1820

Matilda

Henry St Ranston Mr

Monetion returned

by Bishop

3 Sept 1823

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HCA 32/1307
Return by (31/12/2011)
8062992 (Mr. Michael Dun)

Closure status: Open

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Matilda

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Preparatory
Brought by Bishop
6 August 1813

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Return by (31/12/2011)
2062992 (Mr. Michael Dun)
e status: Open
19/11/201

Order to take
Charge of the
Schooner as
Master.

(Copy No 5) Philada. 10. Dec 12

Captain Henry N. Ranten

Sir

As manager in behalf of the owners of the Schooner Matilda now lying at Savannah we appoint you to command that Vessel as a Privateer to be fitted out immediately for a cruise of as long duration as you may be enabled to engage a Crew for, and for which we shall give you particular instructions hereafter by an early mail.

You will therefore proceed as fast as possible to Charleston and deliver our letter to Mr Lewis A Pitray who is appointed agent for the Concern and will furnish every necessary addition of Stores, provisions ammunition &c and the necessary means to their your Crew which we propose should not exceed 75 or 80. Men whom you will engage at as moderate an advance as possible which is to be deducted from the first prize taken. We deliver you herewith ten Blank Copies of the Commission to be taken out by Mr Pitray and also two Blank Copies of the Articles of agreement with the Crew to which you will add a Stipulation that half of the Prize Money which may become due to people deserting the Vessel after a Captain had been made, shall belong to the Owners — that the agent for the owners shall also

be the agent for the crew, and that the owner, or their
agent shall be at liberty to libel or not to libel
any vessel sent in by the Matilda.

In the outfit of the Vessel you will take care to
to put onboard provisions, water and stores for as long
a cruise as possible and while you take every actual
necessary for the cruise you will carefully avoid every
unnecessary expense. Our letter to Mr Pitray contains
the Bill of sale - qualification of the acting owners here
and the Inventory by which the Vessel and stores
are to be delivered to you. We shall write you
more at large by an early mail and now hand you
one hundred and fifty dollars which you are to credit
us for, and debit the Vessel with your necessary expenses
on your Journey to Savannah. We also hand you
one hundred dollars which is allowed for the expences
of Mr Robinson your first Lieutenant on his Journey
to Savannah. and for which you will take his
receipt.

I am very respectfully
on behalf of the owners and
Managers of Schooner Matilda
Your Obd Servt
Alon Jones

No. Three

In Pursuance of an ACT of the CONGRESS of the United States of America entitled "AN ACT concerning the registering and recording of Ships or Vessels"

I, Henry Pratt Collector of the City of Philadelphia in the State of Pennsylvania do hereby certify and declare that having taken or subscribed the Oath required by the said Act and having surveyed that William Jones, Lewis McCoy, George Reinhold, Jacob S. Otto, George McCalmont, John Warner, Edward Fox, and Morris Stanley, of Philadelphia aforesaid, are the only owners of the Ship or Vessel called the Matilda of Philadelphia whereof he the said Henry S. Pratten is at present MASTER and is a citizen of the UNITED STATES, as he hath sworn;

and that the said Ship or Vessel was built at Marlborough County State of Maryland in the year one thousand eight hundred and Nine as also appears by her former Permanent certificate of registry, No. 96, issued at Philadelphia, on the 15th day of July 1812, now surrendered, Property transferred; — And said certificate of registry —

