans: “if bad Winds, or Stormy Weather, or any other unforeseen accident or disaster disable you to do so You are then to follow such Courses as your best Judgment shall Suggest to you as most useful to the American Cause and to distress the Enemy by all means in your power.”<sup>5</sup>

Those were remarkably bold orders given the limited resources of the nascent Continental Navy. The ships of Commodore Hopkins’s squadron were all converted merchantmen, coastal traders, or pilot boats. Loading such vessels down with the cannon, military stores, and extra crew necessary to turn them into warships inevitably changed their sailing qualities for the worse. The merchantman *Black Prince*, for example, logged the fastest day of sailing recorded in the eighteenth century in September 1775, but crammed with twenty-four guns and rechristened *Alfred* barely three months later, she proved to be “clumsey [sic] and crank” throughout her military career.<sup>6</sup> Until the thirteen purpose-built frigates ordered by the Continental Congress in December 1775 were completed, Hop-

kings would have to make do with converted merchantmen. In addition to *Alfred*, and the squadron consisted of the ship *Columbus* (twenty guns), the brigs *Andrew Doria* and *Cabot* (fourteen guns each), the sloops *Providence* and *Hornet* (twelve and ten guns respectively), and the schooners *Wasp* and *Fly* (eight guns each).<sup>7</sup> Military service was also a new experience for the majority of the officers and men. Like Commodore Hopkins, Captain Dudley Saltonstall of *Alfred* had served in privateers. Nicholas Biddle, commanding *Andrew Doria*, was the only captain in the squadron who had served in the Royal Navy, and then only as a lowly midshipman.<sup>8</sup>

Incessant winter weather and icy conditions kept the squadron stuck in the Delaware River well into February 1776. On the 14th, Commodore Hopkins distributed signals and general instructions for the anticipated expedition. The eight ship captains were ordered to sail in company with the Commodore, and also “to use all possible Means to join the Fleet as soon as possible” at Abaco in the Bahamas if foul weather or other accident caused the squadron to separate. However, in his April 1776 report to President John Hancock of the Continental Congress, Hopkins wrote, “I did not think we were in a Condition to keep on a cold Coast.”<sup>9</sup> The Commodore smartly had never intended to sail for Virginia; Congress’s plan for the squadron had become public knowledge almost immediately. As early as 25 December 1775, General George Washington had written to Lieutenant Colonel Joseph Reed in Philadelphia:

I fear the destination of the Vessels from your Port is so generally known as to defeat the end. two Men of War (40 guns) it is said, put into New York the other day & were instantly ordered out—supposed to be for Virginia.<sup>10</sup>

Even without two additional frigates at their disposal, British forces in Virginia would have met Hopkins and his squadron with significant organized resistance. The beleaguered royal governor, Lord Dunmore, had fled the capital at Williamsburg in June 1775. Dunmore spent that summer and fall raising military support from loyalists and slaves from rebel masters and gathering what few regular British forces he could find. By December, Dunmore had seized the merchantman *William* for use as his headquarters and augmented his naval power with the sixteen-gun sloops-of-war *Otter* and *Kingfisher* and the twenty-eight-gun frigate *Liverpool*, in addition to the numerous armed tenders these vessels could deploy. Dunmore’s forces quickly became adept at raiding rebel plantations on the James River, capturing munitions, provisions, and other supplies while based out of Norfolk and Gosport.<sup>11</sup>

Congress had recently been informed that “a frigate of thirty guns, with metal proportionate ... would not only become master of these, [*Otter*, *Kingfisher*, and *Liverpool*] but of Dunmore’s ship *Wm.* & a vast many other vessels loaded with the floating property of Tories.”<sup>12</sup> Hopkins’s squadron, however, would have been no match

for such a concentration of force. By the time the Continental squadron sailed, Dunmore's vessels had already spent months operating together and navigating the rivers and small waterways of southeastern Virginia. By contrast, Commodore Hopkins's ships and crews were thoroughly inexperienced and untested. Given their haphazard performance against HMS *Glasgow* in April 1776, an engagement with Lord Dunmore's vessels could easily have resulted in severe damage to, if not the outright destruction of, Hopkins's squadron.

