

HIS MAJESTY'S PROVINCIAL MARINE VESSELS IN ORDER OF THEIR BUILDING OR ACQUISITION.

- 1755 Sloop *OSWEGO* built at Oswego for Lake Ontario, 10 guns
- Sloop *ONTARIO* built at Oswego for Lake Ontario, 10 guns.
- Schooner *LIVELY* (this vessel believed to be one of the two *George or Nigilant* and named *Lively, Active*, through misinterpretation of an inscription. She was captured by the French June 1756 after which she was re christened *FARQUAR* a misspelling of the name of Colonel Farquarson (See Canada First Commission).
- Schooner *GEORGE*, built at Oswego for Lake Ontario, -Swivels.
- Schooner *VIGILANT* built at Oswego for Lake Ontario - Swivels.
- 1756 Brigantine *LONDON* built at Oswego for Lake Ontario, 14 guns, 8 swivels.
- Snow *HALIFAX* built at Oswego for Lake Ontario, launched but not gunned. Intended for 18 guns.
- Schooner *LAC TRASAGUENCE* (?) Captured before launching, and so named by the French.
- 1759 Brig. *DUKE OF CUMBERLAND*, built at Ticonderoga for Lake Champlain 20 Guns.
- Sloop *BOSCAWEN*, built at Ticonderoga for Lake Champlain, 16 Guns.
- Sloop *BROUCHETTE*, taken from the French on Lake Champlain 6 Guns.
- Sloop *LOCHEGEON* taken from the French on Lake Champlain, 6 guns.
- Sloop *MUSQUINONGE*, taken from the French on Lake Champlain, 6 guns.
- Sloop *BETSEY* taken from the French, later taken by Rebels at Niagara 6 guns.
- Schooner *JOHNSON* taken from French at Niagara renamed
- Schooner *MURRAY* 6 or 12 Guns.
- 1760 Schooner *VIGELANT*, taken from the French on Lake Champlain, 8 Guns.

Sloop **WAGGON** taken from French on lake Champlain 8 guns

Row galley **GRAND DIABLE** taken from French, lake Champlain 1 Gun

Row Galley **PETITE DIABLE** taken from French, on Lake Champlain 1 Gun

Snow **MOHAWK** (French Prize) built at Niagara - & Oswego. 15 Guns.

Ship or Snow **ONANDAGA** (French Prize) Oswego 15 Guns

Snow **MISSISSAUGA** built at Oswego for Lake Ontario, 8 or more guns.

Snow **JOHNSON** (Probably the **WILLIAMSON**,
French Prize **OUTAOUISE**) 123 Guns,

Schooner **UNNAMED** , a French prize, probably the first Johnson above 6 Guns.

Schooner Unnamed. A French Prize, Probably the *Murray* above, 6 Guns.

Note: above are listed as built at (Oswegatchie. Pointe au Baril, where were built the French Prizes *Outaouaise* and *Iroquoise*. Three schooners with other unfinished vessels were captured at Niagara. Renaming uncertain.

1760 Row Galleys, five in number, built at Oswego for Amherst, 1 gun each.
continued

THE WAR WITH PONTIAC

1763 Schooner **HURON** Built at Navy Island for Upper Lakes, 8 Guns

Schooner **MICHIGAN** Built at Navy Island for Upper Lakes, 8 Guns.

Schooner **BLADWYN**, Built at Navy Island for Upper Lakes, 8 Guns.

Schooner **VICTORY** built at Navy Island for Upper Lakes 8 Guns.

(Note, the Schooner *Gladwyn*, Sloop *Victory* may be *Huron* and *Michigon* under other names)

1764 Schooner **BOSTON** built at Navy Island for Upper lakes, 8 Guns.

Sloop **CHARLOTTE** built at Navy Island for upper Lakes, 10 Guns..