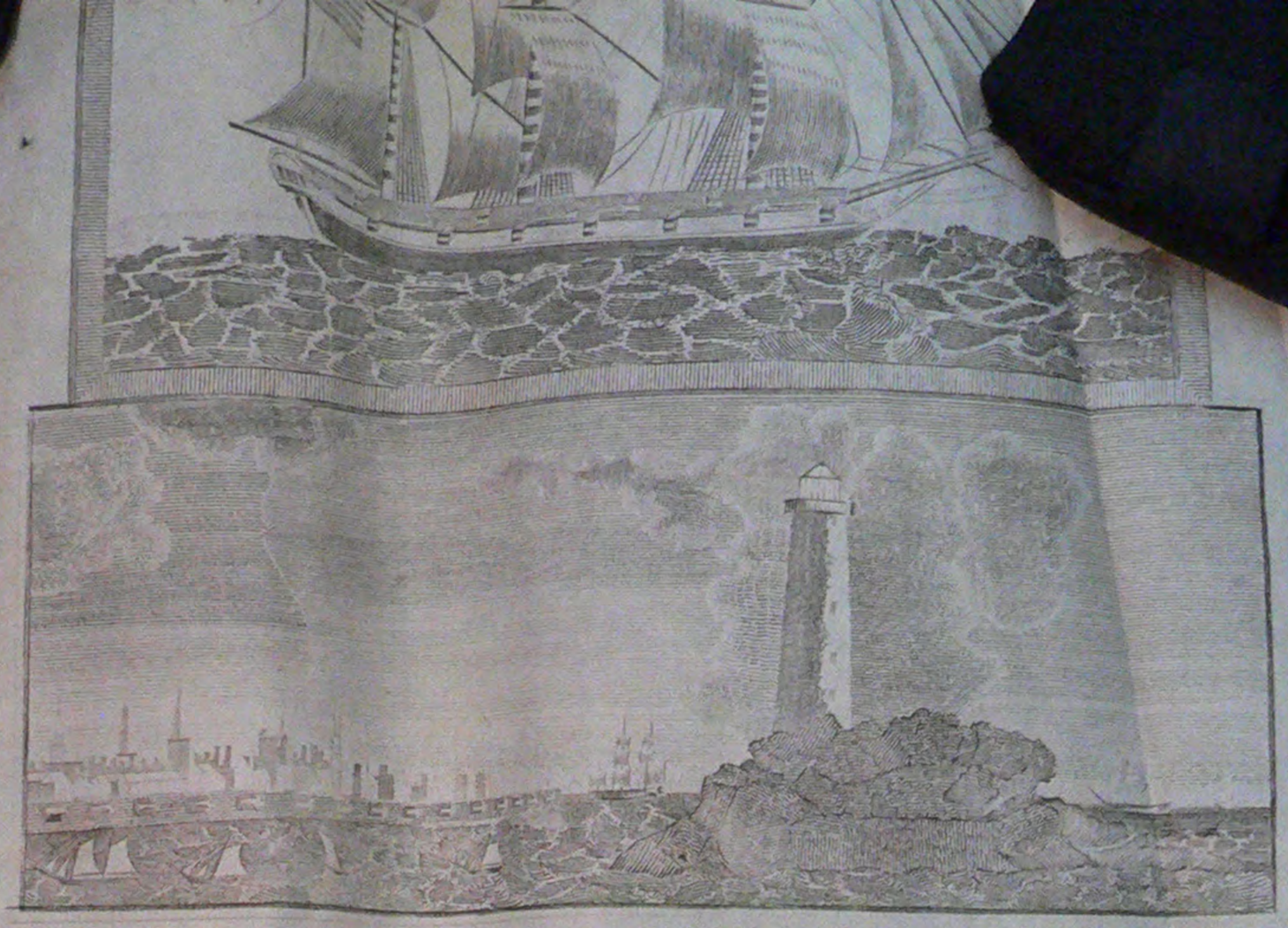
— having certified that the said Ship or Vessel — has a Deck, and two masts, and that her length is ninety three feet, six inches, — her breadth twenty two feet, seven inches, — her depth nine feet, six inches, — and that she measures One hundred & Eighty — tons, and 53/95ths of a Ton, — that she is a Schooner, has no galleries, — and no Head. And the said Henry S. Pratten — having agreed to the description and admeasurement above specified and sufficient security having been given according to the said Act the said Schooner has been duly registered at the port of Charleston.

Given under our Hands and Seals at the Port of Charleston, State of South Carolina this twenty third day of January in the Year One Thousand Eight Hundred and Thirteen.

Register

Thos Waring Jr. Collr

New Hamp.
Massachus.
Rhode Island
Connecticut
New York
New Jersey
Pennsylvania
Delaware
Maryland
Virginia
North Carolina
South Carolina
Georgia
Tennessee
Kentucky



By the President of the United States of America

SUFFER the Schooner Matilda of Philadelphia
Jacob Allen master or commander of the burthen of One hundred and
eighty 63/95 tons or thereabouts mounted with Five
guns navigated with One hundred & four men
TO PASS with her Company Passengers
Goods and Merchandize without any hinderance seizure or molestation
the said Schooner appearing by good testimony to belong to one
or more of the Citizens of the United States and to him or them only

Number 56 Fifty Six

GIVEN under my Hand and the Seal of the
United States of America the Eighth
day of July in the year of our Lord one
thousand eight hundred and twelve

James Madison

By the President,

Jas Monroe Secretary of State

State of Pennsylvania
District of Philadelphia } Countersigned by

Thos Wm Kelly
A. Fairthorne Dep

To all Persons whom these may concern.

Capt. Henry H Rankin
Commander of the Privateer
Schooner Matilda
at Savannah Ga.

(Circ.)

Philad.a 16.th Dec.r 1812

(Copy)

M.r Louis A Pitray

Sir

Refering to our last respects of the 14.th Inst.t we have now to inform you for the possible dissatisfaction or unpracticability of procuring a crew for the intended cruise of the Matilda

We trust however that such an event will not arise to defeat the object of an immediate cruise according to our instructions of the 10.th and 11.th Inst.t — But if we shall be deceived in this expectation and the exertions of Capt.n Ranter at Savannah and yourself at Charleston shall fail to procure a crew for that purpose, the only alternative which we can at present determine upon, will be to obtain a freight of as many tierces of Rice as will put the Schooner in perfect sailing trim, and with the empty state casks, stowed on the top of the rice, despatch her with the least possible delay for the Delaware River to stop at New Castle where we shall get her out on the intended cruise, seamen being here in abundance.

Captain Ranter will engage just as many men will be sufficient to navigate her round or as moderate terms as possible — perhaps a sufficient number may be found willing to work their passage round without pay in order to get home or with the view to go on the cruise from New Castle. If Captain Ranter should on taking charge of the Schooner find her deficient sails and stores and the vessel ready for sea, it will be as well to avoid delay and trouble and die immediat

for the Delaware without waiting to take in freight.

Despatch is of more importance to us than any other consideration, and that which will expedite her departure soonest will be to us the more agreeable.

We hope however that this difficulty will be obviated by the facility of getting a crew at Savannah for the intended cruise and we rely upon your prompt execution of our orders either to dispatch her on the cruise or for the Delaware according to the facility or difficulty of getting a crew for the original object.

We are very respectfully
Your Obd.t Servt.s
Wm Jones for self
and for
Danl. Le Roy
and
Morris Stanley
} Managers of the Schooner Matilda in behalf of the Owners

Phila.a 16th Decr 1812

Capt.n Henry W. Ranter

Sir

We refer you to the foregoing copy of our letter to Mr Lewis A Pitray as the instructions you are to follow if unfortunately you shall be unable to get a crew at Savannah for the Matilda for your intended cruise, and in that case we beg you not to lose a moment but push for New Castle as fast as possible where we can furnish you with a crew in a few days.

