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Mathews County Shipbuilding Patterns, 1780-1860

Peter Jennings Wrike
Old Dominion University

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MATHEWS COUNTY SHIPBUILDING PATTERNS 1780-1860

by

Peter Jennings Wrike
B.A. June 1972, University of Maryland

A Thesis Submitted to the Faculty of
Old Dominion University in Partial Fulfillment of the
Requirements for the Degree of

MASTER OF ARTS

HISTORY

OLD DOMINION UNIVERSITY
July 1990

Approved by:

Peter C. Stewart
(Director)

Harold S. Wilson

Thomas W. Burkman

ABSTRACT

VIRGINIA BUILT VESSELS FROM MATHEWS COUNTY

Peter Jennings Wrike
Old Dominion University, 1988

This thesis examines the volume and characteristics of a Chesapeake Bay county's shipbuilding activity to assess its impact on American waterborne commerce. The thesis proposes that this county built a significant number of fast sailing vessels in the late eighteenth and early nineteenth centuries. Previous works on American shipbuilding as well as regional histories have overlooked this county and concentrated on nearby large ports such as Norfolk and Baltimore. This thesis suggests these ports acted more as vessel brokers to the maritime industry than manufacturers and that this county was, among other small bay counties, a major contributor to that marketplace.

The sources depend heavily on federal records of vessel registration as well as some fragmentary state and colonial records of marine documentation. Private papers of merchants in the county and Baltimore also are used to supplement the official sources.

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Through the process of research on this topic Ken Hall and John Vanderveedt of the National Archives provided valuable assistance. Margaret Cook of the Swem Library at the College of William and Mary has generously given permission to use several excerpts from the Billups Collection including Appendix F. In the preparation of this thesis the following people provided support and encouragement; Thad W. Tate of the College of William and Mary; Shelli O. Smith, Harold S. Wilson, Thomas W. Burkman and especially Peter C. Stewart, all of Old Dominion University.

My first "boss," the late Howard I. Chapelle, Historian Emeritus (Transportation) of the Smithsonian, provided the professional example and scholarly works which have guided my efforts and methods. Martin Diggs, Mathews County historian and educator, has always given encouragement and direction to my studies. Another Mathews County historian, Milton Murray, generously shared with me his time, records and support.

To these persons and many others, including my patient family, I am indebted.

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PREFACE

Commercial shipbuilding in Virginia developed naturally. The immense harbor of Hampton Roads, tidewater's large expanse of navigable waters, extensive forests, Virginia's early settlement and the need for commercial interchange made shipbuilding a practical activity. Numerous references by British and American sources to "Virginia-built" vessels gives further evidence of shipbuilding. However, the principal Virginia sources for shipbuilding research -- plans, ships' papers and portraiture -- are only fragmentary. Shipbuilding activity can be identified in Virginia, but its origins remain obscure.

In 1977 the Mariners Museum in Newport News, Virginia, received an early nineteenth century painting of a Virginia built vessel named the Orozimbo . This vessel, built in 1805, measured 588 tons. Constructing a vessel of this size necessitated considerable shipbuilding experience. The detailed painting showed a very complex vessel with several decks, a sophisticated ship rig, and very ornate carvings as well as decorations. In addition to the painting, a large pitcher decorated with the same vessel is in the museum's collection. The painting and pitcher give

graphic evidence of very developed shipbuilding skills. The Orozimbo's documented place of construction was not an established seaport such as Norfolk or Portsmouth, but was Mathews County, a small rural Virginia county on the Chesapeake Bay.

Contemporary historical studies seldom mention shipbuilding as an activity in Mathews. However, contemporaneous materials depict a considerable shipbuilding industry in the county. This high volume of shipbuilding activity is not a part of the current local history and culture of Mathews County. No physical evidence of shipbuilding activity exists in the county. What was the extent and type of shipbuilding in Mathews County? Were large vessels such as the Orozimbo representative of the county's skills or was it an anomaly? What did Mathews County's shipbuilding contribute to Virginia's marine economy? Did Mathews shipbuilding affect the United States maritime enterprise? What happened to the shipbuilding industry in Mathews County?

Between approximately 1760 and 1810 fast vessels built on the Chesapeake Bay were often labeled "Virginia-built." By the War of 1812 the term "Baltimore Clipper" replaced the earlier label. Did these descriptions apply to Mathews County vessels? This thesis will access all available sources to locate, identify and compile all Mathews built vessels. Information on design, construction,

builders and purpose of the compiled vessels will be used to answer these questions.

CHAPTER 1
METHODOLOGY AND SOURCES

Commercial shipbuilding in Virginia in the eighteenth and nineteenth centuries needs scholarly research. With the exception of a master's thesis, a monograph, and several extended references in survey works, little attention has been paid to Virginia's shipbuilding. Studies of Virginia's shipbuilding have usually focused on compiled records that deal with aggregations of vessel entries, clearances, tonnages, cargoes and other data, often in rather narrow time spans.¹ (The building of sailing vessels was a complex, labor intensive, resource dependent, commercial activity which produced a product designed to serve a particular need or needs for many years.) Each vessel had individual characteristics which were often modified over time.

Shipbuilding studies have usually focused on a particular vessel type, an individual builder, or a single

¹ Ernest M. Eller, ed., Chesapeake Bay in the American Revolution, (Centerville, MD: Tidewater Publishers), 1981. Joseph A. Goldenberg, Shipbuilding in Colonial America, (Charlottesville, VA.: University of Virginia Press for the Mariners Museum), 1976. Arthur Pierce Middleton, Tobacco Coast, A Maritime History of the Chesapeake Bay in the Colonial Era. (Newport News, VA.: The Mariners Museum), 1953.

vessel.² Between these studies and the broad surveys of the entire state's shipbuilding there is a need for regional or area research on major Virginia shipbuilding activity. The findings of this research should be based upon examination of the individual vessels from the region or area of construction. Meaningful statements about Virginia's shipbuilding can be made only by the assembly of as many vessel statistics as possible. Few statements can be made accurately about Virginia's shipbuilding activity based on existing data.

The lack of research using individual vessels from any major Virginia shipbuilding area is due to the loss of large record groups containing appropriate shipbuilding references. However, fragmentary references to Virginia's shipbuilding do exist in both the state's records as well as those kept in areas where Virginia built vessels sailed. The most consistent and reliable records in the United States for the determination of a vessel's origin are those kept by the federal government beginning in 1789. The federal records continued a process begun in the British

² Howard I. Chapelle studied the records of sailing vessel of the United States and wrote books and numerous articles between 1934 and 1973. In The Search for Speed Under Sail 1700-1855 (New York: W. W. Norton & Co., 1967), 145-6, he used federal vessel documents from Baltimore (1789-1798) to discuss the types of vessels built, their general characteristics, and the areas where they were built. Chapelle did not go further than generalizations on these records. But he showed the value of those records in formulating statements on vessels.

colonies over a century earlier. Part of that process raised revenue by taxing vessels and their cargoes based upon nationality. Proof of nationality required documentation which recorded a vessel's ownership, master (captain), and place of construction along with other particulars. Before 1789 the documentation process varied among colonies and even ports within the same colony. However, in 1789 the new national government established uniform standards, established official documentation ports and appointed officials at those ports to record the necessary information.³ The original document remained in the port where documented with a copy going to the vessel's master and another copy to Washington.

Virginia designated eleven official ports in 1789 which grew to fourteen by 1802. Later an additional nine Virginia ports joined the system.⁴ Despite these numerous Virginia ports, the records are still very incomplete. Virtually all Virginia vessel documentation records prior to 1815 are missing or destroyed. From 1815 through 1865

³ The documentation format, content and general circumstances of use are described in Appendix B.

⁴ Those Ports of Entry were Hampton (1789-1822), City Point (1789-1800), Yorktown (1789-1882), Tappahannock (1789-1913), Yeocomico (1789-1822), Folly Landing (1789-1844), Alexandria (1789-1913), Dumfries (1789-1822), Norfolk-Portsmouth (1789-1913), South Quay (1789-1944), Cherrystone (1789-1913), Richmond (1800-1913), Petersburg (1800-1913), East River (1802-1844); with Ports of Delivery at Manchester, West Point, Cumberland, Urbanna, Port Royal, Fredericksburg, Falmouth, Smithfield and Suffolk.

abstracts and originals are approximately thirty percent complete.⁵ In order to locate vessels built in Virginia between 1789 and 1865 it was necessary to examine existing records in ports where Virginia vessels traded. Major ports north of Virginia (Baltimore, Philadelphia, and New York) are substantially complete for that period.⁶ Baltimore documented the largest number of vessels from Virginia because of its nearby location. Almost all of the Baltimore records are bound and in good condition at the National Archives. Philadelphia and New York also documented Virginia vessels. The Works Progress Administration (WPA) manually compiled the Philadelphia vessel documentation. The National Archives and Records Administration (NARA) did the same for New York. World War II halted the Philadelphia study and the incomplete findings have only limited use. The New York study was completed and serves as a more useful guide to Virginia shipbuilding activity.

In 1968 NARA published a two-volume index to all vessels documented in New York between 1789 and 1867. The index, designated Special List 22, contains abstracted information on over 26,000 vessels listing each vessel's name, rig, tonnage, year of construction, place of

⁵ Forrest R. Holdercamper, "Registers, Enrollments and Licenses in the National Archives," American Neptune 1 (July 1941): 286-7. A manual tabulation of the available records compared to the potential records once available yields the percentage.

⁶ *Ibid.*, 284-6.

construction, and the date the vessel was first registered or enrolled in the Port of New York.⁷ Naturally the majority of vessels documented were built in New York or adjacent states, particularly New England. However the list identifies 397 vessels from Virginia of which 350 have specific known places and dates of construction.⁸ Special List 22 contains sufficient reliable data on each vessel and enough vessels to make valid observations.⁹ The list also contains Virginia vessels built between 1778 and 1863. This provides an eighty-five year cross-section of Virginia's shipbuilding and adequately covers the major period of sailing vessel construction. Additionally, the Virginia built vessels contained in Special List 22 were gathered randomly and objectively in New York. Most Mathews vessels documented there no longer had Virginia affiliations. New York merchants were not active in Virginia for any period sufficient to have biased the vessel documentation process.

⁷ Forrest R. Holdercamper, List of American-Flag Merchant Vessels That Received Certificates of Enrollment or Registry at the Port of New York 1789-1867, 2 vols (Washington, National Archives, 1968). This work is referred to as Special List 22 by the National Archives.

⁸ These vessels were sorted from Special List 22. Some vessels originally labeled as built in "Gloucester" or "Virginia" were later identified as Mathews. One vessel labeled as Baltimore built was also from Mathews. Since errors were probably uniformly distributed in a compilation of over 26,000 records, no adjustment to the published data was made.

⁹ Appendix B lists all information categories normally recorded on each vessel.

The Philadelphia study was similar to other random WPA studies of various United States port records.¹⁰ Volume 1, published in 1942, contained some compiled tables and vessels with names A through D. This was the only volume published and the unpublished data cannot be located. Volume 1 contains a manual compilation of the building location of all documented vessels based upon a threshold number of vessels built at each identified location. For Philadelphia six vessels built at a single port in the United States was the basis for inclusion in a "building record." That record contains 214 locations building six vessels or more.¹¹ An additional 520 ports which built from one to five vessels are cited but the locations were not listed in the published volume. The total number of vessels documented in Philadelphia between 1780 and 1870 was 6,584. The data, gathered under the same circumstances as in the New York records, also lacks bias. While the total documented number of vessels is less, the Virginia proportion of vessels is higher than in New York, due to Philadelphia's proximity to Baltimore and the Chesapeake Bay.