(All of the above were built for freshwater service before the establishments were

organiz

- 1765 Schooner *BRUNSWICK*, built at Oswego for Lake Ontario, 10 Guns.
- 1769 Schooner *CHIPPAWA*, built at Pine River, off the St.Clair, for Upper Lakes 4 swivels.
- 1770 Schooner *CHARITY* Built at Niagara for Lake Ontario, 4 Swivels.
- 1771 Snow *GENERAL HALDIMAND*, built at New Oswegatchie, 18 guns.
- Snow *SENECA* (possibly French prize) built at New Oswegatchie, 18 Guns

Note *Seneca* was also built or rebuilt at this place in Winter of 1777 - 78)

- 1771 Schooner *HOPE* built at Navy Island or Detroit for Upper Lakes, 6 Guns.
- “Brigg” *GENERAL GAGE* Later a schooner, built at Detroit for upper Lakes, 6 Guns
- Schooner *DUNMORE* , Built at Detroit, 16 Guns.
- Sloop *ANGELICA* , Built at Detroit. 123 Guns.
- 1774 Schooner *FAITH*, Built at navy Island or Detroit for Upper lakes, 4 swivels.
- Sloop *ARCHANGEL* built for Lake Michigan, enrolled at Detroit, Swivels.
- Sloop *CALDWELL*, Built at Niagara for Lake Ontario, 2 Guns.
- Sloop *ADVENTURE*, built for merchant service, Upper Lakes, bought and controlled Detroit.
- 1775 Sloop *FELICITY*, Built at Detroit, or enrolled there for upper lakes, 4 swivels
- Sloop *WELCOME* Built at Michilimackinac for Lake Michigan, 4 swivels.

1776

BRITISH VESSELS - LAKE CHAMPLAIN

Schooner *CARLETON* Built Isle aux Noix, 14 Guns.

Schooner *MARIA* Built Isle aux Noix 15 Guns.

Shop or Snow *INFLEXIBLE*, Built Quebec, 18 Guns.

Ketch *CONVERT* former boy, 7 guns, 5 Swivels.

Ketch *THUNDERER* 24 Guns.

Three longboats, each two 24 pounders.

Seventeen lug rigged gunboats, each one gun.

PRIZES CAPTURED OR DESTROYED,

Lake Champlain, 1775, 1776, 1777.

Schooner *ROYAL SALVAGE* 10 Guns, British, captured 1775, burned 1776

Schooner *REVENGE*, 8 Guns, American, Destroyed 1777.

Sloop *ENTERPRISE*, 10 guns, British, taken 1776, destroyed 1777,

Cutter *LEE*, 6 guns, Captured by British, 1776, and enrolled in fleet.

Galley *THUMBLE*, American, 10 Guns, 8 Swivels, Destroyed 1777.

Galley *WASHINGTON*, 19 Guns, 8 Swivels, captured 1776, enrolled.

Galley *CONGRESS*, 10 Guns, 8 Swivels, Burned 1776 at Valcour Is. Battle.

Gundelow *PHILADELPHIA*, 2 Guns and swivels, Sunk 1776, at Valcour

Is.

Gundelow **JERSEY**, 2 guns and swivels, taken or destroyed 1776, Valour Is.

Gundelow **PROVIDENCE**, 2 guns and swivel, taken or destroyed 1776 Valcour Island battle.

Gundelow **CONNECTICUT**, 2 guns, swivels, taken or destroyed 1776, Valcour island

Gundelow NEW HAVEN, 2 guns, swivels, taken or destroyed 1776 Valcour Is.

Gundelow **SPITFIRE**, 2 guns, swivels, taken or destroyed 1776, Valcour Is.

Gundelow **NEW YORK** 2 gubs, swivels, taken or destroyed 1776, Valcour Is.

Schooner **LIBERTY**, British, Taken 1776, retaken 1777 along with row galleys.

Gundelow **SPITFIRE**, 2 guns, swivels, taken or destroyed, 1776, Valour Is.

ADDITIONAL BRITISH VESSELS FOR LAKE CHAMPLAIN IN A RETURN OF 1779:

SHIP, **ROYAL GEORGE**, 383 tons, length on deck 96½', keels 77'9½" beam

30½' Draft 8½' depth of hold 10', height of waist 4'9", 20 12 pounders, six 6-Pounders, ten swivels.

Brig. **WASHINGTON**, 12y tons, Length on deck 72'4", Keel 59'3", beam 19'7", draught 6'4" depth of hold 6'2", height of waist 4'5", 10 guns, 18-pounder, 12- pounder, 6 six-pounders, ten swivels.