If you find difficulty from weather or any other cause in getting into the Delaware, then push for New York

on Baltimore, but New Castle will be much preferable either. It will be well to keep in shore and double close round Hatteras Shoal keeping a sharp look out and a constant lead.

We are very respectfully
Your Obd't Serv'ts

Ros Jones. for self Attorneys
and of the Schooner
Dan'l McCoy and Matilda in
Norris Stanley behalf of the
Owners.

American Privateers
to
Aug 28 1861

Captain Henry H. Rantens
Commander of the Privateer
Schooner Matilda
at Savannah

(No 6.)

Philada 14th Decr 1812

Captain Henry H Ranten
Commander of the Privateer
Schooner Matilda of Philadelphia

Sir

Refering to our preparatory letter of Instruction, to you on the 10th Instant, we have now to give you our further views and direction for your government on the intended Cruise of the Matilda. Having given you our general ideas in respect to the equipment and crew of the Matilda which we trust you will carry into effect with as little delay and as much economy and good management as possible; it is our desire that on your departure from Tybee Light House you shape your course as nearly as may be in the track of the Jamaica fleets Homeward bound, passing to the Southward of the East end of the Grand Bank in about Latitude 40° N° & continue in that Latitude 'till in the Longitude of 36 or 37°. West — then about a S. E course 'till near the Meridian of the Cape de Verd Isles, then for those Islands, and from thence pass the equator in about Longitude 22° West and thence to the Coast of Brazil as your cruising ground; passing Pernambuco about 2°. to the eastward of it and ranging the Coast along 'until near Cape Frio which will be a good position to intercept that British trade either under their own flag, or that of the Portuguese or Spaniards.

This route from its commencement 'till you reach the Cape de Verd Islands, will give you the chance of the Jamaica and Windward Island fleets, and of their trade South of the Equator Homeward bound — Of all the British trade crossing your track

either from G Britain or Spain and Portugal to every part of the West Indies and the coast of the Main to the westward of Brazil.

From 10° N° Latitude till you get to the Equator in about Long 22° West you will have the chance of falling in with the early Ships from India or the Cape of Good Hope — their regular Ships will be too heavy for you, but there are frequently extra Ships, but lightly manned except with Lascars; and as there is now a very great trade carried on between the Islands in the Indian ocean and the Cape of Good Hope and from thence to Europe in private Ships that cannot trade beyond the cape, you may meet with these homeward bound or running down from the Cape to Rio Janeiro

Your stay on the coast of Brazil will depend upon your success, and upon your own judgement and the information you may acquire. It will be desirable to prolong the cruize as long as your stores and provisions will admit which it is to be hoped you will be enabled to replenish out of the Prizes you may take, and by refreshments at some port in Brazil if you can with perfect safety. Turtle and water you can get at the little Island of Ferdinand Noronha with which you are acquainted. When you are about to return home it will be well to range along the North Coast of Brazil, Cayenne and Surinam, and either cross the latitude of the Islands to windward of or run down among them as you may judge best.

You will return either to this port, Baltimore or New York, as the winds weather and convoy may admit, but to this port if practicable.

In the selection of your officers not only as regards their qualifications as navigators and men of courage, but their moral character prudence and intelligence ~~is~~ these qualities are equally essential.

The prize Masters must not only be experienced navigators but known integrity sobriety and prudence — their duty is very important and their trust highly responsible. The enclos

paper marked A contains the instructions to Commanders of privateers and agents
~~acres~~ to Prize masters & drawn up by the United States Attorney for this
district to which are request your particular attention.

As to the destination of your Prizes it must rest with your judgement and discretion to direct them to the most convenient ports in the United States according to their nature, place of capture season of the year, and risk from enemies cruisers; always observing that this port — New York or Baltimore ought to have the decided preference if practicable. If our coast shall be much infested with the enemies cruisers, the ports of North Carolina for Vessels of moderate draft of water will be much the easiest of access. By every Prize you will write to us a particular account of your progress and of every material circumstance; and particularly of every thing appertaining to the Prize; and direct the Prize Master to write to us by the earliest mail after his arrival giving us full information of every thing relating to the Prize under his charge, and to await our instructions after he has complied with the directions contained in the enclosed paper marked A.

There is no point of your duty that will require more vigorous attention and inflexible authority than that of guarding against the plunder & maltreatment of the prisoners and dilapidation of the Prize goods & effects.

You will observe the greatest care in order to preserve the health of your crew, as the least neglect or want of cleanliness on their part will certainly generate disease among so large a crew confined in so small a Vessel, particularly in the tropical climates. You are also sufficiently aware of the necessity of combining kind treatment with the strictest discipline in order to produce cheerful obedience and vigorous exertion

guarded against the violation of the laws prohibiting the importation or dealing in slaves, and also the revenue laws, and should be furnished with copies of those laws, as well as the laws generally ~~xxxxxx~~ in relation to commerce, seamen Hospitals, Consuls, Regulations of the Navy, Letters of mark and reprisal, quarantine &c.