¹⁰ Federal Archives, Pennsylvania, Survey of Ship Registers of Port of Philadelphia, Pennsylvania, 1 vol. (Philadelphia, 1942).

¹¹ The number of shipbuilding locations which were in Mathews as well as other ports and unknown as such to the WPA researchers is speculative. However, this would probably proportionately bias other Virginia areas as much as Mathews.

The only complete set of pre-federal Virginia vessel documentation which exists is the returns for the Upper District of the James River in 1788-89.¹² These returns list one hundred vessels built between 1778 and 1789 of which seventy-three were built in Virginia.¹³

Colonial records from Virginia are available from 1695 to 1775 for the six colonial ports of documentation.¹⁴ These records occasionally mention specific building sites, particularly in the early records, while later notations usually cite the building location as "Virginia" and "plantation." Officials at each port treated the identification process differently. Some identified the precise building site within Virginia while others referred to all colonial vessels simply as "plantation" built.¹⁵

¹² Virginia, Virginia State Library, "A Register of Ships of the Commonwealth of Virginia, February 1788 to August 1789," Richmond, VA.

¹³ This number was developed after elimination of duplicate vessels as well as those built outside Virginia. Upper James River was literally that area from about Claremont (Surry Co.) to Richmond and Petersburg. Since Virginia shipbuilding experienced a lull at the time, vessel building sites are rather uniform and local construction on the James River does not bias the returns.

¹⁴ Walter Minchinton, Celia King, and Peter Waite, eds., Virginia Slave-Trade Statistics 1690-1775. (Richmond: Virginia State Library, 1983). This compilation, the most recent and comprehensive published survey of the extant colonial records of these ports, includes the quarterly returns from each Colonial Naval District in Virginia. These were Accomac, Hampton, York, Rappahannock, South Potomac, and Upper James.

¹⁵ The identification process was done at each port by each official in a relatively consistent manner. Generally

In general building sites for colonial built vessels were not identified in sufficient quantities to make conclusions based solely on those sources. However, these colonial records yield 22 vessels identified from Mathews. Bill Kelso's work on Virginia's colonial shipbuilding proved useful and provided a guide to additional Mathews vessels.¹⁶

Together the vessels identified from Mathews County in the New York, Philadelphia, James River District and colonial records number about two hundred twenty vessels, once duplicates are removed. These combined federal, state and colonial records indicate the extent of Mathews shipbuilding. That initial compilation became the basis for Appendix C.¹⁷

Mathews County was created in 1791 from Kingston Parish in Gloucester County. This was less than two years after the establishment of the national ports. Therefore existing U.S. port records after 1790 were closely examined

the ports of York and Potomac were more precise in their identification. But the process varied with each collector.

¹⁶ William M. Kelso, "Shipbuilding in Virginia 1763-1774" (M.A. thesis, College of William and Mary, 1964) 34-57.

¹⁷ The record base exhibited by Appendix B contained the listed owner(s) and master for each documentation. For some vessels only one document is available while for others literally a dozen were found. The scope of this study was to locate the major area of ship production in Virginia. The owners and masters data will be used at a later date. The owner/master data was, however, referenced in some of this paper's findings.

for vessels from Mathews. Mathews was designated an official port for vessel documentation in 1802. Except for published abstracts the extant records are virtually non-existent to 1815.¹⁸ Approximately two hundred original vessel documents survive, albeit in very poor condition due to fire damage. These date from 1815 to 1861 and reveal a small number of the vessels built in the county. Records from the nearby ports of Yorktown, Tappahannock, and Accomac, in a similar condition, also reveal a few vessels. Norfolk records exist only from 1815 but yield more vessels.¹⁹

Generally, the search for local Virginia documents encountered very incomplete records, but some vessels built and documented locally were often redocumented later at ports where records survive. Port records outside Virginia often yield Virginia vessels that were lost, destroyed, condemned, captured, sold or were otherwise absent before 1815.

¹⁸ The record on Mathews is incomplete. While the National Archives ascribes an 1844 termination date to the port, official records in two private sources exist from 1845 to the mid 1850s. The Port of East River apparently became a Port of Delivery in 1844 and the records required to be kept at Yorktown after that date were duplicated locally. Unfortunately, Yorktown records from this entire period are also incomplete and those which survive are in poor condition.

¹⁹ In NARA Record Group 41 combined Norfolk and Portsmouth registers exist for 1815-1861 and 1866-1917; enrollments exist for 1815-1821, 1825-1861 and 1866-1917; and licenses exist for 1865-1917.

Baltimore, with its proximity to Virginia and the fine condition of its documents, was chosen as the primary port to examine the scope of shipbuilding activity from Mathews.²⁰ Ultimately, the Baltimore records yielded primary documentation on over four hundred Mathews vessels and supporting documentation on almost two hundred additional vessels. Maryland port records are very intact and several conditions contributed to many Mathews and other Virginia vessels being registered there. Baltimore shipowners were aggressive in their search for bay built vessels to carry their business. Baltimore's location on the upper bay brought vessels there from many areas during the Revolution and War of 1812 when British cruisers tended to gather in Hampton Roads and the lower bay. Baltimore's commodities came from a broader geographic base of resources than many Virginia ports and, therefore, Baltimore merchants could more consistently assure cargoes for vessels. Additionally, Baltimore merchants contracted for vessels to be built in Mathews County and on occasion, invested in other commercial ventures in that county. Evidence of

²⁰ Washington, National Archives and Records Administration Record Group 41, Records of the Bureau of Marine Inspection and Navigation, Registers, Baltimore, Enrollments, Baltimore. Record Group 41 contains the Baltimore registers for 1789-1799 and 1801-1917. Enrollments exist for 1789-1917 and licenses for 1865-1917.

Washington, National Archives and Records Administration, Record Group 36, Records of the Bureau of Customs -- French Spoilation Claims, Baltimore. Record Group 36 contains the registers for 1789-1799 and 1801.

similar investment in Mathews by Virginia merchants does not exist.²¹

Existing Mathews records occasionally provide references about shipbuilding in the county. The College of William and Mary contains the Billups Collection which is the largest extant collection of records on Mathews County. It spans the period 1712 to 1860 and provides more detailed information on some of the statistical material derived from the colonial, Virginia and NARA documentation.²² The collections greatest asset was the business records of several generations of Billups family members with extensive commercial records on their trade and customers.

A valuable source for Mathews vessels was the Admiralty prize records of captures made by the British during the American Revolution.²³ Virginia Gazette shipbuilding notices supplemented the early records.²⁴

²¹ Stuart Weems Bruchey, Robert Oliver, Merchant of Baltimore 1783-1819. (Baltimore: The Johns Hopkins Press, 1956), 96.

²² Billups Papers, 1705-1857, Manuscript Department, Swem Library, College of William and Mary, Williamsburg, VA.

²³ Virginia, Colonial Williamsburg Foundation Library, "Virginia Colonial Records Project, Survey Records." The library has transcripts of the High Court of Admiralty Prize Papers 1778, 1779, 1780, 1781, 1782. (Hereafter cited as Survey Reports). See also Virginia, Colonial Williamsburg Foundation Library, microfilm M-673, American Ships Books and Papers 1776-1777, P.R.O. H.C.A. 30/715-16, 734; M-853, Ship's Papers, Prize Papers 1778-79, PRO/HCA 32/281.

²⁴ Virginia, Colonial Williamsburg Foundation Library, The Virginia Gazette (Williamsburg) 1736-1775.

The shipping lists of the British West Indies, particularly Barbados, Dominica, Jamaica and the Leeward Islands, contained vessels from the "County of Mathews."²⁵ The federal documentation and these other sources provide a comprehensive picture of shipbuilding activity in Mathews.

From these records it is possible to determine the volume, composition, and to some extent, the quality of Mathews shipbuilding. This vessel production data was compiled into a meaningful chronological record and now provides an understanding of Mathews shipbuilding enterprise.

Mathews had some natural advantages which positioned the county to develop a shipbuilding industry. The county had favorable natural resources as well as a geographic propensity to marine traffic. After settlement, other events moved the county into shipbuilding as a means of livelihood. (Understanding these natural elements and the county's history in the context of national and world events will show why Mathews became a major shipbuilding center.)

²⁵ Virginia, Colonial Williamsburg Foundation Library, Lists of Shipping Returns: St. Christopher, PRO/CO 243/1; Nevis, PRO/CO 187/1-12; Leeward Islands, PRO 152/15 CO 157/1; Jamaica, PRO/CO 142/15-24; Grenada, PRO/CO 101/1; Dominica, PRO/CO 76/4-6; Tobago, PRO/CO 290/1; Antigua, PRO/CO 10/2; St. Domingo, PRO/CO 245/1.

