

The Two Minervas - a Forgotten Record.

In the year 1795, three hundred and fifty two merchant craft carrying the flag of the United States, - a nation hardly out of swaddling clothes, - entered the harbor of Bordeaux, then the chief port of France.

Some of these vessels were ships, & most of them were little ~~vessels~~ ^{frigates}. Those vessels, Polly, Sally and Mary Anne, Lafayette, Congress, Constitution and Independence, were ^{frigates} ~~vessels~~ from 70 tons burden to 300. They were navigated by small crews, the smallest five and the largest sixteen men. They came from every port on the Atlantic and Gulf coast, laden with ~~the~~ the products of the western world - sugar, cocoa, rice, tobacco, gums, lumber, cotton, fish, dye-stuffs, turpentine and furs. In the lists of masters and crews, there is hardly an English name. The captains were shrewd, sturdy men, traders as well as bold seamen, who had fought with Paul Jones and Perry and were to fight with Decatur, when the navy of the youngest of nations put down the Mediterranean piracy, that had held Europe in terror since the fall of Constantinople.

In ^{the early part of} 1795, the American Consul has the arbitrary protection and servant of all his countrymen who braved the sea in ships. He judged their disagreements set in motion for them the machinery of local law, and above all, recorded the protests by which the responsibility for damage to ship or cargo was shifted from the shoulders of the captain, and laid to the winds & waves, the treacherous sand banks of the Bay of Biscay, dishonest charterers, mutiny, pirates or privateers, as the case might be.

The records are scattered and incomplete. Some of the folios are missing, others are damaged. But in some the handmade linen paper is as firm as

Now than a century ago, the carrying
trade of the Atlantic was done in American
bottoms.

One of the first Consulates our country -
then scarcely out of swaddling clothes, - established
was at Bordeaux, ^{at that time} the chief port of France and
one of the most important on the continent. It
~~was opened in~~ ~~the year~~ ~~1790~~ ~~opened in 1790~~, officially
recognized in March, 1791, ^{when delegates from the} the ^{shipmen} requesting
the Consulate show that in

The day it came from the mill, the entries, ~~written~~
in a fine flowing hand, as ^{dequely} clearly legible as if written
yesterday, while the Indian tanner accretions binding is
velvety, insipid of dust and the neglect of more than
a century. Here are found hints of a thousand romances,
suggestions of countless tragedies. Sometimes an
incident can be traced to a sort of ending. The
"hidden sea and a hidden fight", of the two Minervas
is one of these.

The "protest" says:

In this publick Instrument of Protest be it
known to all whom it may Concern that on the
twelfth day of April, One thousand eight hundred,
before me, Isaac Cox Barnett, Agent of the United
States of America and Charged with the Consulate for
the Port and District of Bordeaux, ... personally ap-
peared Wilkes Barber, Master and Commander,
Abraham Walton, Second Mate, & Boat Swain, James
Gibson, Gunner, and Jonathan Ellis, seaman, of the
Ship Minerva, of Boston, and William Tudor, Jun^r,
Edward Sharp and Oliver C. Brunkleaf, Passengers:

And the said Wilkes Barber made on his
solemn oath the following Declaration, to which
[the others] have severally sworn:

I, Wilkes Barber, Master of the Ship Minerva,
of Boston in the United States, armed with fourteen
Carriage Guns, twelve of which were four pounders &
two of six pound shot, and equipped with thirty
men & Boys, besides Passengers, sailed from the
Port of London on the sixteenth day of March last,
bound for Boston ... in Company with the Ship Diana,
Capt. Davis, & Sarah, Capt. Brickley, both of Boston,
the Belvidere, Capt. Ross of Philadelphia, & Halcyon
Capt. Wise, of Ballimore, under verbal agreement
to keep Company with each other untill clear
of the English Channel; on the twenty second day
of March at night, being off Beachy Head &

Thick weather, the Ship Belvidere parted company; the twenty third at about five o'clock was brought to by His Britannic Majesty's ship Babel, went on board with Capt. Wise of the Halcyon & was detained about two hours from continuing our Voyage.

On the twenty fourth spoke the other ships; Capt. Davis of the Diana came on board ~~and~~ left a letter for Boston, saying he was going into Portmouth, for having engaged by his insurance to sail with ships, one of which had already left him, he feared the others would do the same; the Captains of the other ships still agreeing to keep company, all stood on together until night when in a thick Fog, Capt. Davis hailed and said the Minerva would be aboard him; upon which I ordered sail shortened, to let him shoot a head; made signals all night which were not answered and next morning the Diana was out of sight.