You will avoid putting into any port unless from absolute necessity as it is a waste of precious time and attended with great expence and inconvenience

We rely upon your prudence and attention in regard to the interest of the concern in the expenditure of provisions and stores, and wear and tear of the sails rigging &c

The command of a private vessel of war is an office of more importance and trust than is usually contemplated It combines the two fold object of adventure & annoyance of the enemy. It requires talents, prudence, integrity, & courage, and with these the commander is sure to acquire both honor and emolument. Of this letter you will have a fair c.s., two of the first of which you will write and sign an acknowledgement of the receipt thereof, and forward the same to Mr A Pitray at Charleston to be sent to us by mail

If on your arrival at Charleston & Savannah you should (contrary to our expectation) find it impossible to ship a crew for the purpose of the intended cruize you will immediately avoid incurring any expense with a view to the outfit of the vessel for that purpose

~~and~~ and await our further orders in that case which we shall send you by the next mail after this.

We are very respectfully
Your Obt. Servts

Lewis Jones } Managers in
Lewis Cox } behalf of the
Owners of the
Privateer Schr.
Lewis Stanley } Matilda

(Letter 8.) Philad.a 30 Dec.r 1812

Captain Henry H Ranten
Commander of the Privateer
Schooner Matilda of Philad.a
now at Savannah

Sir

In our former letter of instruc-
-tions to you relative to the intended cruize of the Matilda
altho we expressed our hope and expectation that you
would be enabled to procure from Savannah & Charleston
together, we did not specifically authorize you to
proceed with the Vessel to Charleston for that purpose
if necessary. This is therefore to provide for
that contingency, and if it shall be deemed expe-
-dient by yourself and the Pilot to proceed with
the Vessel to Charleston for the purpose of completing
your crew you have our authority so to do.

If however you shall find it impossible to
ship a crew at either or both those places, you
will then sail for the Delaware without delay
as directed in our letter of the 16th Inst.

We are respectfully
Your Obt
Hez Jones Jun.r
and Gen.l
Daniel Cope and
Norris Stanley
Managers
in behalf of
the owners of
the Schooner
Matilda

25

Capt. Henry H. Ranten
Commander of the Sch. Matilda
Care of Mr Gardiner Fuller
Savannah
Mail. Ga.

Philad.a 16th Dec.r 1812

(Duplicate)

Mr Lewis J. Pitray

Charleston

Sir

Refering to our last respects of the 14th Inst. we have now to provide for the possible diffiencultty or impracticability of procuring a crew for the intended Cruise of the Matilda. We trust however such an event will not arise to defeat the object of an immediate Cruise according to our instructions of the 10th & 14th but if we shall be deceived in this expectation and the exertions of Captain Ranten at Savannah and your self at Charleston shall fail to procure a crew for that purpose, the only alternative which we can at present determine upon will be to obtain a freight of as many tierces of Rice as will put the Schooner in perfect Sailing trim, and with the empty Water Casks stowed on the top of the Rice dispatch her with the least possible delay for the Delaware River to stop at New Castle where we shall fit her out on the intended Cruise, Seamen being here in abundance

Captain Ranten will engage just as many men as will be sufficient to navigate her round on as moderate terms as possible — perhaps a sufficient Number may be found willing to work their passage round without pay in order to get home or with a view to go on the Cruise from

from New Castle. If Captain Ranten shall on taking charge of the Matilda find her water all filled and stowed and the Vessel in proper trim for sea it will be as well to avoid delay and trouble and Sail immediately without waiting to take in freight.—

Dispatch is of more importance to us than any other Consideration and that which will expedite her departure the Soonest will be to us the most agreeable.

We hope however that this difficulty will be obviated by the facility of getting a Crew at Savannah for the intended Cruise, and we rely upon your prompt execution of our orders, either to dispatch her on the Cruise, or for the Delaware according to the facility or difficulty of getting a Crew for the original object.—

We are very Respectfully
Your Obdt. Servts.

Wm Jones. for self
and for
Danl B Coxe, and
Norris Stanley. } Managers in behalf of the owners of the Schr Matilda

Philadª 16th December 1812

Captn H H Ranten

(Duplicate)

Sir We refer you to the foregoing Copy of our letter to Mr Lewis A Pitray as the instructions you are to follow if unfortunately you shall be unable to get a Crew at Savannah for the Matilda for your intended Cruise

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Shoal

and in that case we beg you not to loose a moment but push for New Castle as fast as possible where we can furnish you with a Crew in a few days — If you find difficulty from weather or any other Cause in getting in to the Delaware then push for New York or Baltimore but New Castle will be prefferable to either. It will be well to keep in shore and double close round Hatteras Shoal keeping a sharp look out and a Constant lead.

We are Respectfully

Yours ..

Wm Jones Jr. for self and for Danl W. Coxe, and Norris Stanley. } Manigers in behalf of the Owners of the Schr Active

Capt. H. H. Ranten
of the Sch: Matilda
Savannah

Capt H H Kautz (late U.S.) Charleston 28th Dec 1862
Savannah

Dear Sir

The wind has been so favorable to you yesterday, that I entertain no doubt of your arrival ere now before this. I hope that if you find it impossible to procure a Crew you will make all dispatch for this port where men willing to ship are plenty particularly since the arrival of the Tom whose Crew is up.

Mr Sutts has no doubt put you in possession of the vessel with every thing appertaining to it. the powder you can get from the Magazine. any Expenses incurred since the 20th Inst are for the acct of the present Owners to which No Gaston late Sale.

I hope you will not be prevented from
proceeding to this port for the want of
Nine Registers. I Called this Morning
on Our Collector for information who says
you Can proceed to this Port without a
Clearance & take out the Register here &
thereon you will not be detained in the
Inspect. if Contrary to my expectation you
were stoped you Must not leave a Vessel
to inform me & Shall then immediately
~~to~~ Repair to Sea

the papers of the Natal law
left in the Custom House. Mr
Swift will direct you ~~how~~ where the
arms, Sails &c were stored.