The Continental squadron finally got underway for the Bahamas on 18 February 1776. Interestingly, Congress had met in secret session late the previous November to discuss "a large quantity of powder" held on the island of New Providence and the feasibility of sending a naval force to capture it.<sup>13</sup> No records survive of Congress issuing any orders to raid New Providence. Still, if his brother Stephen had informed him of these discussions, Commodore Hopkins would have seen his chosen destination as a tempting target of opportunity.

In any case, the expedition got off to a tempestuous start. Two days after departure, *Hornet* and *Fly* ran afoul of one another in a storm off the Virginia Capes, resulting in their separation from the squadron. *Fly* rejoined on 11 March but was detached again before the squadron left New Providence; word subsequently reached Commodore Hopkins that they had gotten into port in South Carolina. *Hornet* remained off the mid-Atlantic coast

and spent the next year patrolling Delaware Bay.<sup>14</sup> Ten subsequent days of clear weather allowed the remaining ships to repair their storm damage and begin gunnery drills.<sup>15</sup> The squadron dropped anchor off the southern end of Abaco on 1 March.

Almost immediately upon their arrival, the squadron took two sloops from the island of New Providence. Several of the captured crew informed Hopkins that a large amount of gunpowder, military stores, and cannon were held in two forts near the town of Nassau, defended only by the inhabitants instead of British regulars. The Commodore and his captains developed a plan to load the captured sloops with sailors and marines and send them in to take the forts by surprise while the rest of the squadron remained hidden nearby. Inexplicably, when the sloops entered Nassau harbor on 2 March, the entire Continental squadron went in with them. The locals manning the fort fired alarm guns as the Americans approached. With the element of surprise lost, Commodore Hopkins ordered a retreat.<sup>16</sup>

The following day, the captured sloops supported by *Providence* and *Wasp* staged an amphibious attack on Fort Montague, a short distance from Nassau. The defenders fired a total of five cannon, doing no damage to the approaching Americans. The 270 men who landed under the command of Captain Samuel Nicholas of the Continental Marines were initially mistaken for attacking Spaniards, but Captain Nicholas soon "undeceived" them. Ac-



Continental forces land at New Providence on 3 March 1776. Oil on canvas by V. Zveg, 1973. US Navy Art Collection, Washington, DC. US Naval History and Heritage Command #NH 79419.

According to the letter published later by Nicholas, a messenger from the Royal Governor of the Bahamas approached the Americans to ask their intentions. When Nicholas declared his intent to seize all the Crown's military stores on the island and advanced on the fort, the defenders opened fire with three 12-pound shot. Even though the Americans had escaped damage once again, Captain Nicholas called a halt and sent a messenger to Fort Montague, who insisted the Americans would only seize military resources and promised not to take any private property or harm the inhabitants except in self-defense. The defenders promptly sabotaged the guns and retreated to Fort Nassau within the town itself. After capturing

and easily repairing seventeen 32-, 18-, and 12-pound cannon, Nicholas raised American colors and had his men camp at Fort Montague for the night.<sup>17</sup>

Meanwhile, in anticipation of an advance on Fort Nassau on the morning of 4 March, Commodore Hopkins sent the following manifesto to the inhabitants of the Island of New Providence:

The Reasons of my Landing an armed force on the Island is in Order to take Possession of the Powder and Warlike Stores belonging to the Crown, and if I am not Opposed in putting my design in Execution the Persons and Property of the Inhabitants Shall be Safe, Neither shall they

be Suffered to be hurt in Case they make no Resistance.<sup>18</sup>

While this echoed the tone of the messages sent to the town by Captain Nicholas, Governor Montfort Brown was determined to resist anyway. No armed attack was made against the Continental Marines holding Fort Montague, but the governor arranged to have 150 half-barrels of gunpowder removed from Fort Nassau and secreted aboard a sloop that easily eluded Hopkins's squadron, which had not blockaded the harbor. According to John Paul Jones, second-in-command of *Alfred* at the time, "This was foreseen, and might have been prevented, by sending the two brigantines [*Andrew Doria* and *Cabot*] to lie off the bar."<sup>19</sup> Writing in 1974, Nathan Miller was more direct: "The commodore's carelessness cost him the bulk of the powder that had brought him to New Providence in the first place."<sup>20</sup>

After spending the night at Fort Montague, Captain Nicholas and his men marched into town, seized Government House, and demanded the keys to Fort Nassau. The local defenders did not fire a shot to prevent the Americans from taking possession from the fort. Therein they found a veritable treasure trove: seventy-one cannon from 9- to 32-pounders, fifteen mortars from 4 to 11 inches, thousands of shells and various types of shot, 140 "hand Grenadoes," assorted military implements and provisions, and twenty-four half barrels of gunpowder. When Hopkins and Nicholas learned that Governor Brown had gotten most of the

gunpowder away during the night, they placed him under arrest along with his secretary, James Babbidge, and Thomas Arwin, the Inspector General of His Majesty's Customs in North America.<sup>21</sup>

The Continental crews spent two weeks following the capture of Fort Nassau loading their captured munitions. They had taken so much ordnance that Commodore Hopkins had to hire a privately owned sloop to carry a portion of it to Rhode Island.<sup>22</sup> An outbreak of disease delayed the squadron's work. Hopkins later reported that four of his ships had many men sick with smallpox when they first set sail, and the disease had spread during the intervening weeks. *Andrew Doria* served as a hospital ship for a time, as Captain Biddle previously had his crew inoculated. Protecting against smallpox did little against the wave of tropical fever that spread throughout the squadron in early March, and soon Biddle had a long sick list of his own. When the squadron arrived at New London in April, *Andrew Doria* reported three men dead and forty-nine sick out of an original complement of 110.<sup>23</sup> Other ships in the squadron reported illness in similar proportions; difficulties in replacing men discharged sick resulted in significant delays to future deployments of Hopkins's ship, which was a factor in his eventual censure and relief.

The squadron departed New Providence on 18 March, passing Georgia, the Carolinas, and Virginia again without a thought of stopping; if it had been unwise for the Commodore to engage Dunmore's forces in February,

smallpox and tropical fever had reduced their chances even further. The weather during the return trip proved troublesome as well; *Wasp* was separated from the squadron in a storm and made her way independently back to Philadelphia by 4 April.<sup>24</sup> That same day would prove an auspicious one when *Columbus* came across the 6-gun schooner *Hawke* (a tender to the British squadron operating out of Newport, Rhode Island) near Long Island and compelled her to strike her colors without having to fire a shot. The brief action was the first time a Continental Navy ship captured a Royal Navy vessel. The following day, Hopkins's squadron captured the bomb brig *Bolton*, designed to lob explosive shells from two howitzers, armed with eight additional cannon, and "well found with all sorts of Stores, Arms, Powder &c."<sup>25</sup> While the expedition had not been without its challenges up to that point, Commodore Hopkins and his squadron approached Rhode Island with a respectable haul of captured vessels and military supplies.

Around half-past one in the morning on 6 April, as the squadron approached Block Island off southern Rhode Island, the American crews were suddenly roused by shouts to prepare for action. With the brig *Cabot* (commanded by the Commodore's son, Captain John Burroughs Hopkins) in the van of the squadron, her crew detected an unknown ship steering directly for them. The newcomer was the 20-gun HMS *Glasgow*, one of the vessels of the British squadron at Newport. Commodore Hopkins, in *Alfred*, was a short distance behind his son's brig but issued

no signals to the rest of the squadron. In the words of Captain Biddle aboard *Andrew Doria*, "Away we went all Helter Skelter one flying here another there to cut off the Retreat of a fellow that did not fear us. I kept close to the Admiral that I might sooner receive his orders. But he had none to give." As *Glasgow's* captain called out for the Continental ships to identify themselves, an over-eager marine threw a grenade from *Cabot*, which was promptly answered by a full British broadside.<sup>26</sup>