The Halcyon and the Sarah still being in company, continued our course together until about midnight, being off the Start, parted from the Sarah. On the twenty seventh... at ten A.M. it being very squally & a heavy sea, carried away the Main Top Mast, - cleared the rigging & on the following morning got up another & was all complete at Meridian. On the ~~the~~ twenty ninth at twelve o'clock took sight of the Halcyon some miles north, being then in Long. 31 N. & Lat. 48, in consequence of the heavy gales ~~and~~ & the very high sea running; stood on our course as near as possible until March first. wind from N.N.W. to N.W., very squally & heavy sea, everything in good order; about four o'clock in the morning saw sail in the N.E. which tracked ~~and~~ & were ships several times & about ten o'clock made sail and gave chase to the Minerva, on observing which I crowded on all sail the weather allowed by letting out the reef for the Top sails ~~and~~ &
"also from &

immediately got clear for action, determining if possible to save my ship from capture if the vessel in chase prove to be a Privateer, - in which resolution I was fully seconded by my officers & crew, who showed the greatest alacrity - & good discipline.

The sail in sight gained on me fast & at half past ten fired a gun, being distant one & half miles to leeward, hoisted French Colours & appeared to be a Privateer of 18 guns. I ordered a shot fired to leeward and hoisted the Am^z Colours & made ready for defense with all hands at their quarters. Shortly after the french ship hailed in English & commended me to send my Boat on board. I answered that "if he wanted anything of me to send his own boat on board me." He then hailed a second time & said "Send you, send a boat or I will fire into you!"

To which I replied "fire and be damned!" He fired a gun the shot of which cut away the Minerva's star board Main clue Garnet. I then fired a gun at the Privateer which was returned by a Broadside, wounded one man badly. The Minerva then being within pistol shot fired her starboard Broadside twice whilst the Privateer kept up a continual fire from her Battery, Musketry & large blunderbusses fixed in her Tops; during the action a ball killed the man at the Helix by the name of Andrew Warricke a Dane by Birth and a naturalized Citizen of the United States.

Finding the great inferiority in men & force of the Minerva & that a longer contact would only be certain loss... I struck my Colours, after which the men from the Privateer fired their musketry to the number of sixty or seventy rounds, contrary to the laws of Nations & the well-known rules of war & humanity; after they had ceased I was ordered to

lower my Boat. I went on board the privateer accompanied by M^r Tudor one of the passengers. Their Linguist talked to me in a very abusive manner. But M^r Tudor speaking the french language answered to the Captain's questions, the "the ship was the Minerva of Bristol in the United States bound from London and loaded with Bail & Dry goods belonging to American merchants &c. The Captain of the Privateer took my papers Eighteen in number among which was an attested list of my Crew or Role & Equipage, Register, Mediterranean Pass, Commission of Letters of Marque, Sea Letter &c, &c; the papers were then sealed up and delivered to a prize Master, who was sent on board the Minerva with a Mate & twenty men, & twenty two of the Minerva's crew were brought on board the Privateer with two of the passengers, M^r Edward Sharpe & M^r Eliza C. Greenleaf, who were forced into the Boat... at risk of their lives from the great sea & swell & moreover were shamefully abused on their passage to the Privateer by an American Negro-man one of her crew... I mentioned several times to the Captain Captⁿ of the Privateer the dangerous condition of the wounded men left on the Minerva & requested a Surgeon being sent, which was not done it being objected that the Sea was too rough otherwise ~~the said~~ he (said he) would have sent to bring off M^r Tudor's and my Cloths.

There were left on the Minerva my Chief Mate John Norwood, Robert Cleland Passenger and acting officer, three Seamen & four men, two women & two Children Passengers.

After being a short time on board the Privateer I learned that she was called la Minerve of Bordeaux, commanded by Lauglois, armed with 18 Carriage Guns of twelve & nine pounders & one hundred & fifty

five men. On the third day of April following, the wind being from the ~~Northwest~~ Westward and thick weather, - the Minerva with her prize crew then in company with the Privateer & close aboard - at about nine o'clock in the Morning, a sail was discovered standing towards us.