I wrote to day to Mr. Easton.
Wishing you a Speedy Wind Back &
Remain Sincerely Yr Mo Ob Servt
Lewis A Pitray

In the High Court of Admiralty of England

Deposition of a Witness taken and taken at the house of Peter Tonkin Notary Public, within the Borough of Plymouth, in the County of Devon, the second day of August, in the fifty third year of the reign of our Sovereign Lord George the third by the Grace of God, of the United Kingdom of Great Britain and Ireland King, Defender of the Faith, &c in the year of our Lord one thousand eight hundred and thirteen. Before us Bartholomew Dinsterville and John Hawker of Plymouth aforesaid Esquires two of the Commissioners named and appointed in and by a certain Commission to us and others directed jointly and severally, bearing date the twenty fourth day of October last, issued out and under the Great Seal of the High Court of Admiralty of England, to take Examinations Interrogatories annexed thereto, upon the oath of the Witness hereinafter named, In the Presence of the said Peter Tonkin, one of the Admiralty Substitutes for that purpose

Geo. Eskildson aged nineteen years, late a seaman belonging to the American Schooner Privateer Matilda, Deponent sworn and saith as follows, that is to say

1 To the First Interrogatory this Deponent saith, That he was born at Lapeston in the State of Massachusetts within the United States of America, and for the last four years hath resided, and now lives, when at home, at Boston in the same State. That he is a subject to and Citizen of the said United States, and never was a subject to any other Prince or State, & was admitted a Burgher or Freeman of any City or Town whatever and that he is not a married man.

2 To the second Interrogatory this Deponent saith, That he was present at the time of the taking and seizing the Ship or Vessel concerning which he is now examined, and that the said Ship had a Commission as a Privateer or Private Ship of War from the Province of the said United States of America.

3 To the Third Interrogatory this Deponent saith, That the Ship or Vessel concerning which he is now examined, was seized and taken about thirty leagues to the Southward and Westward of Ushant on the Coast of France, about three o'Clock in the afternoon of Sunday the twenty fifth day of July last, on account and by reason of the present War between the said United States and the United Kingdom of Great Britain and Ireland. That the said Ship or Vessel has since been brought into the Port of Plymouth. That the said Ship sailed under the Flag of the said United States, and had no other Colours on board as a Private or Merchants Ship of War. That there was not any Resistance made at the time the said Ship or Vessel was taken, and that she was taken by his Britannic Majesty's Frigate the Revolutionaire Captain T. E. Woolcombe, and that there were not any other Ships in sight at the time of the Capture. And the said Deponent further saith, That the said Ship the Matilda had before, that is on the twenty second day of March last, Henry H. Hunter being her then Commander, been taken by the British Private Ship of War the Lion of London James Thompson Commander on the Coast of Brazils, after a severe action in which her then Commander and first Lieutenant and several of her crew were killed and many wounded, and without being Carried into any Port, but only Anchored on our Coast, sent for England, and on Friday the twenty third day of July last, being about eight Leagues to the Westward of Scilly, was retaken by the United States Ship of War the Argus . . . . . Secum Legaret Commander, who after putting out all the people first onboard her from the Lion (but leaving the said Deponent and one other of her Original Crew onboard her) sent . . . . . Gibbes a Master's Mate & proctor of the Argus onboard her to Command her, and with twelve others of the Argus Crew to assist in Navigating her to the first Port in France she could get into.

4 To the Fourth Interrogatory this Deponent saith, That the said Henry H. Hunter was the Commander of the said Ship or Vessel when taken by the Lion - that who appointed him to the Command of her the Deponent not to know; but saith that he took possession of her at Charleston in the State of South Carolina in the said United States of America, in the month of January last and that . . . . . Graves was the Commander of the said Ship when taken by the Revolutionaire, and was appointed to the command of her by the said . . . . . Allen the Commander of the said United States Ship of War the Argus, and took possession

1

of her by his Commands and Delivery on the twenty third day of July last at Sea - That both the said late Commanders of her were Americans by birth and subjects and Citizens of the said United States, and while when at Home within the said United States.

5 — To the Fifth Interrogatory this Deponent saith, That the said ship or Vessel before it's Tonnage or burthen of about one hundred and eighty tons. That about twenty four was the Number of persons on board her at the time she was taken by the Ship, and that fifteen including him this Deponent was the number of Mariners on board her at the time she was taken by the Revolutionaires - That he this Deponent and one other of the said fifteen came on board her at Charleston aforesaid, where they were shipt and hired by the said Henry H. Reeston, and that the other thirteen of them came on board her at Sea from the said American Ship of War Argus on the twenty third day of July last by the Orders of the said . . . . Adams. And that he this Deponent and one of the people just on board her from the Argus, are the only two persons belonging to her who have as yet been sent into the Port of Plymouth, the other thirteen having been taken out of her and Carried on board the Revolutionaires and there kept for Safety.

6 — To the Sixth Interrogatory this Deponent saith, That neither he this Deponent, Many of the Officers or Mariners belonging to the Ship or Vessel Concerning which he is now examined, hath this knowledge, any part, share or interest in her. That he this Deponent belonged to her at the time she was taken in the Capacity of a Seaman, and took Charge of her only since the said wreck of Jeremy last, and first saw her at Charleston aforesaid and that she was built within the said United States, but knows not at what place.