CHAPTER 2

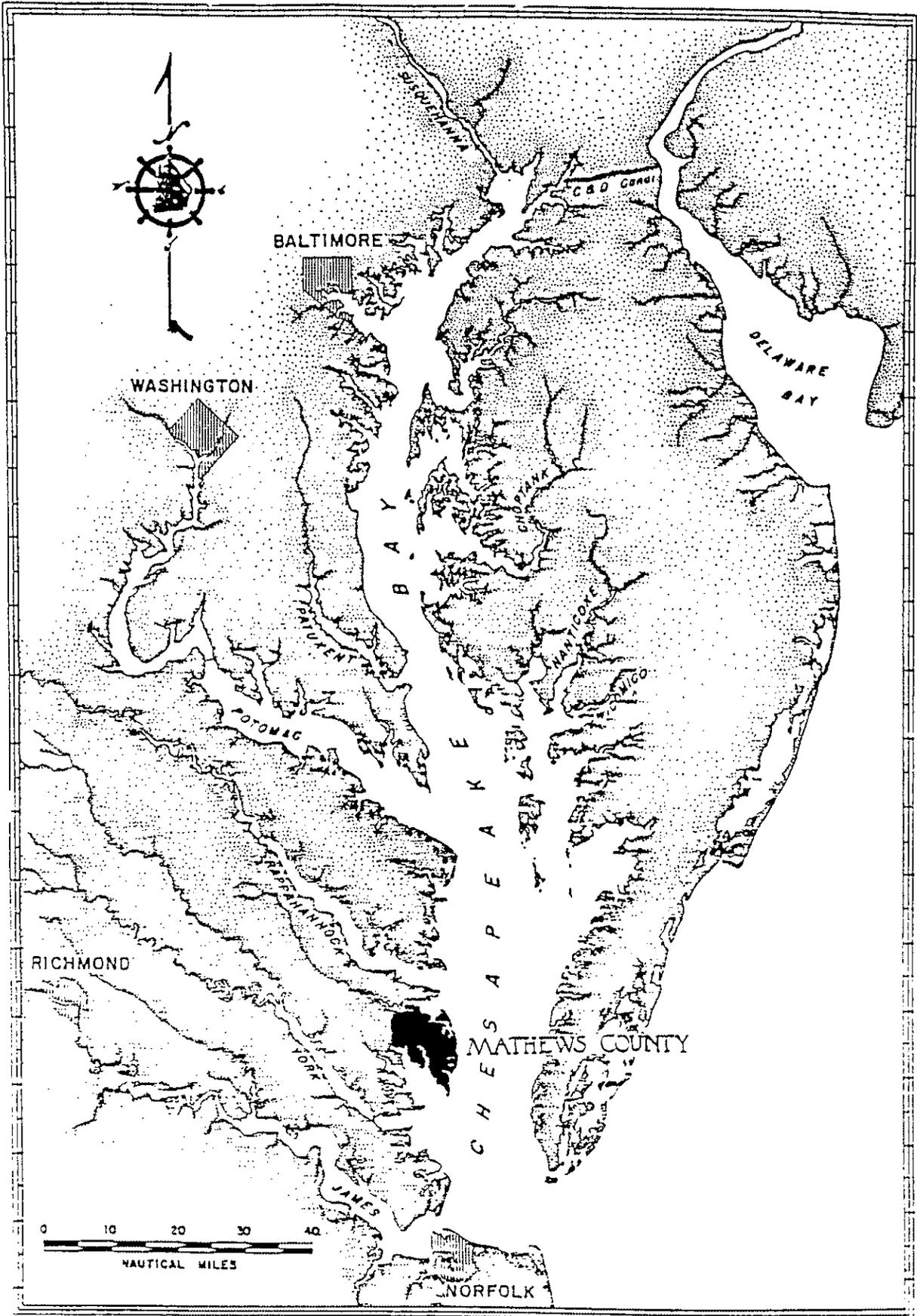
MATHEWS COUNTY MARITIME HISTORY

Mathews settlement began before 1640. As with much of Virginia's early history settlement worked from the water's edge inland. Due to prevailing winds on the bay, sailing vessels required only a day's sail from Hampton Roads north to Mathews. The north-south flow of water borne traffic was far easier on the open bay than the east-west route on tidewater's narrower rivers. This trend favored Mathews early settlement. (See Map 1.)

Mathews comprises only approximately 105 square miles of total area. Land accounts for about 70% of this area while inland water covers 14 and open water 18 square miles respectively. Mathews has over 240 miles of waterfront and its western boundary with Gloucester County (North End Branch and Muddy Creek) provides only approximately one mile of solid land connection to Virginia.¹

Mathews County, Virginia, was founded in 1791 from

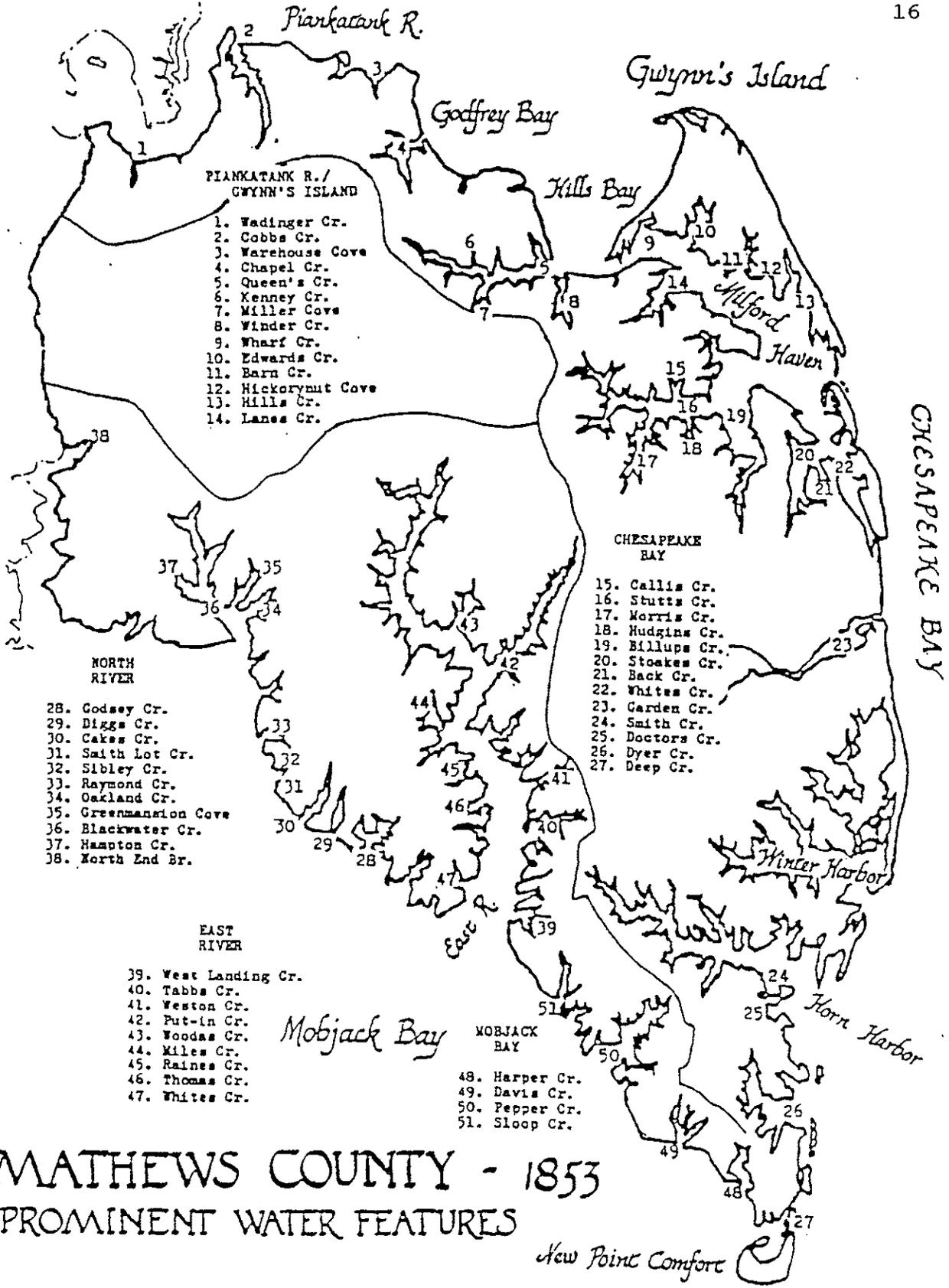
¹ Arlington County is the smallest county in Virginia with Mathews the second smallest. Appendix A contains a very detailed and complete description of Mathews County in 1830. When created in 1791 Mathews was the smallest county in Virginia. Before 1951 only two roads entered Mathews County and one of these was over a bridge.



Gloucester County with its physical boundaries exactly those of Kingston Parish, one of the four parishes of Gloucester County. The Piankatank River bounds Mathews on the north, Chesapeake Bay on the east, Mobjack Bay and the North River on the south and southwest, and Gloucester County on the West. Gwynn's Island, at the mouth of the Piankatank River, lies less than two hundred yards from the mainland shore. (See Map 2.)

Almost an island, Mathews has no land more than two miles from navigable water. Although the tide ranges an average one and one-half to two feet, much of the county is subject to periodic flooding from high tides, storms and hurricanes because the land averages only eight feet above sea level. Cliffs exist only along portions of the Piankatank River on the county's northern border. Along the eastern and southern portions of the county lowlands and marsh abound. (Shipbuilding sites, which must slope gently to the water, were located along almost the entire shoreline.) The sandy soil is free of rocks as is the gently sloping shoreline.

(The climate in Mathews allows outdoor activity virtually year round.) Temperatures may rise to over one hundred degrees (fahrenheit) some days in July and August. Coupled with high humidity this made summer activity strenuous. In January and February temperatures fall



MATHEWS COUNTY - 1853
PROMINENT WATER FEATURES

occasionally into the teens with snowfalls which could lie for several days. Except for these occasional extremes shipbuilding activity proceeded much of the year and under rough cover all of the year.²

Early settlers found an abundance of natural resources in Mathews' extensive forests. These forests of the seventeenth, eighteenth and first half of the nineteenth centuries were predominantly hardwoods such as white oak, red oak, chestnut, gums, maples and some hard pines.³ Wildlife filled these woods while shellfish and fin fish abounded in the surrounding waters.

As with much of tidewater Virginia, Mathews had little urban development. The earliest and only urban development in Mathews occurred at the head of the East River. In 1704 the Kingston Parish Glebe House was located on a creek opposite the village.⁴

In 1791 the newly created Mathews County chose the village at the head of the East River as the county seat.

² Samuel Barron Papers 1793-1894, Box 3, Folder 129, Manuscript Department, Swem Library, College of William and Mary, Williamsburg, VA. A document dated 12 December, 1805 refers to the requirement for covering the United States gunboats under construction in Hampton, Norfolk and Mathews County. Boat "sheds" seldom had a long life, but some were converted in the late nineteenth century to barns and survive today in Mathews County.

³ See Appendix A.

⁴ Billups Collection, Oversize Box. On the 1713 deed of George Billups the Glebe House (rectory) is clearly shown at the head of the East River on Pudding (Put-in) Creek.

In the village the county's citizens constructed a courthouse, clerks office and a jail. The village was known as Westville until the late 1850s, while across the bay in Accomac County the county seat was Eastville.⁵ After 1860 the village at the head of the East River was known as Mathews Courthouse.

Of the resources necessary for shipbuilding -- raw materials, building sites, labor and support industries -- Mathews started its commercial development with the first three. Its rural character and relative isolation did not allow for the development of sophisticated or extensive support industries. Mathews developed some industries necessary to build and outfit vessels such as metal forges and ropewalks, but production was limited to local consumption in the county. County residents sold some bar iron during the Revolution, a practice not common after 1784.⁶ Mathews' abundant forests also provided fishing vessels and river transportation for local needs. The cleared ground permitted some agriculture, but only tobacco

⁵ The advent of steam greatly improved river commerce and several lines from Baltimore and Norfolk alternatively as well as competitively served the area after the Civil War. Prior to that steam service, begun in the 1830s, was less frequent. Throughout the Colonial period and until bridges were completed in 1950s, ferries provided much local transportation for passengers and commerce.

⁶ Maryland, Department of Archives and History, "Records of the 4th Naval District 1780-1789," Annapolis, Maryland. Inward bound vessels from Mathews often carried bar iron, tobacco, farm products or were "in ballast."

was sold as a commercial crop outside the county.⁷ Because of the generally poor and wet soils tobacco had only a short history of growth; subsistence farming was the major agricultural activity by the mid-eighteenth century. Mathews occasionally exported some naval stores and staves before the Revolution probably as a by-product of the emerging shipbuilding activity. (The exhaustive property of tobacco, the poor soils in Mathews as well as flooding from hurricanes and northeasters encouraged Mathews residents to turn from agriculture to shipbuilding.⁸)

The timber in Mathews, particularly oak and pine, was the traditional primary woods for sailing vessel construction. Forests containing these woods reached down to the shoreline. The extensive shoreline encouraged small boat construction for travel to church, market, neighbors, courts and other necessary events as well as fishing. Boat building skills had to develop early in Mathews settlement.

Vessel construction first appeared in Mathews by 1705. In 1713 large vessels were built on the Piankatank.⁹ By the 1750s Mathews regularly built and sold tobacco ships

⁷ Ibid.

⁸ Appendix A contains a comprehensive description of Mathews County. Joseph Martin, A New and Comprehensive Gazetteer of Virginia and the District of Columbia, (Charlottesville, VA: by the author, 1835), 226-9.