We were immediately ordered below & with my Passengers & the Minerva's crew confined in the hold under double guards. The vessel in chase coming up very fast in about an hour. I could distinguish her from the Cabin windows of the Privateer to be an English Frigate. I saw her fire a gun at the Minerva & soon understood that she had boarded and taken possession of my Ship. The Minerva then hauled away to the W.E. & the Frigate gave chase to the Privateer, in order to lighten which & help her sailing part of the Guns, spare spars, some shot & other heavy Articles were thrown overboard & several casks of water stove and preserved out, the stanchions between Decks knock'd away, and planks slackened. about an hour afterwards the Frigate gave over chase.

On the fifth day of April we arrived in the Gironde River & on the ninth following anchored off Bordeaux. I was kept on board said Privateer all day of the tenth with my crew and Passengers & not allowed to communicate with the shore, & on the eleventh about ten o'clock in the Morning, three Frenchmen came on board, one of which, having a tricoloured Ribbon around his neck with a Silver Badge to it I took to be a Civil Officer. I was requested to attend in the Cabin where I was questioned in English by one of the above mentioned three Frenchmen, on many points relative to my Ship Minerva, her Cargo, & my capture, all which questions with my answers were committed to Paper & to which by their desire

I subscribed my name, after having them read to me in English ~~and~~ & finding nothing contrary to the answers previously given.

My examination took up three hours & an half and about half past one P.M. & as it was finished Isaac Cox Barnes Esq^r, Agent of the United States, came on board & told me he had liberty for me to go on shore. Accordingly I accompanied him on his invitation, leaving my Passengers & men to be examined, who were thereafter and on his Interoference set at liberty in the course of the day same afternoon... The day in the morning of the twelfth of April I, the said Wilkes Barber, do by these presents solemnly protest against the said Private Ship la Minerva Capⁿ Langlois, her officers & crew, owners & all interested therein, for the capture of my Ship Minerva & for all Damages, Costs, Interests, Salvages, Deprivements, Injuries, Loss & consequences that occur, to the said Ship Minerva, her Tackle, furniture, apparel & cargo, & all interested therein... In consequence whereof I the said Wilkes Barber Isaac Cox Barnes Agent... at the request of the aforesaid Wilkes Barber... have protested and do by these presents solemnly protest...

A folio page of seals, signatures and attestations follows.

Mr. Isaac Cox Barnes was a conscientious official. His ^{form of office} ~~business~~ ^{office} has a brief one, but the times were stirring, and more records of his incumbency remain than of any preceding or following. In a book of duplicate Safe-Conducts, 14 of the 26 captured Minerva people can be traced a step further. They were indeed a gallant young company. The vessel has 36 a few days after the "protest".

It appears that eight of the Minerva's crew, headed by Abraham Wallon, the second mate, are

sent by the Consul to Copenhagen ("in search of Ships")
on the Danish barque Bengala: Maria of Frederickstadt,
Capt. Eric Raen. John Malcolm, the "Boy", fifteen years
old, went with them. Captain Barber seems to have ~~been~~ ^{also}
intended to go with them when he took out his first
safe conduct on April 15th. But on the 24th he
receives another granting him "leave to go to Paris
on matters connected with his Ships." In it the
"cy-devant commandant" is described as 30 years
of age, of shortish stature, red-haired and grey-eyed.
- just the breed for a ^{merchant} captain who would ^{give} fight
li la privateur of five times his own strength.

Oranleaf and Sharp, described as "~~Boston~~" merchants
of Boston in the "U.S." are respectively 22 and 26 years
of age. They go to San Sebastian in Spain "to embark
for the United States", probably making the transfer
on the lugger Maria-Therese, of Blaye, which took Thomas
~~Howard~~ Howard there "in search of a ship of his
nation." The safe conduct calls Howard "second
captain" of the ferry-ship, which does not
agree with Barber's statement that his chief mate
was left on the Minerva.

And last of all comes the Mr. Tuck, who
speaks French so well. He is a venerable Boston
merchant, just of age. He goes to Paris at the time
Captain Barber does, with six months' surety, and
in August returns to Bordeaux to embark for home
on the "American parliamentary ship", Benj. Franklin,
Capt. Sauty.

More than a century ago the carrying
 trade of the Atlantic was done in American
 Gallies. In the year 1795, a ~~ship~~ ^{galley} a day, flying
 the stars and stripes, entered the harbor of
 Bourdeaux, at that time the chief port of
 France, if not the most important of Southern
 Europe.