7 — To the Seventh Interrogatory this Deponent saith, That the Name of the said Ship is the Matilda, and hath been so Called ever since he hath known her, and hath not known of any other Name by which she hath been Called. That he knows not to Depose whether there was any Passport or Sea Letter on board her or not.

8 — To the Eighth Interrogatory this Deponent saith, That the said Ship did not carry any Lading by way of Merchandize, she being fitted out and cruized only as an American Privateer, or Private Ship of War.

9 — To the Ninth Interrogatory this Deponent saith, That he knows not to Depose who by Name was the owners of the Ship or Vessel Concerning which he is now examined at the time she was taken; but saith, that he hath heard and verily believes they are Merchants residing at Philadelphia in the State of Pensylvania, within the said United States, and Citizens of and Subjects of the said States.

10 — To the Tenth Interrogating this Deponent saith, That he knows not to Depose whether there was any Bill of Sale made to the owners of the said Ship.

11 — To the Eleventh Interrogatory this Deponent saith, That there was not any Lading on board the said Ship, she being fitted as a Privateer only.

12 — To the Twelfth Interrogatory this Deponent saith, That there was not any Cargo on board the said Ship, she being fitted as a Privateer only.

13 — To the Thirteenth Interrogatory this deponent saith, That there was not any Lading on board the said Ship, she being fitted as a Privateer only.

14 — To the Fourteenth Interrogating this Deponent saith, That there are not in Great Britain, to his knowledge, any Letters, Papers or Documents, Relating to the Ship or Vessel concerning which he is now examined, other than those which were on board the said Ship at the time of the Capture aforesaid by his Britannic Majesties said Frigate the Revolutionaire, and then delivered up to the Captors, and since Brought to England by them.

15 — To the Fifteenth Interrogatory this Deponent saith, That there was not to his Knowledge any Charter party signed for the Voyage in which the Ship Concerning which he is now examined was Taken and taken.

16 — To the Sixteenth Interrogatory this Deponent saith, That there was on board the said Ship at the time she took her departure from her last Clearing port previous to the Capture, and also at the time of her Capture by the Revolutionaire, her said Commission as a Privateer and also her Register, and he believes all other necessary Papers as an American Privateer, and believes the same were given up at the time of her Capture by the Revolutionaire - And that there were not any Papers whatever, to his Knowledge, Intent, Intire, Thereon on board, Destroyed or Concealed, Conveyed or attempted to be Concealed.

17 — To the Seventeenth Interrogatory this Deponent saith, That the said Ship was in the

month

manned & Shared last Captured from the Americans by the said British frigate the Lion but not Condemned as Prize, and Since without having arrived in England Retaken from the English by the said United States Ship of War the Argus, and Since taken from the Americans by His Britannic Majesty's said Frigate the Revolutionnaire, and now brought into the Port of Plymouth.

18 — To the Eighteenth Interrogatory this Deponent saith, That he hath Not Sustained any Loss by the Seizing and taking the Ship — Concerning which he is now Examined, Or received any Indemnity, Satisfaction Or Promise of such, for any Damage or Loss he may Sustain by this Capture and Detention —

19 — To the Nineteenth Interrogatory this Deponent saith, That he knows not to depose whether the said Ship is Insured or not. —

20 — To the Twentieth Interrogatory this Deponent saith, That there was not Cargo on board the said Ship taken —

21 — To the Twenty first Interrogatory this Deponent saith, That there was not any Lading on board the said Ship taken —

22 — To the Twenty second Interrogatory this Deponent saith, That there was not any Cargo on board the said Ship taken.

23 — To the Twenty third Interrogatory this Deponent saith, That he knows not of any Papers whatever relating to the Ship or Vessel Concerning which he is now Examined, being in any Country besides Great Britain, Or on board any Ship or Ships, Vessel or Vessels —

24 — To the Twenty fourth Interrogatory this Deponent saith, That there were not, this Knowledge any Papers whatever delivered out of the said Ship, Or Carried away in any manner whatever, Save and except there delivered up to the Captors at the Time of the Capture aforesaid by the Revolutionnaire, and then Carried away by them.

25 — To the Twenty fifth Interrogatory this Deponent saith, That there was not any Cargo on board the said Ship taken.

26 — To the Twenty sixth Interrogatory this Deponent saith, That there was not any Passengers on board the said Ship, either at the time of her being taken by the Lion or by the Revolutionnaire. Nor that there were not any Officers Soldiers or Marines Secreted on board, Or any of His Britannic Majesty's Subjects on board at either of those times —

27 — To the Twenty seventh Interrogating this Deponent saith, That all the Papers which were on board the said Ship were Just and true as far as he knows or believes, and that he doth not know of any Matter or Circumstance to affect the Credit of any of them.

28 — To the Twenty eighth Interrogating this Deponent saith, That he hath not written or signed any Letters or Papers relating to the Ship or Vessel Concerning which he is now Examined, except Letters signed for Shipping Articles. And that he hath not Correspondence with any person whatever on her Account.

29 — To the Twenty Ninth Interrogating this Deponent saith, That the said Ship was not steering any particular Course at the time of her being first pursued and taken by the Lion; Other than being on a Cruize on the Coast of Brazil; and that steering her Course on her being first pursued and taken by the Revolutionnaire for the first Port in France, and that her Course was altered in order to endeavour to escape from the Revolutionnaire; And was to believe about thirty Leagues distant from Ushant aforesaid when Captured by her.