⁹ See Appendix D. The Greenock, a ship measuring 192 tons, was the earliest large vessel identified from the area.

to British merchants as well as locally in tidewater.¹⁰ By 1760 the population of Mathews had grown to almost two thousand persons and was concentrated along the county's rivers and creeks. After 1760 shipbuilding began to dominate Mathews industry. Large vessels were built before 1770 for Norfolk and Tappahannock (Hobbs Hole). Finished products for these Mathews vessels, not available in Virginia, were ordered directly from England.¹¹ Speculative shipbuilding began by 1765 in volume but slowed after 1772.

The American Revolution reversed this trend. The occupation of Hampton Roads by Virginia's Royal Governor Dunmore in 1775 and the subsequent burning of Norfolk limited the utility of large vessels in Virginia's commerce. But both the Continental Congress and British government required "full-built" ships for conversion to naval craft, large privateers, letters of marque (licensed armed merchantmen), naval tenders and store ships. As the Atlantic became a war zone in the late 1770s "full-built" vessels were required to replace losses of large commercial vessels.¹² Privateers, small merchantmen as well as

¹⁰ See Appendix A. Tobacco was generally carried by large ships but sloops, schooners and brigs were also tobacco as well as other cargo carriers.

¹¹ Billups Collection, Box 1, Folder 2.

¹² "Full-built" vessels were those built to carry a great deal of cargo between ports. In hull form they had mid sections that came as close to a "U" shape as possible. They

dispatch boats were usually "sharp-built" vessels.¹³ These vessel types suited the needs of wartime navies and some commercial ventures. The Virginia state navy built, purchased, or otherwise pressed into service over 200 small vessels between 1775 and 1779. Governor Dunmore gathered over seventy vessels in his loyalist cause between June 1775 and June 1776.¹⁴

(These demands on available shipping significantly diminished the available number of vessels in Virginia.) The destruction of the wharves, warehouses, shops, stores, public buildings and residences eliminated both the ability and some of the need for commerce in Norfolk. Many citizens moved up the Elizabeth River and its tributaries into Princess Anne County. Some joined relatives in other parts of Virginia including Mathews. Some left with Dunmore while still others joined the state and Continental forces. These citizens included skilled craftsmen who sought work wherever they went. (Norfolk shipbuilders and masters, such as John Avery, came to Mathews.)

were much like the traditional British vessel and by type the dominant vessel design of the eighteenth and nineteenth centuries.

¹³ "Sharp-built" vessels were those built to sail swiftly between ports. In hull form they had mid sections that were almost "V" shaped. The demand for this type of vessel was limited to the market needs for rapid cargo transportation, pursuit and/or escape, and movement in restricted waters.

¹⁴ Eller, 90.

Access to staples and trade goods still depended heavily dependent on water transport. The relocated population in Hampton Roads continued to trade foodstuffs needed by both sides. Dunmore's fleet did not severely inhibit the movement of these vessels in the Elizabeth River and Hampton Roads. The former governor also depended on supplies brought by local vessels.

By spring, 1776, Dunmore's military forces and loyalist refugees required a fleet of over one hundred vessels. (In early April Virginia forces ordered and effected the removal of any remaining population near the Elizabeth River.¹⁵ They also destroyed prominent tory homes, wharves, and warehouses in Portsmouth, making the Hampton Roads waterfront unfit for commerce in any volume.) Dunmore left Hampton Roads due to the rumored assembly of forces to attack his fleet, the dwindling of his supplies and the outbreak of smallpox among his fleet's population containing troops, sailors, freed slaves and civilian loyalist refugees.

Dunmore's fleet of 108 vessels arrived off Gwynn's Island on May 25, 1775. They surrounded the island while troops landed and erected fortifications. Dunmore intended to pursue his war against rebels in both Virginia and eventually Maryland from the island. Brigadier General

¹⁵ Survey Records, Survey Reports SR 5456, deposition of Thomas Williamson, March, 1778, to the High Court of the Admiralty.

Andrew Lewis moved quickly with continental and militia forces from Williamsburg to the Mathews shore opposite Gwynn's Island. Local militia rallied to the continentals and donated locally built vessels to the effort to dislodge Dunmore. News of the Declaration of Independence reached Mathews on July 8. On July 9 the American forces opened a heavy fire on the British. The British lost several vessels, including the Mathews armed schooner Lady Charlotte. Both the British fleet and ground forces were unable to completely move out of cannon range. Within five days, mounting losses to his fleet and casualties among his troops from both gunfire and smallpox forced Dunmore to burn several of his own vessels. He consolidated the healthy troops and civilians in those remaining. He sailed from Virginia waters and for much of the rest of the Revolution Mathews saw little major military activity.¹⁶

In 1776 the state of Virginia contracted in Mathews (Kingston Parish, Gloucester County) for construction of four large troop transports and one of the four largest war

¹⁶ A few loyalists including the rector of Kingston Parish left but the increased shipbuilding brought replacements of labor. Except for British warships and loyalist privateers Mathews appears largely untouched during the war. The Yorktown campaign caused the call-up of the local militia. The best accounts are in Eller's Chesapeake Bay in the American Revolution and Joanne Wood Ryan, "Gloucester County, Virginia, in the American Revolution." M.A. Thesis, College of William and Mary, 1978, 45-98.

galleys of the Virginia State Navy, the Henry.¹⁷ In 1777 the largest ship of the Virginia State Navy, the frigate-galley Gloucester, was built on Pepper Creek.¹⁸ Military action in the county centered around vessels which ran aground through hostile action or accidents. From Dunmore's invasion onward, Captain John Billups vigorously patrolled the Mathews shoreline with a company of militia, even "capturing" a small vessel on New Point Comfort. The Virginia State Navy's Henry, commanded by Robert Tompkins and manned by many Mathews men, spent much of her active career in and around Mathews County waters. In addition to the Virginia State Navy warships, vessels were built as well as sailed from Mathews as blockade runners, letters of marque and privateers. British capture records noted over two dozen vessels captured, detained, searched or otherwise recorded from Kingston Parish and Gloucester County between 1778 and 1782.¹⁹

A complete commercial picture of Mathews during the Revolution does not exist. However, accounts kept by the Billups family show that their trade was almost exclusively with Norfolk before 1776 for finished products as well as

¹⁷ Naval Documents of the American Revolution, William James Morgan, ed., vol. 6 (Washington: Naval History Division, Department of the Navy, 1972), 88, 366, 1242.

¹⁸ Ibid., 199, 366, 1207.

¹⁹ Survey Records, Survey Reports SR 5901, 5455, 5445, 5444, 5462, 5471, 5680, 5687, 5696, 5703, 5704, 5710, 5471, 5480, 7087, 5712, 5901, 6203, 5449, 6202, 6203, 6206, 5463.

the outfitting of vessels locally constructed. In 1776 the destruction of Norfolk and the presence (and threat) of English warships and privateers shifted Billups' mercantile activities first to Tappahannock and by 1778 to Fredericksburg. In 1779 Billups, in partnership with John Avery (formerly of Norfolk), ran vessels to Baltimore as well as the West Indies.²⁰ Vessel clearances from Baltimore after 1780 indicated trade with the West Indies, France, and European ports. After 1783 vessel entrances to Baltimore recorded French, Swedish, Norwegian, Danish, Prussian and others in addition to English and American vessels.²¹ Billups documents occasionally record foreign names as purchasers and suppliers. The county was conveniently situated for vessels going up the Bay to Baltimore. Most passages from Mathews were either through or to Yorktown, Urbanna, Baltimore, Tappahannock, Norfolk or Annapolis for vessel registry, depending on the ownership.²²

Between 1779 and 1783 newly constructed Mathews vessels arrived at these ports "in ballast." Sometimes there would be bar iron and tobacco, though these seldom constituted a full cargo. Often corn, peas, staves and

²⁰ Billups Collection, Box 6, Memo and Pocket Book, 1778-1799.

²¹ Maryland, Records of 4th District, Entrances, 1784.

²² Ibid., 1783, 84, 86, 88.

local products were shipped. Cargoes exported from Baltimore in Mathews vessels during and just after the Revolution were usually flour and naval stores.²³ By 1789 many Mathews vessels and their cargoes permanently traded from Baltimore with some at Norfolk and a few in Yorktown.

Mathews had a thriving shipbuilding industry before its establishment as a county in 1791. The county seal, dating from 1793, depicts a vessel on stocks under construction.²⁴ This was a positive affirmation of Mathews County's primary business. From 1791 the shipbuilding industry in Mathews grew. In addition to large vessels its shipwrights built many "sharp-built" schooners, particularly of the pilot boat model, which were well suited to the domestic and international market.

Ports such as Baltimore, Norfolk, Annapolis, Alexandria, Richmond, Portsmouth and Hampton had facilities for handling large vessels. These ports depended on small vessels to gather and collectively provide the volumes necessary to profitably provision large vessels. The

²³ Ibid., Clearances, 1781, 82, 83, 84.

²⁴ The county seal for Mathews was not used after the Civil War. A reproduction of the seal was made in 1971 from old impressions on Revolutionary War pension papers dating from 1818. The original seal was presented to the county by its namesake, General Thomas Mathews, Speaker of the House of Delegates in Virginia. The seal "is emblematic and descriptive of the valuation, dependance and prospects of the mechanic inhabitants of the County of Mathews, who have been in the habit of shipbuilding...." John Cary, "Mathews County, Origins of its Name," Virginia Magazine of History and Biography 3, (June 1896), Vol. 3, 313-5.

smaller vessels also handled small cargoes directly abroad. Overland transportation in large volumes over long distances in tidewater Virginia was difficult because of the numerous rivers, creeks, tributaries, swamps and lowlands. Tidewater depended on shallow draft vessels like sloops, schooners and pilot boats to gather cargoes from small towns and plantations along the rivers and their tributaries.

Pilot boats, schooners and "sharp-built" vessels were also fast and "handy" which lessened the risk of loss in a time when the United States Navy was inadequate for commerce protection. When naval escort was available many vessel owners chose not to use it. Naval vessels employed a convoy system to move commerce to their destination. This destroyed the competitive nature of commercial traffic. Additionally, the international wars between 1792 and 1815 created highly profitable markets for small, swift vessels which eluded both blockade vessels and hostile cruisers. These same attributes made markets for "sharp-built" vessels in foreign countries as small naval vessels, privateers, letters-of-marque, dispatch vessels, merchantmen and slavers. Commercial shipbuilding in Mathews reached its peak volumes during this period because it supplied this type of vessel.

Appendix C contains Mathews built vessels, assembled alphabetically, with their construction date, building site, builder and tonnage (when available). Appendix D provides a

chronological record of Mathews shipbuilding based on the construction date. Many vessel documents between 1790 and 1840 contain notes pertinent to the use and disposition of each vessel. The port collectors made the notes on each vessel which were not part of the prepared form. These notes were made by some collectors and not by others. In Baltimore the collectors between 1790 and 1806, principally Robert McCullough, noted "sharp" vessels. These notes were made on approximately 1.5 percent of all the Baltimore vessel documentation in those years. This documentation included foreign vessels as well as those from counties in Maryland, Pennsylvania, New York, New Jersey, New England, North and South Carolina, Georgia and Virginia. However, over 4 percent of all Mathews vessels from those records contain the notation "sharp."