One of the first consulates established by
 our country - then scarcely out of swaddling
 clothes - was at Bourdeaux. ~~Officially~~ ^{officially} ~~through the~~ ^{through the}
~~request of French Sumner, the first incumbent~~ ^{request of French Sumner, the first incumbent}
~~of the consulate - was established~~ ^{of the consulate - was established} in March
 1791, though the office was opened the previous autumn.
 And the shipping register shows that in that year
 nineteen craft under the Am. flag entered the harbor.

1791 - 33	In 1791 there were 30
in 1792 - 49	Some of these vessels were
1793 - 155	ships; most of them ^{brigs & schooners} here
1794 - 186	"Polly", "Lallye", "Mary Ann"
1795 - 362	Rafaelita, Congress, Constellation or
1796 - 308	children, ranging from
1797 - 290	70 tons burden to 300. They

were navigated by small crews, the
 smallest five and the largest 16 men. They
 came from every port on the Atlantic & on
 Gulf Coast, laden with all the produce of the
 western world - sugar, cocoa, rice, tobacco, gums,
 lumber, cotton, fish, dye stuffs, turpentine and furs.
 In the lists of masters and crews there is
 scarcely an English name. The captains
 were shrewd, sturdy men, traders as well as
 seamen, who had fought with Paul Jones & were to
 fight with Decatur when the navy of the young
 nation put down the Mediterranean piracy,
 which had held Europe in terror since the
 fall of Constantinople.

In 1790, nineteen craft; in 1791, thirty three; in
1792, forty nine; in 1793, one hundred fifty five,
in 1794, one hundred eighty six; in 1795, three
hundred fifty two; ~~in~~ in 1796, three hundred eight.
in 1797, ~~to~~ two hundred nineteen.

Diplomatic relations were becoming
obscured, hence the falling off:

In 1798, fifty six; in 1799, four.

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One of the first Consulates established by our Country - then scarcely out of swaddling clothes, - was at Bordeaux, at that time the chief port of France, if not the most important in Southern Europe. Officially recognized in ^{March} 1791. Though opened the previous Autumn, the shipping register of the Consulate shows that in 1790, nine (ten) craft flying the American flag entered the Harbor. In 1791 there were thirty three; in 1792, forty nine; in 1793, one hundred fifty five; in 1794, one hundred eighty six; in 1795, three hundred fifty two; in 1796, three hundred eight. In 1797, two hundred ninety.

~~In 1797, two hundred ninety. In 1798, fifty six. In 1799, four.~~

Diplomatic relations renewed

Isaac Cope Barnet, son of a distinguished officer of the N. S. Continental Line, Surgeon from Messenger Barnet, has been appointed in 1797 by Washington Consul at Brest. He was now transferred to Bordeaux as "the official Agent of the U. S." in Jan. 1800. ~~Diplomatic relations having been renewed, he was made Consul~~

up another was THE TWO MINERVA.

A Forgotten Record

long of W. 7 1/2 lbs 48, in consequence of the heavy seas & the very high

The United States consulate at Bordeaux is one of the oldest in our sea running; stood on our benches until March 1793, from N.E.W. to service. Its doors have not been closed a business day for a century.

W. W. after equally heavy sea, ever from 1790 records, scattered and incomplete, extend years back of that. There are great

great files of hand-made linen paper as solid as the day it came from the mill; the distinct, flowing writing of the entries is untouched by time,

and the Indian-tanned deer-skin that binds them is intact and velvety yet *though stained by stains of a perfect pink*

They concern chiefly shipping matters, *between* and *352* *craft* Barber, Master of the Ship Minerva

vessels carrying the American flag entered the port of Bordeaux. In the last *there* has not been a single one--unless a yacht that ran

into the mouth of the Garonne to avoid phantasmagorical cruisers, can be counted. Those *old* ships, the Pollys and Gallys and Lafayettes and