30 — To the Thirtieth Interrogating this Deponent saith, That he knows not to depose but whom the said Ship hath been Sold and Transferred, or for what Sum or Consideration, Or any thing respecting her Sale and Transfer: But saith, that if the said Ship should be restored, she will belong to American Citizens residing in and who are Subjects of the said United States of America, and to none others.

31 — To the Thirty first Interrogating this Deponent saith, That there were two twelve Pounders, two nine Pounders, and four six Pounder Carronades, and two long six Pounder Guns mounted on Carriages, And one long nine Pounder Gun and Ship on a Pivot, on board the said Ship Sultan, when Captured by the Revolutionnaire, and a Quantity of Gunpowder and Ball for the said long Guns and Carronades.

And

(3)

And she was Armed as an American Privateer and a Cruize against and on the Captures of British Subjects and Property.

32 — To the Thirty second Interrogatory this Deponent saith, That he hath already Deliver'd the whole that he knows or believes, concerning to the best of his Knowledge and belief, respecting the real and true property and Destination of the Ship or Vessel concerning which he is now Examined at the time of the Capture thereof.

33 — To the Thirty third Interrogatory this Deponent saith, That the said Ship did not on the Cruize in which She was Captured, or on, or during any former Cruize, to his Knowledge, sail under the Convoy of any Ship or Ships of War, or other armed Vessels or Vessels.

34 — To the Thirty fourth Interrogating this Deponent Saith, That the said Ship did not on the Cruize in which She was Captured, or on, or during any former Cruize, to his Knowledge, Sail to or attempt to enter any Port or Place under Blockade by the Arms or Forces of any of the Belligerent Powers.

George Eskildson

This Deposition was Deliver'd Acknowledged and Sworn by the said Deponent the following day

Before us

Jno. Dunsterville J.

John Hawkins

Commissioners

In the Presence of

Peter Tenhim Jr. Dpt. Jab. Pal.

Admiralty Prize Court

The Matilda Henry H Rantin Comr

19th October 1813

Appeared Personally Daniel Holbrow late first Officer of the Private Ship of War Lion whereof James Thompson was Commander and Dennis Micklethwaite late Purser of the said Ship and jointly and severally made oath that on or about the 23d day of March last past the said Ship Lion being on a Cruize off Pernambuca fell in with and Captured the Private Ship of War Matilda of Philadelphia whereof Henry H Rantin was Commander having a Letter of Marque or Commission for War on Board granted by the Government of the United States of America and they further made oath that from the Mutt { Information obtained from the Crew of the said Private Ship of War Matilda she had Eighty one Persons including the said Commander on Board alive at the Commencement of the Engagement between the said the said Private Ship of War Lion and the Appearers further made oath that five of the Crew of the Matilda including the said Henry H Rantin were killed in the said Engagement and twenty four Wounded of whom one afterwards died That the Surgeon of the said Ship Matilda together with the said Wounded Persons were landed at Pernambuco and sent to the Hospital and the said Ship Lion with the Remainder of the Prisoners proceeded to Bahia and the Appearer Daniel Holbrow by Direction of the said James Thompson the Commander of the Lion accompanied by the Appearer Dennis Micklethwaite then applied to Frederick Lindeman Esquire the

Majestys Consul at St Salvador respecting the said
Prisoners and it was thereupon arranged Between
His Majestys said Consul and Henry Hill Esq.
the Consul of the United States of America at
St Salvador That forty seven of the Prisoners on
board the Lion should be Delivered up to the
said American Consul as Prisoners of War to
be sent to the said United States under an
Engagement not to serve against Great Britain
during the present War until regularly Exchanged
and the said Forty seven Prisoners were accordingly
on or about the 17th day of April last past
Delivered to the said American Consul who
gave a Receipt for them under his hand and
Seal Being the Paper writing hereunto annexed
marked with the Letter A and which was
attested by the said Frederick Lindeman His
Majestys said Consul And they further made
oath that four of the Officers of the said Ship
Isabella were at the same time Liberated
upon Parole to wit Israel Denny the Sailing
Master and William Moore Paul Brownell
and Pascal Borbony respectively Prize Masters
and the said Officers then entered into an
Engagement in writing not to serve or take up Arms
against Great Britain or the Subjects thereof in
any Capacity whatever during the present War
unless regularly Exchanged which Engagement
Being the Paper writing hereunto annexed marked
with the Letter B was Witnessed by the said
American Consul and the said Frederick
Lindeman and the said David Holbrow

for himself further made oath that the said
Frederick Lindeman informed him that if he
would procure an Acknowledgement or Certificate of
their Release Signed by the Surgeon of the Matilda
and the twenty three surviving Prisoners who had
been left in the Hospital at Pernambuco the
said American Consul would give a Receipt for
them in like manner as he had for the 47
Prisoners which had been Delivered to him as
aforesaid And That the said Appearers Daniel
Holbrow and Dennis Micklethwaite say that a
Certificate in writing was obtained from the
Surgeon of the Matilda and the said twenty
three other Prisoners left at Pernambuco —
Subscribed by them acknowledging their having
been Released and engaging not to serve against
this Country during the present War unless duly
Exchanged and that same was on board the said
Ship Lyon on the 15th day of July last past —
when the said Ship whilst proceeding from
Pernambuco to Bahia was totally wrecked and
the said Certificate was then lost And they further
made oath that since the loss of the said Ship
Lyon no opportunity has occurd of obtaining a
Receipt for a Certificate of the Release of the
Surgeon of the Matilda and the said twenty three
other Prisoners one of whom after their Release
entered into the Service of the said Ship
Matilda in order to assist in the Navigation
thereof to England And they further made oath
that since their arrival in England they have
found that the said Ship Matilda was in

the Month of July last past Retaken by the American Ship of War Argus and afterwards Captured by His Majesty's Ship of War — Revolutionaire and brought to Plymouth and hath since to wit on the 3d day of September last been Condemned by a Decree of this Honorable Court as good and lawful Prize taken by His Majesty said Ship.