Mathews was an official port of entry for the registration and enrollment of all United States and foreign vessels from 1802 through 1844.²⁵ Vessels over twenty tons were "registered" to trade outside the United States. Those over five tons but under twenty tons and engaged in the coasting trade within the United States were "enrolled." Available records in the National Archives indicate that as many as 8,000 vessels called at the Port of East River. Some vessels were documented several times and made this

²⁵ See note 18 in Chapter 1.

their permanent port.²⁶

The customs house, located at Williams Wharf, was the center of maritime activities in Mathews County. There the collector examined all incoming and departing vessels. This made the custom house the first and often only official Mathews landfall for vessels. Ship's masters, mates, crewmen, owners, chandlers, builders, riggers, merchants, passengers, citizens and others gathered at Williams Wharf for the latest "intelligence." Merchants and businessmen located at the wharf or had their representatives at the chandlery next to the customs house. By 1808 there was even a "taxi" (carriage service) between Williams Wharf and the Mathews Court House.²⁷ Location of the customs house in Mathews contributed to the county's prosperity. The Port of East River controlled all water borne commerce between New Point Comfort and the mouth of the Rappahannock River.

During the Quasi-War with France (1798-1800) Mathews vessels participated as armed merchantmen, letters of marque

²⁶ The period 1802 to 1861 was used as the basis for the documentation period since records from that time frame are extant or indicated in secondary sources. The abstracts from East River provide firm figures. Registration and enrollment documents with references to East River documentation for missing years often list the number of the East River document. That number is a valid indication of the number of documents issued at East River that year.

²⁷ Richard H. Marsland, ed., Mathews County Panorama: A Pictorial History of Mathews County, Virginia 1791-1941 (Mathews, VA: Mathews Historical Society, 1983), 12.

and privateers.²⁸ In 1798 the United States Navy purchased the 347 ton ship Montezuma in Baltimore. Refitted with twenty cannon and 180 men, the Montezuma served for almost a year on war patrols and convoy duty.²⁹ During the Jefferson presidency the United States government awarded fifty gunboat contracts for the Navy. Virginia received twelve gunboat contracts with Captain Samuel Barron as administrator. Mathews County shipbuilders constructed four of the these gunboats.³⁰

²⁸ Naval Documents Related to the Quasi-War with France, Dudley W. Knox, ed., (Washington, D.C.: United States Printing Office, 1935-8), v. 2. These were the Aurora, p. 153; Brothers, p. 155; Caroline Williams, p. 155; Citizen, p. 157; Eliza, p. 163; Greyhound, p. 169; Isabella, p. 173; Mary, p. 178; Patriot, p. 184; Sisters, p. 191; Yeatman, p. 197. Volume 4 contains the Betsey, p. 384; Carmelite, p. 386; Elizabeth, p. 393; Frances, p. 399; Harriot, p. 403; Milford, p. 415; Shepherdess, p. 430; Swift, p. 432; as well as additional records of the Eliza, p. 395; Isabella, p. 407; and Mary, p. 413.

²⁹ *Ibid.*, v. 1. The Montezuma, built in Mathews in 1795, was a very large and ornate ship intended for the Atlantic trade as well as China and Africa. The Montezuma made two long cruises in the Caribbean but was sold out of service in late 1799 purportedly due to her limited sailing ability, probably due to "overgunning" the vessel when converted from merchant service to naval use. Initially she was chosen for purchase as a fine sailing vessel with a spar deck uncharacteristic of merchantmen but typical of the new federal frigates. The Montezuma captured Les Amis, nominally armed with sixteen guns but reduced in number when taken.

³⁰ Barron Papers, Box 3, Folders 24, 121, 123, 129. These were Gunboats 62, 63, 64 and 65. They were sixty feet on the deck, nineteen feet in beam and armed variously with 32, 24, 18 and 12 pound cannon. Crewed by up to sixty men the Mathews gunboats were schooner rigged. They participated in the War of 1812 at St. Mary's, Georgia and New Orleans. Those at New Orleans were involved with the United States attack on the Lafitte Brothers encampment on

In 1805 Mathews builders launched their largest vessel ever recorded, the three masted ship Orozimbo. Registered in Baltimore in late 1805 the Orozimbo measured 588 tons or about the size of a contemporary British 28 gun frigate. Originally built for the East Indies trade, this large ornate ship eventually sailed every sea in a long and eventful career. In 1883 the Orozimbo was lost in the Atlantic. At the time of the loss, Lloyd's of London documents show the ship as basically the same vessel launched in 1805. While the Orozimbo's ornamentation, figurehead and topsides were altered, the hull and rig were the same.³¹ Mathews vessels which survived early calamity often had useful lives of over thirty years.³²

A few industries provided Mathews with outbound cargoes. Salt works were in business in 1802.³³ Vessels

Grande Terre Island. This was prior to the Lafittes' participation with the Americans against the British in 1815.

³¹ The Orozimbo was in the English-American and the Baltic trades; supplied grain under British licenses to Wellington's Army in Spain; served as a cartel (prisoner exchange ship) during the War of 1812; made at least one voyage each to Batavia, India and China as a licensed East Indiaman; made ten whaling voyages from New Bedford (some over three years long); was captured by federal forces in 1861 as a blockade runner; carried goods to Canada; served in the Glasgow-West Africa trade; and made many voyages in the U.S. domestic trade.

³² Appendix C contains many vessels for which subsequent documentation provided proof of long service.

³³ See note 6, Chapter 2. In November, 1862 thirteen salt works were destroyed in Mathews as part of a Union raid. Subsequent raids also destroyed new or rebuilt

to the West Indies carried limited agricultural products in addition to naval stores. Vessels entering the Port of East River carried finished goods from domestic ports and processed products such as sugar, rum and spices from the West Indies. Mathews vessels served principally as contract vessels with a commercial center such as Baltimore or Norfolk being the primary point of departure and arrival. Mathews' convenient location, approximately midway between Maryland and Hampton Roads, as well as its official port status made the handling of passengers and small cargoes to the East River easy.³⁴

saltworks. The Virginia state government licensed salt works during the Revolution, the most successful of which was on Robins Neck in nearby Gloucester County. The geography of Mathews makes salt works a likely activity from colonial times.

³⁴ Tompkins Collection, Box 19 Log book of ship Pocahuntas, 14 Nov., 1807 to 21 Nov., 1807. Manuscript Department, Swem Library, College of William and Mary, Williamsburg, VA. Christopher Tompkins was the master of the Pocahuntas. Tompkins lived in Mathews and stopped there to visit his family on a voyage between Liverpool and Baltimore. He spent much of this time on shore with his family while the crew painted, scraped, and cleaned the ship. This visit was a master's privilege but also afforded an opportunity to let the crew relax as well as clean the ship. After an Atlantic crossing a refreshed crew and clean ship made a positive impression on the ship's owner.

Virginia Historical Society, Richmond, VA, vol., 2, Letterbook of Christopher Tompkins, 7 April 1810. Tompkins mentioned the East River Packet between Norfolk and Mathews which indicates a regular and frequent traffic between those ports. As early as 1729 Gwynn's Island was noted as a place where vessels would stop at night in their passage on the bay. Depending on the season and winds New Point Comfort was a popular rendezvous with the lighthouse as a landmark. The port facilities on the East River were also known to mariners. These made travel to and from Mathews relatively easy.

The county built a brick courthouse and jail shortly after its establishment. Between 1802 and 1806 the Federal Government built a lighthouse at New Point Comfort and later stationed a lightship at Wolf Trap Shoal just off the county's coast. By 1811 Mathews had a theater in addition to over thirty commercial buildings.³⁵ Large plantations were constructed or rebuilt in the period between the Revolution and the War of 1812. Mathews had its own militia regiment, the 61st, and provided a rifle battalion with weapons and uniforms.³⁶ Despite the county's maritime success no evidence exists for reinvestment of capital in local industry.

The Embargo of 1807 was followed closely by the War of 1812 which diminished the demand for vessels. While no land action in Mathews took place, at sea the county was well represented.³⁷ At least seven Mathews-built armed

³⁵ Billups Collection, Box 6, Almanac dated 1811-1814, entry March 1811.

³⁶ Billups Collection, Box 9, Military papers, folder 26-28. These include periodic returns listing men, equipment and other military related information.

³⁷ There is evidence for the construction of earthworks at the present location of "Fort Nonsense" on Virginia state routes 14 and 3. References to "the battery" on the 1859 map of Virginia show a fortification in approximately this location. This map, reproduced in E. M. Sanchez Saavedra's A Description of the Country (Richmond, VA: Virginia State Library, 1986), was compiled originally by Herman Boyle in 1825 and corrected in 1859. References to "the Battery" appear in the post-Civil War records of boat construction. A home known as "the Battery" exists in the approximate vicinity of the map reference.

vessels went to sea from Baltimore as privateers and British forces captured three. One action off New Jersey involved American privateersmen, United States Naval and militia forces, and British sailors and marines.³⁸

During the invasion of the Chesapeake Bay in 1813-1814, British warships found New Point Comfort an ideal rendezvous as well as base of operations. American vessels from the ports of Havre de Grace, Baltimore, Annapolis, Nottingham, St. Mary's, Nanjemoy, Cedar Point, Georgetown, Alexandria, Yeocomico, Dumfries, Tappahannock and others were easily taken by the British in this narrow portion of the bay. Commerce between Hampton Roads and Baltimore was most vulnerable in this region.

Prominent among those British ships stationed off New Point Comfort were the 74 gun ship-of-the-line Dragon, the 36 gun frigate Junon, and the war brigs Sophie and Aceton. Captured American schooners often accompanied this force and were used as dispatch carriers between the British cruising operations to the north and the bulk of the fleet

³⁸ John Philips Cranwell and William Bower Crane, Men of Marque (New York: W.W. Norton and Co., Inc., 1940) Appendix A.

Jerome R. Garitee, The Republic's Private Navy (Middletown, CT: Wesleyan University Press, 1977) 30, 107, Appendix A.

The above books on Baltimore's war efforts during the War of 1812 identified Mathews privateers and letters-of-Marque as: Caroline (1808), Dash (1808), Globe (1809), Liberty (1805), Matchless (1807), Shepherd (1807), Sparrow (1811), and possibly the Falcon (1810). While each book has slightly different totals for armed vessels from Baltimore (111-126), Mathews vessels were well represented.

at Hampton Roads.³⁹

An action took place in late 1813 when an American gunboat flotilla under Captain Tarbell at Norfolk attempted to relieve the pressure of the blockade on Mathews and Gloucester Counties. While Tarbell was initially successful, the British rapidly reinforced their fleet and forced the Americans up the East River. Later, under the adverse conditions of a strong northeaster, Tarbell slipped past the British ships and returned to Norfolk without a loss.⁴⁰

During the war at least ninety-nine blacks escaped to British vessels offshore. Blacks used log canoes to fish, crab and otherwise supplement their diet. They also used these canoes to escape. Consequently, the Virginia General Assembly established guards to watch local vessels in counties bordering the bay. Mathews citizens petitioned the Assembly to lift restrictions on blacks' use of canoes.⁴¹

Steamboats appeared on Mathews waters just after the

³⁹ Baltimore American Commercial and Daily Advertiser, 20 Dec. 1813, col. 5.