Independences, were of from 70 to 300 tons burden, navigated by from five to sixteen men, *came* from every Atlantic and Gulf port laden with

all the produce of the western world--sugar and cocoa, rice, tobacco, gums, lumber, cotton, fish, dye-stuffs and furs. There is hardly an un-English name

in *the* lists of crews and captains; shrewd, sturdy men, traders as well as bold navigators--would we had such a merchant marine now--who had

fought with Paul Jones and Perry, and were to fight with Decatur, when the navy of the youngest of Nations put down the Algerine piracy that

had held Europe in terror since the fall of Constantinople. *of the* *board* *left* a letter for Boston, saying that he

was going into Portsmouth for having engaged by his insurance to sail with his countrymen who braved the sea in ships. He judged their disagree-

ments, he set *in* motion the machinery of local law for them, and recorded the protests by which *the* *blame* and *damaged* to ship or cargo was

shifted from the shoulders of the captain or supercargo, and laid it on the winds and waves, the treacherous sands of the Bay of Biscay, dis-

honest charterers, mutiny, pirates, or privateers as the case might have been. *not* answered and *the* *hull* *was* out of sight. The halcyon

of a hundred tragedies, *the* *hidden* *sea* *and* *hidden* *fight* as that of the two Minerva

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up another & was all compleat at Meridian. #4) On the twenty ninth at
twelve o'clock took sight of the Halcyon some miles north, being then in
long 31 W. & lat 48. in consequence of the heavy gales & the very high
sea running; stood on our Course untill March first. wind from N.E.W. to
N.W. very squally & heavy sea. everything in good order & standing on
my Course as near as possible; about four o'clock in the Morning saw sail
in the N.E. which tacked & wore ship several times & about ten o'clock

Greenleaf, Passengers; and said Wilkes Barber made on his solemn oath
the following Declaration to which [the others] have severally sworn;
--- I, Wilkes Barber, Master of the Ship Minerva of Boston in the Uni-
ted States, armed with fourteen Carriage Guns, twelve of which were four
pounders & two of six pound shots, and equipped with thirty men & Boys,
besides Passengers, sailed from the Port of London on the sixteenth day
of March last, bound for Boston, in Company with the Ship Diana, Capt.
Davis & Sarah, Capt Brickly of Boston, the Belvidere, Capt Rofs of Phil-
adelphia & Halcyon, Capt. Wise, of Baltimore, under verbal agreement to
keep Company with each other untill clear of the English Channel; on the
twenty second day of March at night, being off Beachy Head & thick weath-
er the Ship Belvidere parted company; the twenty third at about five o'
clock was brought to by his Britannic Majesty's ship Babot, went on board
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do the same; the Captains of the other ships still agreeing to keep Com-
pany all stood on together untill night when, lying at anchor, Capt. Davis
hailed and said the Minerva would be aboard him; upon which I ordered sail
to be shortened, to let him shoot a Head; made signals all night which were
not answered, and next Morning the Diana was out of sight. The Halcyon
the Sarah still being in Company, continued our Course together untill
about midnight, ^{when} being off the Start, parted from the Sarah. On the twenty
seventh, at ten AM, it being very squally & a heavy sea, carried away
the Main Top Mast, -- cleared the rigging & on the following morning got

(1)

" By this public Instrument of Protest be it Known ~~to~~ to all whom it may Concern that on the twelfth day of April, One thousand eight hundred, before me Isaac Cox Barnett, ^{Agent of the} ~~United States of America and Charged~~ ~~with the Consulate for the Port and District of Bordeaux~~ personally appeared Wilkes Barber, Master and Commander, Abraham Walton, Second Mate & Boatswain, James Gibson, Gunner, and Jonathan Ellis, seaman of the Ship Minerva, of Boston, and William Tudor, Jun^r, Edward Sharp and Oliver C. Greenleaf, Passengers; and said Wilkes Barber made on his solemn oath the following Declaration to which [the others] have severally sworn:

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After being a short time on board the Privateer I learned that she was called la Minerve, of Bordeaux, commanded by Langlois, armed with eighteen Carriage Guns of twelve & nine pounders & one hundred & fifty five men. On the third day of April following, the wind being from the Westward & thick weather, the Minerva then in Company with the Privateer close a board, at about nine o'clock in the Morning a sail was discovered standing towards us. We were immediately ordered below, & with my Passenge & the Minerva's Crew confined in the hold under double guards..The Vessel in chase coming up very fast, in about an hour ..I could distinguish from the Cabin windows of the Privateer to be an English Frigate. I saw her fire a gun at the Minerva & soon understood that she had boarded & taken possession of my Ship. The Minerva then hauled away to the N.E. & the Frigate gave chase to the Privateer, in order to lighten which & help her sailing part of the Guns, spare spars, some shot & other heavy Articles were thrown over board, & several Casks of water stove & pumped out, the stanch-