D Holbrow

Sworn day Dannis Micklethwait
The said Daniel Holbrow and Dannis Micklethwaite were duly Sworn to the truth of this Affidavit Before me
Saml R Meyrick
Surr.

Doctors Commons 21 Janr 1814

Faithfully collated with the Originals and found to agree therewith the time and place above mentioned

By us
D Hw ads Not Pub.

Edwd Tolten
N.P.

List of Prisoners A

David Conroe	Master Mate	Ebenezr Mosely Seaman
Alex Johnstone	Boatswaine	Amaw Langlo "
James Mitchell	Gunner	Joseph Munion "
William Duston	Seaman	Thomas Gay "
John Capstaste	D°	Simon Pendleton "
James Lloyd "		David Mukeins "
Edward Block "		John Alexander "
John Blackwell "		Ebenezr Johnston "
Edward Cleary "		Henry Rogers
James Paterson "		Benjamin Davis
James Archer "		George Sims
Charles Cummings "		John Whitney
John Christoph "		Luther Johnston
William Martin "		James Holmes
Sam[l] Spencer "		Archibald Douglas
William Fourby "		George Keller Boy
John Williams "		
Stephen Gibinon "		
Sam[l] Ingood "		
James Mc Cherrys "		
Peter Nelson "		
William Hulings "		
John Foster "		
William Penny "		
Henry Butler "		
John Dixon "		
Jonathan Moore "		
George Freeman "		
Alexander Gordon "		
Jacob Schultz "		
Abraham Colinbuol "		

(28)

viz Testimonium auctoris
Seal & Signature
&c &c &c

Received the above named Prisoners being Forty seven in number they having been Captured on board the American Private Armed Schooner Matilda of Philadelphia late Henry H Rowton Commander by the British Private Armed Ship Lion James Thompson Commander on the twenty third day of March last and delivered up to me at this Port as Prisoners of War to be sent to the United States and up to serve against Great Britain until Regularly Exchanged Given under my hand and Seal of Office at the City of St Salvador this Seventeenth day of April 1813

Henry Hill Consul

B

We the undersigned Isra Denny late Sailing
Master William Moore Paul Brownell
and Pascal Barbeny late Prize Masters
belonging to the American Private Armed
Schooner Matilda of Philadelphia Captain
Henry H. Cantin Captured off Pernambuco
on the twenty third day of March last
by the British Private Armed Sloop Lion
Commanded by James Thompson having
been brought to this Port as Prisoners of
War and being liberated on Parole Do
severally promise and oblige ourselves —
respectively upon Parole ~~Do severally~~
~~promise and oblige ourselves respectively~~
~~upon Parole~~ of Honor not to serve
or take up Arms against Great Britain
or the Subjects thereof in any Capacity
whatever during the Existing War between
the United States of America and Great
Britain unless we Shall regularly —
Exchanged as Prisoners of War. In Witness
whereof we have hereunto voluntarily
Subscribed our Names respectively at
the City of St. Salvador Brazil this
Seventeenth day of April 1813

In Witness of
Henry Hill
Consul
Fredk Lindeman
His Majestys Consul.
(LS)

Israel Denny Sailing Master
William Moore Prize Master
Paul Brownell Ditto
H. H. Hill Consul
Pascal Barbeny
Prize Master

Libz Order said
to be given by
~~the Captain~~
of English Letter of
Marque
~~(no date)~~

Mr Phillips

Ship Lion

Mr Philip Usher

Sir

After departing company from me you will proceed with all possible dispatch to the Port of London avoiding speaking every Ship or Vessel ~~you may~~ of any discription you may chance to meet with on your passage if possible which have no doubt may be effected by your superiority of Sailing.-

If necessity should oblige you to put in to any Port before you reach London (but by no means to do so if you can possibly avoid it) you will pay the utmost attention to the expenditure of Stores and Provisions of all discriptions on board the Matilda as well as on your passage and not incur any expence which can possibly be dispensed with.

I believe you are well supplied with Stores of every discription excepting an Anchor and Cable and in case you should be obliged to put in to any of the following out Ports you will apply to the Gentlemen whose names are here inserted Viz at Falmouth Mr Fox - Plymouth Mr John Hawker Portsmouth Mr Tho Herthen Deal Mr Izzuldan who will supply you with what you absolutely stand in need of.

On arrival at any Port you will immediately acquaint Mr Aylwin in London of the same but not detain the Schooner for any answer if opportunity serves for making the Port of London but however this is a circumstance in which you will be governed by Mr Lewis who will write to Mr Aylwin and Co[illegible]

regard to any expences which you may find it necessary
to incur in case of being obliged to put in to any of the
before named Ports

I have again to request you will pay particular
attention to what I have mentioned with respect to
expences expenditure of Stores and dispatch and by no means
speak any Vessel you may meet with if by any
possible means it can be avoided —

In case a Convoy should offer itself at any of the out
Ports I have mentioned for the Downs I think it would
be prudent for you to put your self under its protection

I am Sir
Your Obl Servant —
James Thompson —