Hoy **CAMEL**, 80 tons, 65' on deck, 5' draught.

Lugger **RATION**, 40 tons, 56' on deck, 17' beam, 3" draught.

IN THE REVOLUTION WERE ALSO THES VESSELS ON THE LOWER ST. LAWRENCE.

Provincial Arm's Cutter **JACK**, 14 Guns, 4 swivels.

Treasury brig Schooner **CERES**, ? Guns.

Treasury brig Schooner **ST. PETER** 12 GUNS.

Treasury Brig Schooner *MARY* 14 GUNS.

Treasury Brig Schooner *POLLY*, 14 guns.

Treasury Brig Schooner *LIBERTY*, 14 guns.

Schooner *MERCURY*, 2 guns/

Schooner *SOREL*, 8 guns.

Schooner *PROVIDENCE*,

Schooner *HOPE*, a captured rebel privateer.

Schooner *YANKEE BORN*, a captured rebel privateer.

Schooner *FLYING FISH*, a captured rebel privateer.

Two Gun-batteaux, each 1-gun.

TRADING VESSELS ON THE GREAT LAKES IN THE TIME OF THE PROVINCIAL MARINE.

Of sixty lake built vessels here mentioned as ships of commerce (all we have been able to find, including prizes captured, and excluding known duplications) all were potential members of the Provincial marine, and the navigation law of the time. And twenty two were armed with swivels or carriage guns and saw service in the department and its successor, the Upper Canada Naval Department of the Royal Navy, which succeeded it in 1813.

Of these 18 were lost by capture or destroyed by enemy action in the War of 1812. In the first year of the war ten American prizes were taken, 4 at Mackinac, 2 in the Straights of Detroit, 2 on Lake Ontario, 2 on Lake Erie. All might be credited to the Provincial Marine, as being "within sight", which was the admiralty regulation as to the sharing in prize money. In some cases the actual capture was made by the army.

THESE PRIZES WERE:

At Mackinac, July 17th 1812, when the northwest Company's *Caledonia* in the service, Sloops *Friend's Goodwill*, and *Erie*, Schooners *Mary* and *Salina*.

In the Straights of Detroit by the Provincial Marine Brig *General Hunter*, the U.S. Transport Schooner *Cuyahoga Packet*.

On Lake Erie, the schooner *Ottawa* at the Maumee river at the western end of the lake. The Schooner *Commencement* at Fort Erie, and the schooner *Miamis*, which may be another name for *Cuyahoga Packet* or a different vessel, said to have been built in 1796. If a different vessel she would bring the Erie Prizes up to three, and a total of eleven. These captures were made by boats belonging to expeditions in which the Provincial Marine participated, as the one against Fort Meigs, and Fort Miamis, and Fort Detroit.

On Lake Ontario the Provincial Marine flagship *ROYAL GEORGE* sent her boats into the Genesee river and the U.S. Revenue Cutter, name unknown, which seized her. Six or eight additional prizes made on Lake Ontario were properly credited to the Royal Navy, the Provincial marine having ceased. Among these were the following in a "*Return of Vessels and boats captured by H.M. Squadron, June 20 - 18 July, 1813 and delivered to the Quarter Master general's Department*" This means that the Quartermaster General's Department got the prizes, for use as transports, etc., and the Royal Navy got the prize money, while the Provincial marine, being out of existence from June 12, 1813, got nothing.

The Prizes were listed thus:

Schooner *Enterprise* (of Pultneyville, taken at Olcott where she had been hidden) Keel 44', deck 49½' beam 13'. 37 tons. Valued at £259.

Sloop <i>Drummond</i> , same dimensions as <i>Enterprise</i>	valued at £259.
Sloop Converted to Gunboat	valued at £151
<i>Lady Washington</i> now <i>Vincent</i> employed with Army at head of Lake (Query: Recovered wreck? Vessel of this name was lost with all hands in 1803, between Niagara and Oswego.)	valued at £500
Beatteaux	Valued at £15.
Durham Boat	<u>Valued at £30.</u>
Total value	£1214.

The Royal Navy lost no tome in making prizes, nor in claiming prize-money, a consolation for which the Provincial Marine had sighed, usually in vain, for 58 years of it's now ended live.