⁴⁰ Ibid., 31 Jan. 1814, col.3.

⁴¹ Mathews County Legislative Petitions, Virginia State Archives, Richmond, VA, Oct. 22, 1814 (2), Nov. 8, 1814, Dec. 23, 1814. The end of the war resolved the issue before the legislature addressed the petition. The petitioners claimed the restrictions imposed a hardship on the blacks' owners as the owners now were responsible for the blacks' entire sustenance.

War of 1812. Most steamers traveled between Mathews and Norfolk as well as Mathews and Baltimore (and other points en route) carrying passengers and cargo. Mathews proved a convenient stop on the Baltimore-Norfolk steamboat route. In the 1830s as Baltimore continued to eclipse Norfolk in trade, Mathews became increasingly oriented towards Baltimore to sell and purchase goods.⁴²

Mathews County agriculture was growing as shipbuilding declined in 1830s. The presence of much skilled labor, some of it "free colored," helped the conversion from a maritime to an agrarian based economy. The clearing of timber for shipbuilding provided an important step in opening new fields for oats and corn.⁴³ This clearing also increased the silting of navigable waters. Vessels drawing nineteen feet had been built in Mathews in 1805. Vessels drawing ten feet were seldom constructed after 1820 as silting had reduced the sites for such construction.⁴⁴ When vessel production declined due

⁴² Appendix D data for that period has the majority of vessels documented in Baltimore rather than Norfolk. Many were the first documentation of the vessel. More vessels were documented at Baltimore than Norfolk as Mathews trade relations were also oriented there.

⁴³ See Appendix A.

⁴⁴ Appendix D shows the depth of vessels being built. The actual draft was approximately two feet more than the depth. The series of U.S. Hydrographic Office Charts on the Chesapeake Bay showing Mathews was begun in 1853 and published in 1863. It shows the effect of silting from that period to the present.

to the Embargo and the War of 1812, the pre-war capital evaporated and a demand for locally produced foodstuffs arose. More land was used for crops such as oats and corn, with the surplus shipped to the ports of Baltimore and Norfolk.

Mathews' lack of a developed industry, except for sailing vessels, now limited its ability to maintain the same strong economy of the period before the War of 1812. The county's population peaked in 1830 and then began to decline. Vessel production in numbers and tonnage also declined and there was insufficient good farm land for agriculture alone to sustain the economy.⁴⁵ Some merchants moved from Mathews to Norfolk and others to Baltimore.⁴⁶

During the four years of the Civil War, Mathews County served the Confederacy. It was a base for a Confederate marine presence on the Chesapeake Bay as well as

⁴⁵ See Appendix D.

⁴⁶ Thomas C. Bissell established a branch of his Edenton (N.C.) based family shipping firm in Mathews in the 1830s. He stayed until 1841 and reported that marine trade had significantly declined in the county. His uncle, Nathaniel Bissell, established a branch in New Orleans and his father, Benjamin Bissell established a branch in Norfolk. Benjamin (1784-1867) commanded at least one Mathews vessel, the Ghent in his long maritime career.

These private records were kept by Mrs. Kathleen Thompson Frost of Norfolk, Virginia and copied by this writer in 1974. Mrs. Frost died in July, 1975 and the original records have been lost.

an import/export point for local supplies and foodstuffs.⁴⁷ Over five Confederate raids were launched from Mathews waters and each resulted in the loss or capture of union vessels. Federal forces seized over forty blockade runners or illicit traders in the act of entering or leaving Mathews waters. Over fifteen Confederate vessels were burned or destroyed by their own crews in Mathews waters to avoid capture. The actual number of blockade runners which brought valuable goods and supplies to the Confederacy through Mathews is not known though their size and importance can be conjectured by surviving Union military reports. One Union officer reported a sixty unit wagon train with Confederate cavalry escort unloaded a single blockade runner's cargo at Gwynn's Island. Another Union officer reported the seizure of 60 cattle from a herd of 150 enroute from Mathews to Confederate lines.⁴⁸

Mathews County paid dearly for its service to the Confederacy. During the war, Mathews suffered twelve major invasions by the Federals, the largest of which comprised almost four thousand soldiers and cavalry. In addition, federal gunboats continually threatened Mathews from the

⁴⁷ This was based primarily on the Official Records of the Union and Confederate Navies in the War of the Rebellion, 31 vols. (Washington, D.C.: Government Printing Office), 1894-1927. Series 1; v.2, 58-9, 140-47, 722-24; v.4, 335, 380-3, 408, 420, 451-2, 467-8, 547, 586, 597, 562-3; v.5, 37-8, 40, 54, 81-95; v.7, 636-38, 480; v.8, 176-77, 227-30, 293, 302-3, 611, 835; v.9, 30-32, 45-6, 154-61, 309-12, 414, 554-5, 660, 719-20. Series 2; v.3, 124, 411-13.

⁴⁸ Ibid., 27.

sea. On her waters over fifty separate federal invasions, raids, seizure, gunfire exchanges, or other hostile actions occurred. Between 1861 and 1865 federal forces seized over five hundred horses and draft animals, four hundred cattle, hundreds of sheep and other livestock; thousands of bushels of oats, corn and other grains; and thousands of bushels of salt. Federal forces seized or destroyed at least thirteen salt works in the county totaling over eighty major components, as well as a grist mill and other property including personal household effects. The major blow to Mathews by federal forces was the virtual destruction of the county's marine industry. Federal troops destroyed or seized over 280 vessels in or belonging to residents of the county. Over thirty of these were coastal and overseas traders with the remainder used for everyday business and personal use. Between 1855 and 1860 Mathews built 16 documented vessels of greater than twenty tons (4 over three hundred tons) and an estimated 50 of less than twenty tons. During the war, only one large vessel survived and none over twenty tons were built until 1867. The Civil War eliminated Mathews from the national, as well as the local, market. Between 1865 and 1900 Mathews built fewer than eighty documented vessels, only five of which were comparable to her pre-Civil War record. All of these were used only in coastal trade.⁴⁹

⁴⁹ See Appendix D.

The war also gave a powerful impetus to steam as the primary means of vessel propulsion. The massive construction during the war of iron or iron plated vessels, development of large numbers of steam engines and other technological advances relegated sail to a subordinate role. Mathews was unprepared and unequipped to make the change. The Civil War exhausted Mathews as well as Virginia economically. Mathews' presence in the regional marketplace was destroyed by the war and the county was economically and industrially unequipped to reenter.

Mathews had wooden shipbuilding resources including a favorable geographic position astride local trade routes and a lengthy as well as suitable shoreline for ship construction. Rural areas such as Mathews were often lumped in shipbuilding location records as Virginia or "plantation" built while larger identifiable ports were assumed to be major areas of shipbuilding. While specifically examining Mathews, the next chapter reveals some important characteristics of Virginia shipbuilding.

CHAPTER 3

MATHEWS COUNTY'S SHIPBUILDING INDUSTRY

Special List 22, the WPA records for Philadelphia and the James River, provide a good picture of Virginia commercial shipbuilding from the Revolution until the Civil War. Appendices C and D contain vessels which appeared in one or more of these official compilations. Each compilation objectively gathered Virginia vessels as well as those from other areas in defined time periods. Together almost six hundred identified individual Virginia vessels were built from 1770 to 1866 with most constructed between 1790 and 1860. Examination of Virginia vessels in these three compilations provides "models" of shipbuilding activity.

Table 1 shows the Virginia shipbuilding locations from the New York documentation by volume of their activity. The large urban centers, Norfolk, Portsmouth, Hampton, Richmond and Alexandria, together provided less than 40 percent of Virginia's shipbuilding activity. Of the remainder well over half was from rural Virginia and much of that from Mathews County. Mathews accounted for almost 30 percent of all identified Virginia vessels in the table.

TABLE 1
SPECIAL LIST 22 -- NEW YORK

<u>Locality</u>	<u>Quantity</u>	<u>Percent of Total</u>
Mathews Co.	102	29
Norfolk	53	15
Accomac	29	8
Portsmouth	28	8
Norfolk Co.	20	6
Elizabeth City Co./ Hampton	18	5
Northampton Co.	11	3
Gloucester Co.	10	3
Nansemond Co./Suffolk	10	3
Richmond	9	3
Surry Co.	9	3
Alexandria	7	2
Middlesex Co./Urbanna	6	2
Westmoreland Co.	5	1
Charles City Co.	4	1
York Co.	4	1
Prince George Co.	3	*
Petersburg	3	*
King George Co.	3	*
New Kent Co.	2	*
Fairfax Co.	2	*
Prince William Co.	2	*
Warwick Co.	2	*
Princess Anne Co.	2	*
Richmond Co.	2	*
Chesterfield Co.	2	*
Essex Co.	1	*
Sussex Co.	1	*
Lancaster Co.	1	*
King and Queen Co.	1	*
Northumberland	1	*
Isle of Wight Co./ Smithfield	1	*
King William Co.	<u>1</u>	<u>*</u>
Subtotal	357	100
Nonspecific locations	8	
"Virginia" as site	<u>32</u>	
Total	397	

* less than one percent

Table 2 shows the Virginia shipbuilding locations from the Philadelphia documentation and their volumes.

TABLE 2
WPA COMPILATION -- PHILADELPHIA

<u>Locality</u>	<u>Quantity</u>	<u>Percent of Total</u>
Mathews Co.	85	33
Norfolk	55	21
Accomac Co.	48	19
Portsmouth	20	8
Hampton	14	5
Smithfield	14	5
Gloucester Co.	12	5
Northumberland Co.	<u>10</u>	<u>4</u>
Subtotal	258	100
Virginia (Unidentified)	18	
Total	276	100

Table 2 confirms the findings of Table 1. First, the rural regions of Virginia produced the majority of vessels and, second, the top four Virginia shipbuilding sites were the same in both New York and Philadelphia documentation. Mathews County was identified as the largest shipbuilding center in Virginia.

Table 3 shows the Virginia shipbuilding activity from the James River documentation containing these vessels. Approximately 25 percent of all identified Virginia built vessels came from the county of Gloucester and one of its parishes -- Kingston. Kingston Parish became Mathews County in 1791. Based on information in other documents all but four of these vessels identified "Gloucester County" are from Kingston Parish.

TABLE 3

VA. STATE RECORDS -- UPPER DISTRICT OF JAMES RIVER

<u>Locality</u>	<u>Quantity</u>	<u>Percent of Total</u>
Gloucester/Kingston	18	25
Accomac	11	15
Norfolk	7	10
Hampton	6	8
Nansemond Co.	5	7
Isle of Wight	5	7
Richmond	5	7
York Co.	4	6
Portsmouth	2	3
Northampton Co.	2	3
Alexandria	2	3
Charles City Co.	1	1
King & Queen Co.	1	1
New Kent Co.	1	1
Richmond Co.	1	1
Warwick Co.	1	1
Westmoreland Co.	<u>1</u>	<u>1</u>
Total	73	100

Figure 1 synthesizes the information in Tables 1, 2 and 3. Special List 22, the Philadelphia WPA records and the James River documents are uniform in defining Virginia's four major shipbuilding areas between the Revolution and the Civil War.

Figure 1 reveals that shipbuilding, in terms of total vessel production, was a rural activity dominated by Mathews County.