*Cabot* returned fire but *Glasgow's* better-drilled gun crews and heavier cannon quickly outmatched the American vessel. Multiple broadsides smashed into *Cabot's* hull and rigging, killing four men and wounding seven others, including young Captain Hopkins. Barely under control, *Cabot* broke off for the rest of the battle and nearly ran afoul of *Andrew Doria*, forcing Captain Biddle to steer away and delayed his entry into the action. Next to engage *Glasgow* was *Alfred* herself, which kept in close combat for nearly a half-hour until *Alfred's* tiller ropes were shot away. As *Alfred* drifted out of control, *Glasgow* was able to rake the Continental flagship fore-and-aft, inflicting heavy damage, and killing six men and wounding six more. *Andrew Doria* was then able to join the battle, along with *Columbus*. According to Biddle, "we exercised Great Guns and small arms and had two men hurt by it." *Alfred* was able to regain steering control, and the three Continental vessels chased *Glasgow* towards Newport until daylight. At that point, Commodore Hopkins felt they were being drawn imprudently close

to the rest of the British squadron and broke off the chase. The sloop *Providence* had never attempted to engage the enemy. By mid-morning, *Glasgow* was safely in Newport with extensive damage to her masts and rigging. The British crew suffered only a single death and three men wounded, all from musket fire from Captain Nicholas's Continental Marines.<sup>27</sup>

The battered Continental squadron arrived at New London, Connecticut, on 7 April 1776 and were greeted by the local population as conquering heroes, their two hundred sick and wounded notwithstanding. When Hopkins's official report reached Philadelphia, the Continental Congress was ecstatic with the expedition's results. While the squadron had not traveled to any of the destinations in Hopkins's orders, they had certainly proven "most useful to the American cause" and "distressed the Enemy" as Congress had enjoined. President Hancock wrote to the Commodore:

I beg Leave to congratulate you on the Success of your Expedition. Your Account of the Spirit and Bravery shown by the Men, affords them the greatest Satisfaction; and encourages them to expect similar Exertions of Courage on every future Occasion. Though it is to be regretted, that the *Glasgow* Man of War made her Escape, yet as it was not thro' any Misconduct, the Praise due to You and the other Officers, is undoubtedly the same.<sup>28</sup>

During this first expedition of the Continental Navy, the leadership of Commodore Hopkins was certainly not without its flaws. On 2 March 1776, for example, Hopkins failed to enforce the provisions of his plans when the entire squadron accompanied the landing force to attack Fort Nassau, giving the inhabitants time to prepare their defenses and plan the removal of the majority of their gunpowder. Just over one month later, he never issued instructions or made a single signal that could have possibly resulted in the capture of HMS *Glasgow*. Once the initial glow of the squadron's arrival at New London had faded, criticisms of the battle soon made their way through letters and newspapers. Captain Nicholas Biddle wrote that "a More imprudent ill conducted Affair never happened .... And yet I do not see how the Admiral can be Blamd [sic] for whether it was against his judgement or not he could not help the Action being brought on." Biddle was nonetheless so soured on the idea of sailing under Hopkins's command that he "had Rather have Dawson's Pilot Boat to Cruise where I please than be even in the A.Doria and follow the fleet."<sup>29</sup>

Soon after his arrival, Commodore Hopkins wrote to the governors of Connecticut and Rhode Island, offering some of his captured cannons and ammunition for the defense of their colonies, despite having no authority from Congress to distribute any Continental stores.<sup>30</sup> He would also soon be criticized for failing to see that the squadron's officers and men were paid promptly and an apparent inability to

run Newport's British blockade and thereby protect the New England coast. These factors and the reminder that he had technically disobeyed his initial orders led to Hopkins's censure by the Continental Congress on 16 August 1776. When delays in refitting and re-manning the squadron persisted for more than six months after, Hopkins was suspended from command on 26 March 1777. He promptly embarked on a campaign of self-vindication and criticism of Congress, which brought about his dismissal from the Continental Navy on 2 January 1778.<sup>31</sup>