PROVINCIAL MARINE RESERVE

Trading Vessels on the Great lakes, with their armament, Potential or Actual.

1759 Schooner *Enterprise*, built at Detroit for Sterling and Porteous by Richard Cornwall of New York. Boatmen who brought her stores and equipment from Schenectady are said to have returned to New York by way of Pittsburgh (Then Fort Pitt) in 1760.

1769 Sloop *Chippawa*, built at Pine River, off the St. Clair, surrendered and wrecked near Presquille, Erie Pa., November 1775.

December 7th, 1775 Thos. Richardson at Niagara gave the order of Lt. Caldwell to Mr. Cornwall, master of the Sloop *Chippawa*, to destroy everything which might fall into rebel hands and bring in the rest, sending William Thorn and four men from the Provincial marine with provisions to assist Cornwall.

In the cargo were 17 bags of shot, 8 barrels of sugar, 1 bag of oilcloth. Caldwell reported the wreck as the *Chippawa*, Schooner, and said that the savages were importunate to get the rum that everything had to be destroyed.

In 1776 Adhemar St. Martin, Detroit, claimed for Merchandise lost in “*LeSAUTEAUX*, jette sur les cotes de lla Presquille”.

1770 Sloop, unnamed, built by Alexander Henry at Pointe aux Pins, above Saulte Ste. Marie, for the Duke of Glouster’s copper mining syndicate on Lake Superior. Sloop’s burthen 40 tons.

1771 Barge, built fo the same purpose.

About this time were built for the Upper Lakes six small vessels, three of which appear, but with larger tonnage, in the Service Reports “A return of Merchant vessels for the Upper Lakes” lists them thus:

Sloop *ADVENTURE*, Messers Macomb, 16 tons, (enrolled Detroit 1774).

Pariagua, Macbeath & Co., 10 Tons. (According to Bob’s Nautical pariaguas were small vessels, often open, with peculiar schooner rig, the masts were splayed like donkey ears, and often no bowsprits. It is also the name for canoes)

Sloop *WELCOME* Mr. (Askins?) Of Michilimackinac 15 tons (enrolled Detroit 1774)

Pariaguas, Askins of Michilimackinac 5 or 6 tons.

Pariaguas (second) Askins of Michilimackinac, 5 or 6 tons.

1785 Sloop *BEAVER*, Niorthwest Company, at Detroit, four 4-pounders 4-Swivels. Built for Lake Superior, at Detroit, 55' Keel, 13' beam, 4' depth of hold. Cost to complete, \$7500.00 for \$165 per ton. (Cuthbertson) Unable to haul her over the Sault by capstans,

the company used her on Lake Huron and began to build the following larger sloop above the Sault.

Sloop **OTTER** northwest Co., at Pointe aux Pins for Lake Superior.

1786 Sloop **INDUSTRY**, 25 tons, Northwest Co., Detroit, four 4-pounders, 4 swivels.

1786 Topsail schooner **DETROIT**, 55 tons, Northwest Co., built at Detroit and became U.S. army transport 1796. And thereby almost the first American sailing vessel on the Great Lakes. Capt. Wm. Lee had an unnamed vessel with oars and sails at Erie Pa., in 1795 according to Laura G. Hannford's History of Erie County.)

1796 Sloop **DETROIT**, 65 tons, Aiken, Nelldrum & Part., four 4-pounders, 6 swivels (Provincial marine return of 1800, showing commercial vessels on the Lake.

“Sloop **Detroit**. Of 50 tons “was on stocks building for a merchant when the post was relinquished July 11th, 1796. Capt. Schaumburgh, U.S. Army, chartered **Weazel** and **Swan** to go to Maumee rapids above Toledo to bring Capt. Mises Porter and a detachment of the 55th infantry to Detroit and purchased the **Detroit**, completed, to go with 11 batteaux to bring Coll. Hamtranck and several hundred men from the same place on Aug. 19. Major HENRY Burbeck with 110 men sailed in the **Detroit** to recompense for food supplied the expedition the British Garrison was returned to Malden in the **Detroit**.