cons between Decks knock'd away and stays slackened; // about an hour after wards the Frigate gave over chase. On the fifth day of April we arrived in the Gironde River & on the ninth following anchored off Bordeaux. I was kept on board said Privateer all day of the tenth with my Crew and Passengers & not allowed to communicate with the Shore, & on the eleventh about Ten oClock in the Morning three Frenchmen came on board, one of which having a whiteleaved Ribbon around his Necke with a Silver Badge to it, I took to be a Civil Officer. // I was requested to attend in the Cabin where I was questioned in English by one of the above mentioned three Frenchmen on many points relative to my Ship Minerva, her Cargo & my capture, all which questions with my answers were committed to Paper & to which by their desire I subscribed my name, after having them read to me in English & finding nothing contrary to the answers previously given. My examination took up three hours & an half and about half past one P.M. & as it was finished Isaac Cox Barnett, Esq^r, Agent of the United States, came on board & told me he had liberty for me to go on shore. Accordingly I accompanied him on his invitation, leaving my Passengers & men to be examined, who were there after and on his Interference set at liberty in the course of the afternoon.

And in the morning of the twelfth of April I, the said Wilkes Barber, do by these Presents solemnly protest against the said Privateer Ship la Minerva Cap^t Langlois, her officers & Crew, owners & all interested therein, for the Capture of my Ship Minerva & for all Damages, Costs, Interests, salvage, detriments, Injuries, losse & consequences whatsoever ..to the said ship Minerva, her Tackle, Furniture, apparel & cargo, & all interested therein ..In consequence whereof the said Isaac Cox Barnett, Agent..at the request of the aforesaid Wilkes Barber..have protested, and do by these presents solemnly protest....." and a great folio page of seals, signatures and attestations follow.

Mr. Isaac Coxgarnett was a conscientious official. His ~~max~~ ^{term} term was short but more records of his time exist remain than of any other one preceeding or following him. In a duplicate book of safe-conducts 14 of the 26 ^{captured} Minerva people are accounted for, They were a gallant young company. The oldest was 36 ~~of~~ ^{of} the crew, headed by Walton, the ^{are sent (on each of ships)} Mate, go to Copenhagen, on the Danish barque Bengola-Maria of Frederickstad Capt. Eric Olsen. John Malcolm, the fifteen-year-old "Boy", goes with them and the Capt. Barber seems to have had the same intention when he took out his first pass with them on April 15, but on the 24th he receives another ^{having} or with leave "to go to Paris on matters connected with his ship" The "cy-devant commandant" is described as 30 years ^{aged,} shortish stature, ^{a slight plg build} chestnut haired and grey eyed, Greenleaf and Sharpe, venerable Boston merchants of 22 and 26 respectively, go to San Sebastian in Spain "to embark for the U.S.", probably making the transfer in company the Marie Threse of Blaye, which carried Thomas Howland there "in search of a ship of his nation" The safe conduct calls Howland "seconds capitaine" of the Minerva, which does not agree with Barber's statement, that his chief mate was left on the ^{frigate} captured ship. And last of all comes young Mr Tudor, ^{the} Boston merchant, just of age, who speaks French so well. He went to Paris ^{with 6 months authority} about the time Barber did and in August returns to Bordeaux to embark for home on the "American parliamentary ship" Benj. Franklin, Capt. Sully. And a fine tale of adventure he must have had for his grand-children and great-grandchildren. I wonder if any of them are reading this?

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Arrivals of American Ships

1790.	July to Dec ^r		19
1791	Jan. to June	14	
	July to Dec ^r	<u>19.</u>	33
1792	Jan. to June	19	49
	July to Dec ^r	<u>30</u>	30
1793	Jan. to June	42	
	July to Dec ^r	<u>113</u>	155
1794	Jan. to June	18	
	July to Dec ^r	<u>128</u>	146
1795.	Jan. to June	210	
	July to Dec ^r	<u>142</u>	352
1796	Jan. to June	139	508
	July to 12 th Aug ^r	54	169
	13 Aug ^r to 31 Dec	<u>115</u>	925
			308
1797	Jan to June	152	
	July to Dec ^r	<u>67</u>	219
1798	Jan to June	42	
	July to Dec	<u>14</u>	56
1799	Jan to 17 May		4
			<u>13</u>