The Continental Navy's expedition from February to April 1776 proved the viability of the infant service. Commodore Hopkins wisely chose not to sail to Virginia and risk a dangerous engagement with a well-organized enemy force that likely would have known the squadron was coming. Instead, Hopkins struck at more lightly defended targets on New Providence. This raid captured cannons, gunpowder, ammunition, and other military stores that Continental forces were in desperate need of at the time. The squadron's capture of small warships such as *Hawke* and *Bolton* demonstrated that the Royal Navy was not invincible. While *Glasgow* did succeed in fending off four ships

single-handedly, the fact that she fled for the support of nearby reinforcements was taken by Congress and the American public alike as a moral victory similar in scope to that achieved by Massachusetts soldiers at Bunker Hill.

The squadron also endured its share of mistakes and mishaps. Three of Commodore Hopkins's original eight vessels were separated at different points from the west in stormy weather. The squadron departed Philadelphia with smallpox raging among the crews, which were further ravaged by tropical fevers. Commodore Hopkins's shortcomings in executing the New Providence raid and the battle with HMS *Glasgow* are now obvious. However, this same expedition gave the Continental Navy valuable shakedown time and experience in single-ship and squadron operations and gave them their first taste of naval combat. They completed the expedition without the loss of a single vessel and relatively few combat casualties.

While his tenure as Commander-in-Chief of the Fleet of the United Colonies was not a lengthy or particularly glorious one, Esek Hopkins successfully demonstrated that America could stand against Great Britain on the sea.

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## Notes

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- 15 McGrath, *Give Me a Fast Ship*, 47.
- 16 “Journal Prepared for the King of France by John Paul Jones” in *Naval Documents of the American Revolution*. Vol. 4 (Washington: US Government Printing Office, 1969), 133; Beck, 47.
- 17 Beck, 47; “Extract of a Letter from the Captain of Marines [Samuel Nicholas] on board the Ship *Alfred*, dated at New-London, April 10, 1776,” in *Naval Documents* 4, 748–49.
- 18 Beck, 44.
- 19 *Ibid*, 47; “Extract of a Letter from the Captain of Marines,” 749; “Journal Prepared for the King of France,” 133–34.
- 20 Miller, 110.
- 21 “Extract of a Letter from the Captain of Marines,” 749; “Inventory of Stores &c taken at Fort Nassau” in *Naval Documents* 4, 711; Beck, 47.
- 22 *Ibid*, 46.
- 23 *Ibid*, 46–47; McGrath, *Give Me a Fast Ship*, 56; “List of the People on Board the *Andrew Doria* from February 1776,” in *Naval Documents* 4, 715.
- 24 “Wasp I (Sch),” *DANFS, NHHC*, accessed June 28, 2020. <https://www.history.navy.mil/content/history/nhhc/research/histories/ship-histories/danfs/w/wasp-i.html>.
- 25 McGrath, *Give Me a Fast Ship*, 57; “Extract of a Letter from the Captain of Marines,” 750–51; Beck, 48.
- 26 “Extract of a Letter from the Captain of Marines,” 751; Clark, “The Letters of Captain Nicholas Biddle,” 386; McGrath, *Give Me a Fast Ship*, 62.
- 27 Beck, 48; Clark, 382; McGrath, *Give Me a Fast Ship*, 62–64.

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28 "John Hancock to Commodore Esek Hopkins, April 17, 1776," in *Naval Documents* 4, 868.

29 Clark, 384–85.

30 McGrath, *Give Me a Fast Ship*, 66-67; Miller, 117.

31 "Esek Hopkins: 26 April 1718–26 February 1802."