She afterwards brought General Anthony Wayne and suite from Erie to Detroit, and the latter, although accustomed to the shipping on the Delaware at Philadelphia, wrote to his son of Detroit “*here in the centre of a wilderness you see ships or large vessels of War and Merchant men laying at a wharf or sailing up and down a pleasant River of about one mile breadth as if passing or repassing from the ocean.*” (M.M. Quaaife “Lake Michigan”)

The **Detroit** returned “Mad Anthony” to Erie “and in the fall of the same year was wrecked on the bar there” (L.G. Sanford “History of Erie Co.,)

- 1788 Schooner **LADY DORCHESTER**, 87 Tons, eight 4-pounders, 8 swivels, 2 guns actually mounted, built at Kingston for lake Ontario, 11787, and enrolled under new navigationm act in the following year. Actual tonnage "about 1230"/
- 1788 Sloop **GOOD INTENT**, 15 tons, built in Fredericksburg township, Bay of Quinte, by three brothers, said to be the first enrollment under the act which limited commercial vessels to 90 tons, Another sloop **Good Intent**, 15 tons, was built by Wm. And R.S. Reed at mill creek near Erie Pa., in 1799 and was lost was lost with all hands at Point Albine in 1806.
- 1789 Topsail Schooner **NANCY** 67 tons officially, burthen up to 100 tons actually, 6 guns, 6 swivels, built gby Hon. John Richardson at Detroit. Owners variously Forsyth Richardson & Co., George Leith (or Smith) & Co., Northwest Co., Hon. Angus McIntosh agent, and ultimately the British Admiralty, which paid the Northwest Co., £2,200. in compensation for her destruction on active service in 1814, as well as £1,743 for her use during the war.
- Sloop **SAGINAH**, 67 tons 4 guns, 6 swivels,; Aitken, Meldrum 7 Partners, Detroit.
- Sloop **WEAZLE**, 16 tons, John Aitken, Detroit, Dennaw her master 1796.
- Sloop **SPEEDWELL** , 24 tons, Hon. Jacques Baby, Detroit, 4 guns 5 swivels.
- Sloop **ATHABASKA**, 40 tons, Northwest Co., Built at Detroit, 4 guns, 6 swivels.
- 1792 Schooner **SWAN**, 30 tons, JA. May Detroit, 4 guns, 4 swivels.
- Schooner **DUCHESS OF YORK**, 66 tons, Built at Niagara, 5 guns, 5 swivels.
- Schooner **GENESEE** 50 tons, built at Niagara, Vide Supra
- Schooner **PEGGY**, 50 tons, Built in Niagara. Partly owned in York. Vide Supra
- 1794 Schooner **GOVERNOR SIMCOE**, built at Kingston, 1793, 137 tons, 47 over limit. Granted enrollment at 87 tons, with 8 guns, 8 swivels as potential armament.

LEEDS TRADER

- 1797-8 Sloop **WASHINGTON**, built at 4-mile creek, east of Erie Pa., by Eliphalet Beebe for the Population Co., of Pennsylvania; about 100 tons. Sold to Joshua Fairbanks, Queenston Niagara, November 1801 and in winter brought on rollers and runners over portage road from Chippawa to Clifton, thence to Queenston, and launched in the spring. Sailed by Capt. Murray, late of **Duchess of York**, BEING RENAMED **Lady Washington**, for British registration. Lost with all hands, November 26, or earlier, 1803, on voyage from Niagara to Oswego, Messrs. Dunn and Boyd among passengers. First American built decked vessel for Lake Erie. Hull apparently recovered as name appears as American

prize taken in June, 1813.

1797 Schooner **JEMIMA** (or **GENESEE PACKET**) first American vessel built for Lake Ontario, 30 tons built by Eli Granford at Hanford's Landing, or village of Carthage, three miles below Rochester on Genesee River in 1797. Bill of sale to Augustus and Peter B. Porter July 22nd, 1798, One third interest in her owned by Arthur Miles, innkeeper, Yorkk, was seized by Sheriff in 1800, and sold in July of that year. "**Genesee** built at Oswego 1799" according to Cuthbertson. (2) **GENESEE PACKET** was built at Sodus in 1810. In 1803 **Jane of Genesee** was bought by Mathew McNair, and her name changed to to **Peggy**. This could scarcely be the **Peggy** mentioned earlier (1792) one half interest of which was owned by the estate of Thos. Berry, York Merchant. In 1799, for the **Jane of Genesee** had not yet been built. Jos. Kendrick master of the **Peggy** complained of niagara port charges to the Executive Co., 1799.