FIGURE 1

MAJOR SHIPBUILDING AREAS OF VIRGINIA

	Table 3 (James River)	Table 2 (Philadelphia)	Table 1 (New York)
MATHEWS including Gloucester	25%	38%	32%
NORFOLK including Portsmouth and Norfolk County	13	29	29
ACCOMAC	15	19	8
HAMPTON including Elizabeth City County	8	5	5
OTHER	<u>39</u>	<u>9</u>	<u>26</u>
Total	100%	100%	100%

Figure 2 shows annual Mathews vessel construction. Despite the loss of virtually all Virginia records from 1798 to 1815, it was still possible from the sources mentioned and other sources to formulate shipbuilding statistics for that time. The most productive period of Mathews shipbuilding was between 1791 and 1811 when over 350 vessels were built in Mathews. From the county's establishment in 1791 until 1841 Mathews men built almost 600 known vessels. When international, national and regional events negatively impacted the economy, Mathews production was similarly affected. Figure 2 also reveals a swift responsiveness of the industry to positive changes in the economy.

FIGURE 2
ANNUAL MATHEWS COUNTY VESSEL CONSTRUCTION

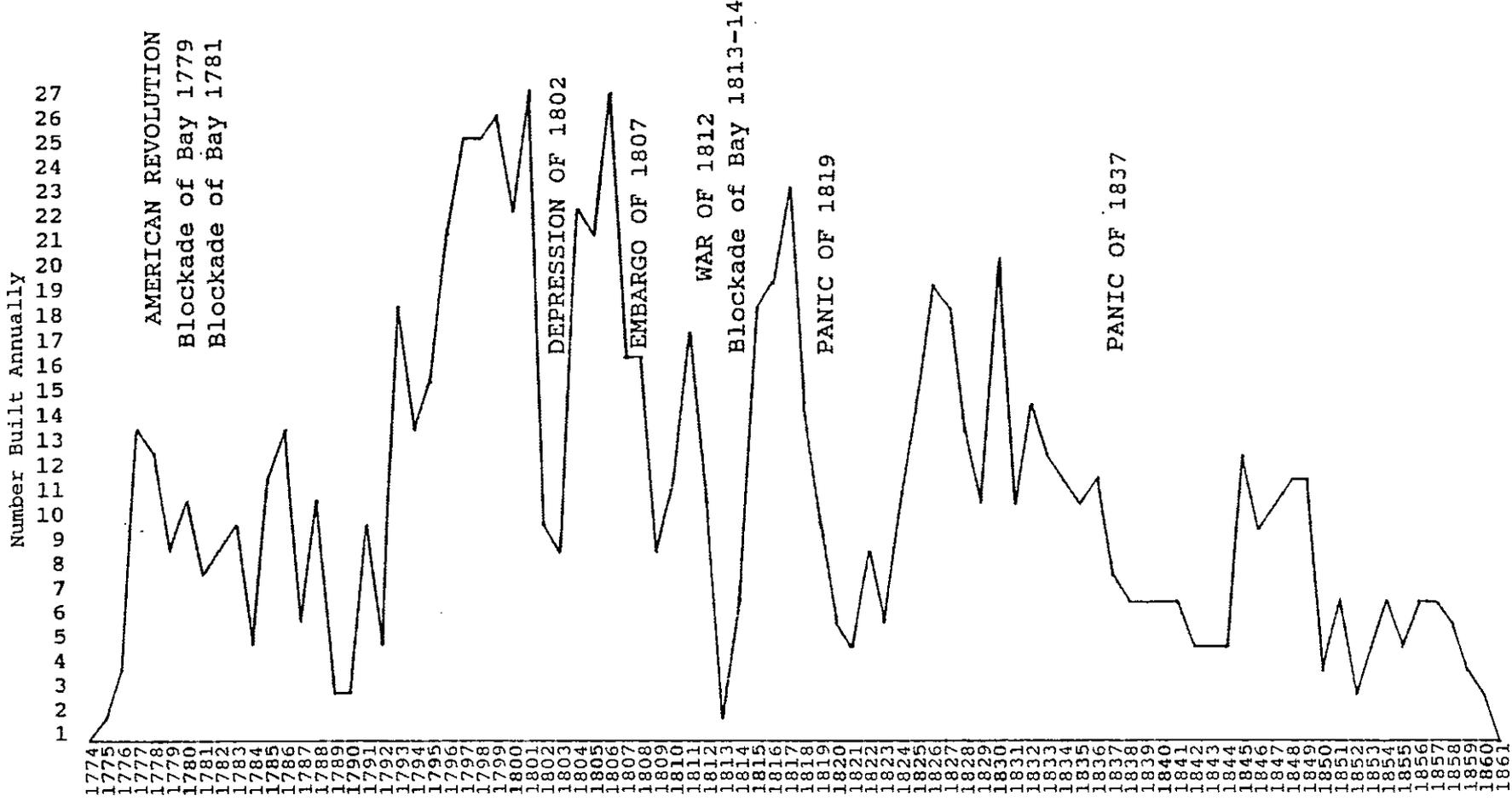


FIGURE 3
AVERAGE MATHEWS VESSEL CONSTRUCTION

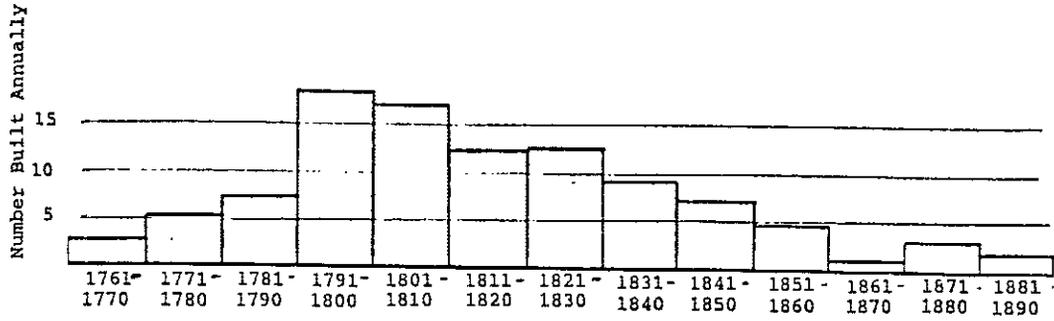


FIGURE 4
AVERAGE MATHEWS VESSEL TONNAGE

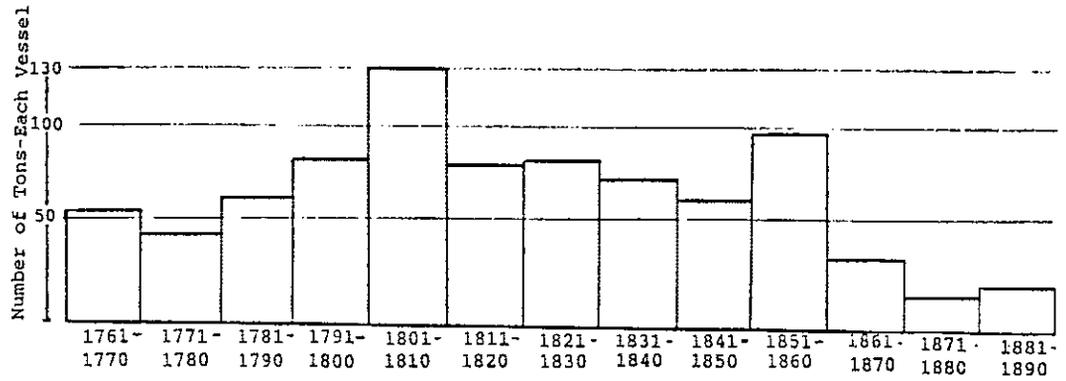


FIGURE 5
MATHEWS VESSEL TYPES CONSTRUCTED

SHIPS	3	1	6	13	22	7	4	1	3	3	-	-	-
BRIGS	-	10	12	17	23	14	10	10	2	-	-	-	-
SLOOPS	5	11	19	6	2	13	5	5	4	6	2	6	3
SCHOONERS	11	15	37	142	118	90	103	77	65	35	8	27	17
	-	2	-	-	-	1	1	-	-	-	-	-	-
	1761-1770	1771-1780	1781-1790	1791-1800	1801-1810	1811-1820	1821-1830	1831-1840	1841-1850	1851-1860	1861-1870	1871-1880	1881-1890

Figures 3, 4 and 5 tabulate the quantity, size and type of Mathews vessel production during the period 1761 to 1890. These charts reflect the national trends of shipbuilding during that same period. These were: the virtual disappearance of the sloop by the early nineteenth century and its reemergence in the later half of that century; the decrease in the production of brigs and ships after 1815; and the eventual domination of the maritime industry by the schooner rig from the late eighteenth century onwards.

Mathews produced vessels for all types of marine commerce. The smallest were one masted vessels known as sloops. These dominated early bay commerce and its important trade with the West Indies. They were usually between forty and sixty feet on the deck, twenty feet beam and carried a crew of eight to twelve men. By the mid-eighteenth century the sloop was being replaced by the schooner. The schooner was often the same hull size as the sloop but had two masts with a rig which required only half the crew of the single masted sloop. This was important in the colonies since labor was both scarce and expensive. The schooner rig was also more efficient in the lighter winds of tidewater as well as the West Indies. The schooner's sail area was spread on two masts which lowered the vessel's center of gravity and allowed for shallower draft vessels to be constructed. This shallow draft was an advantage in both

tidewater and the West Indies. To compensate for the shallower draft, schooners grew in beam in order to carry the same cargo volume. By the end of the eighteenth century the sloop was not competitive as a vessel type.

Larger two masted vessels such as the brig and brigantine were rigged like the sloop. Their hulls were generally not as shallow and broad as schooners' and were more strongly built. Consequently brigs and brigantines often carried more sail and were used in the Atlantic trade as well as naval vessels.

Ships were three masted vessels larger than brigs but generally of the same construction. They were bulk carriers for goods such as tobacco and used as warships. In the early nineteenth century an experimental three masted schooner was built in Mathews. Large schooners were not successful until the end of the nineteenth century when they used iron and steel hulls. Ships and brigs were sixty to over one hundred and twenty feet on the deck, twenty to thirty-five feet beam and drew (depth of water) ten to twenty feet.

Of sloops, schooners, brigs and ships the schooner was the preferred vessel for bay commerce. The first schooners built in Mathews appeared in the 1760s and continued to be built there into the twentieth century.

Early Mathews building sites, often noted as Gloucester, can be identified as "Kingston Parish." Most of

Mathews shipbuilding activity was along the long coastline provided by the county's many rivers and creeks. The East River had at least six shipyards. Before 1860 building sites also existed at Blackwater Creek, Cobbs Creek, Garden Creek, Gwynn's Island, Horn Harbor, Milford Haven, North River, Pepper Creek, Point Breeze, Pudding Creek, Queens Creek, Sloop Creek, Stutts Creek and Winter Harbor. After the East River, Milford Haven (and Gwynn's Island) provided the largest area of production. Even with its limited geographic area, as many as three separate building yards existed there simultaneously. Blackwater Creek and Stutts Creek each had two shipbuilding sites and there were three on the North River. Other locations mentioned contained at least one site each. All sites were usually generically referenced in the records as the "Port of East River" or "Mathews."¹

Generally shipbuilding in Mathews favored protected large creeks and rivers. This was because of inadequate forestation on the bay coastline as well as the need to be in proximity to labor concentrations and protected dry building sites. Most shipbuilding sites occupied less than ten acres and those at Milford Haven and two on the East River shared their storage areas. Today, only one site is officially recognized in the county as an historic

¹ See Appendix D.

shipbuilding site -- Fitchett's Wharf on Stutts Creek.²

This study relies principally on registry and enrollment records which list vessels over five tons. Many smaller craft were constructed in these yards as well as other sites. Most commercial vessels over five tons carried small boats on board or occasionally towed them. Various known as gigs, jolly boats, launches, long boats, pinnaces, yawls, cutters, barges, stern boats, quarter boats, whaleboats and dinghies, these boats were generally not listed in commercial vessel records. The exact number and type carried by a vessel often changed with each new master. Only United States sailing naval vessels had well documented boat requirements and these too often changed with the commander and mission.