1798 Black Walnut Sloop, "*on the stocks* at the bay of Long Point", 38 tons. Burthen and calculated for carrying timber, offered for sale by John Troyer, owner and Wm. Dealey, builder. This was on Lake Erie, not near Kingston.

Sloop **POLLY** was listed as "building in the Bay of Quinte".

1800 Schooner **PRINCE EDWARD** begun by Capt. Henry Murney west of stone mills at Glenora. Capacity 700 barrels; 800 was 120 tons. Transport in 1812.

1802 Sloop **MARY ANN**, at Niagara Bought for service in 1813, captured in convoy.

1804 "Skinner's Sloop" between Niagara and York.

"Captain Morris Sloop" between Kingston and Sackett's harbour.

Schooner **LADY MURRAY** sailed by Capt., Charles Selleck of Presquille this year. Was enrolled in 1809 as owned and built by Erastus Spalding in the Genesee, the cut out by boats of the **Royal George** 1812., having been seized for smuggling or breach of embargo law. Taken into the PM service, recaptured by :Lieut. Chauncey off Presquille, 1813, June.

1808 Sloop or Schooner **ELIZABETH**, 80 tons, built by Judge Cartwright for himself.

Another Schooner **SIMCOE** or **GOVERNOR SIMCOE** said to have been built buy him at this time for Northwest Company, replacing the first name, worn out. Questionable.

1809 Schooner **CHARLOTTE**, 90 tons, Alex Mackintosh of Moy, sold this year

Schooner **LADY GORE**, or **BELLA GORE** begun at Humber River. Transport.

THE FOLLOWING ALL BUILT BEFORE 1812,

INCLUDE PRIZES AND WAR CASUALTIES.

Brig *CALEDONIA*, recently built for Northwest Co., carried St. Joseph expedition for Capture of Mackinac, July 17, 1812 and was used in capture of Detroit, August 16th. Cut out buy Americans at Fort Erie, October 9, 1812, and one of American Squadron at Put In Bay 1813, and their attach on Mackinac, 1814: 6 guns..

- 1799 U.S. Brig *ADAMS*, “150 Tons burthen” built at River Rouge shipyard (“a sound fine Vessel that cost from eight to ten thousand pounds: Jno. Askin) called a snow, probably the last. Major Henry B. Brevoort commanded, 1802 - 12. Carried public stores
- ? Schooner *MINK*, built for Northwest Co., sunk at Sault Ste. Marie in 1813, was raised after efforts by *Nancy’s* crew and in commission in 1814 was captured by squadron attempting recapture of Mackinac.
- ? Schooner *PERSEVERANCE*, built for Northwest Co., for lake Superior, was captured by squadron attempting recapture of Mackinac but stranded in their attempt to run her down St. Mary’s falls, and burned, August 1814.
- ? Schooner *DOVER*, 20 tons, burned in the Thames in Procter’s retreat/
- ? Schooner *EIZA* a transport taken into service for attack on Fort Meighs early 1813, was burned in the Thames in Procter’s Retreat.
- ? Schooner *THAMES*, 80 tons, owned by Innes & McGregor, in bad repair 1812.
- ? Schooner *ELLEN OR ELEANOR* owned by Ricard Partinson, 59 tons, bought by Procter as transport in 1813 for £500 and burned in the Thames in retreat.
- ? Schooner *GOVERNOR HUNTER*, owned by Joseph Kendrick, burned on the bar at York in 1813, but owner compensated by American Victors as she was private property (Scadding).
- 1805 Sloop *GENERAL HUNTER*, a British bottom, navigated by four men left Mackinac for Chicago, May 8, 1805. Carrying to Kinzie and Forsyth a barrel of Gunpowder. 2 bars of Iron, a box of tobacco 19 bgs of flour, and 1 trunk, 3 boxes and 8 kegs of undisclosed contents. Inwards bound from St. Joseph and Chicago the *Hunter* brought 321 packs of furs. (Quaife).