Larger vessels usually had stern or quarter davits for carrying these boats which appeared in construction records, drawings, plans or paintings. Small vessels as well as large ones often carried their boats on deck "nested" one in another as space requirements dictated. Vessels of up to fifty, one hundred, and two hundred tons probably carried at least one, two and three boats respectively. The schooner U.S.S. Grampus (1821, 171 tons) carried five boats. A vessel the size of the Mathews built

² This wharf was the principal building site for a branch of the Hudgins family -- notably Lewis Hudgins who was active in shipbuilding, vessel ownership and other marine activities from the 1820s until the Civil War.

Orozimbo (1805, 588 tons) carried at least five boats. The boats carried by Mathews vessels ranged from twelve to almost thirty feet. Virtually none are reflected in the records before the late nineteenth century. Mathews vessel construction also included local boats used for ferries, fishing, transportation, local commerce, recreation and similar functions.³

The population of Mathews never exceeded 8,000 people both free and slave. Despite this small number the county's volume of vessel construction was remarkable. Local labor built the large numbers of Mathews vessels. The schooner Courtney Norton, built in 1806-7, required the efforts of over forty-one men of whom at least sixteen had assistance from journeymen, apprentices or other labor. Some of the skills and services identified, in order of their cost, were: supplies (raw materials), supplies (finish materials and foodstuffs), carpentry/joiner's work,

³ Howard I. Chapelle, The History of the American Sailing Navy (New York: W.W. Norton & Co., Inc., 1949) Appendix 504-12. This subsidiary construction, not reflected in the Appendices, must be considered in any shipbuilding study. Based on Appendix C and the tonnages of vessels a ratio of one listed Mathews vessel to three unlisted smaller craft is minimal. This ratio applied to Appendix D brings the annual volume of shipbuilding very close to Martin's estimate of "annually built one hundred vessels of various sizes and denominations, from large ships down to the smallest craft..." See Appendix A.

Unfiled tax surveys of small boats in Mathews County between 1895 and 1905 show four undocumented boats for each documented vessel. The tax forms list over eight hundred boats on twenty-nine sheets. The original surveys are in a private collection in Mathews but copies are in possession of this writer.

blacksmithing, rigging, sailmaking, blockmaking, setting heads, small boats, cooperage, plumbing, accounting, wharfage, loading, heaving out, making colors, glazing, tarpaulins and hiring a canoe. Hired labor, the greatest expense, involved over twenty persons, some of whom later doubled at stevedores. Additional costs were clearance, advertising and insurance. The Courtney Norton required non-local skills such as setting heads, blacksmithing, painting the name, wharfage, unspecified labor, making colors, rigging, outfitting and advertising.⁴ The skills and labor for these additional functions were usually performed in Norfolk, Tappahannock, Baltimore and other bay ports. Some of the skills never developed in Mathews. Skilled blacksmithing was the primary shipbuilding support industry unavailable in Mathews. Local blacksmiths lived in the county all during this early period -- three in the 1830s. However, they apparently could not provide the necessary skills or most likely the volume required.

In 1803-5 the Mathews master shipwright, Hunley Gayle, built the large ship Orozimbo.⁵ The labor costs

⁴ Billups Collection, 1705-1857, Manuscript Department, Swem Library, College of William and Mary, Williamsburg, VA. Box 3, Folder 9, 1807. This contains numerous documents associated with the Courtney Norton. Iron work purchased outside Mathews included sundries such as mast hoops (iron), stirrups, nails and bolts for trestletrees.

⁵ The Orozimbo appears in a large watercolor portrait and on a "Liverpool jug," both of which are in the Mariners Museum, Newport News, VA. It was archaic in hull appearance but very advanced in the rigging design. The hull

were not completely identified but construction documents stated that a blacksmith named Chappell was to "be sent by Gardner (from Baltimore) for finish iron work." Eliakim Gardner, the Orozimbo's first master, also was responsible for the final outfitting. After completion he sailed the Orozimbo from the East River to Baltimore for permanent registration and a cargo.⁶

In 1807 shipwright Gayle made a vessel construction contract with prominent merchant William Taylor of Baltimore in which Taylor was "to find all iron and copper work." Earlier during the work on the Orozimbo, copper bolt rods were ordered from Taylor and some 5/8 inch rods for spikes.⁷ From the Orozimbo and this later unidentified vessel, it does not appear that the vessels were copper sheathed locally but sent to Baltimore and some eventually to Liverpool for this work.

Hunley Gayle typified Mathews shipbuilders.⁸ In

represented the older form of "East Indiaman" which is a trade type used in voyages to the orient. The Orozimbo carried much cargo as well as presented a formidable appearance to ward off pirates. This type of design was also used in the African slave trade before it was outlawed by the British. A synopsis of the Orozimbo's career is in note 31, Chapter 2.

⁶ Washington, D.C., Library of Congress, James Madison Bldg., Manuscript Collection, William Taylor Papers, Vol. 28, document 4656.

⁷ Ibid., Loose papers, 25 June, 1803. This copper was probably for sheathing around the keel and rudder.

⁸ Hunley Gayle born c. 1756, is listed for at least fourteen vessels including the U.S.S. Montezuma, four naval

March 1806 the United States Government selected him and John Patterson to build U.S.S. Gunboats Number 62, 63, 64 and 65. In 1808-9 he built the Globe, a "sharp-built" schooner which became a renowned privateer in the War of 1812.⁹ Gayle and other Mathews shipbuilders mediated owner-builder contract problems. They also knew their workmen and often used foodstuffs and liquor in the shipyard rather than hard currency. Gayle wrote in November 1807 that "[I am] obliged to get [another] barrel of whiskey to encourage them.... I have them now in good SPIRITS."¹⁰

Mathews shipbuilders worked at their own pace. When asked by the owner about progress on vessels Hunley Gayle replied "[I] have made but little progress," or "at work on the ship," or "[it is] going on well with the ship," and thereby skillfully avoided time commitments. At one time the owner hired an agent, Robert Hart, to check on the progress of a vessel -- probably the ship Missouri. In obvious frustration Hart wrote back, "I cannot find out from the old man [a date]."¹¹

The men who constructed the vessels consistently

gunboats, five ships averaging over 415 tons each and several fast vessels including the Baltimore Privateer Globe. (See Appendix E.)

⁹ Peter J. Wrike, "The Globe Versus the Montagu and the Lady Mary Pelham" (Cobbs Creek, VA: Peter E. Egeli, Marine Artist, 1983), 24 pages.

¹⁰ Taylor Collection, Vol. 43, document 7087.

¹¹ Ibid.

appeared on the lists of different Mathews shipbuilders. Many were identified with a particular skill and most have been identified as Mathews residents. Some residents including free blacks and slaves consistently appeared as labor.¹²

In its heyday Mathews vessel construction employed a high percentage of the county's available labor. No evidence exists of a master schedule to apportion the requisite skills and labor among the shipyards.¹³ Instead the county's small size and family relationships accounted for this high productivity with a limited labor force. The experience gained by successive generations of shipbuilders and the marriages between shipbuilding families measurably contributed to their success. Shipbuilders in Mathews County worked for goods as well as money. Some goods provided subsistence and some represented surplus which was bartered. Labor on vessels was transferred as debt for

¹² Census returns show consistently a free black community in Mathews. The 1840 Census listed 190 free blacks in Mathews County. Those employed in shipbuilding were not distinguished from whites. Free blacks appear as both skilled and unskilled labor from the Revolution onwards. Notations such as "for the use of your servant... to James Davis for his Negro George Caulking..." appear throughout the Billups Papers. Some documents from 1784 represent blacks as almost 25 percent of the shipbuilding labor force. Billups Collection, Box 1, folder 20.

¹³ Approximately two hundred shipbuilders were in the county during the Revolution. That was almost ten percent of the population. Between the Revolution and the War of 1812 over forty master shipwrights are known (Appendix D). Each, at one time or another, would have employed between five and twenty-five men in vessel construction.

several years after rendered. Since some Mathews builders had active careers of over forty years debt for services rendered appeared in estate records as assets of the deceased. Records of these families reveal subsidiary industries such as house construction, naval stores, and cooperage. Family relationships are reflected by an absence of indentures and similar contracts among Mathews County shipbuilders. Family relationships also provided the method of education in the shipbuilding craft as well as the transmission of important ideas such as desirable vessel forms. Not only ideas, but the construction sites, tools, labor relationships and trade connections were easily transmitted from generation to generation and between families. Property, real and personal, generally stayed in families uninterrupted until the twentieth century. The Miller family of "Belmont" on Blackwater Creek provided an excellent example of this passage of property through successive generations. Tools, papers, and property remained relatively intact from the Revolution until the 1970s.¹⁴

Extant Mathews' documents also included contracts with terms of payment, delivery, construction methods and other vessel requirements. Typically the language specified

¹⁴ Emma R. Matheny and Helen K. Yates, eds., Kingston Parish Register, Gloucester and Mathews Counties 1754-1827 (Richmond, VA: By the editors, 1718 Glenview Road, 1963). This book contains marriage, birth and death records for many of the shipbuilders in Appendix E.

terms of payment, identified the contracting parties and provided only general information about the vessel under construction. The surviving documents were usually between the owners and the master carpenter or shipwright. An early contract (1777) stated:

It is this day agreed between Mathias James of the one part and John Fowler of the other.... That the said Mathias James for and in consideration of the sum of 35 pounds to him in hand paid, the receipt whereof he hereby acknowledgeth, doth oblige himself to begin, finish and complete all the joiner's work properly belonging to the sloop he is now building, in a neat, convenient and workmanlike manner. The steerage must be sealed that the whole shall be finished as soon as possible. In witness whereof we have hereunto set our hands and seals, the day and year above written. N.B. -- There is to be no State Room in the above cabin. Matthew James, John Fowler
Witness, William Lilly¹⁵

In 1807 "Hunley Gayle, shipwright of Mathews County Virginia" agreed to

build a ship or vessel for William Taylor (merchant of Baltimore)... about 70-75 feet keel, 29 feet beam, 10-11 feet lower hold... 6 feet between decks to be measured by (times) the keel by the beam and that (times) by the depth of the lower hold and 1/2 between decks and divided by 95.

All materials complete including patent windlass plus money towards iron part of windlass... to be launched within two years.... Taylor to find all iron and copperwork... \$26.66 per ton in three equal payments at (1) laying lower deck beams, (2) launching, (and 3) delivering... (it is) to be copper bolted and nailed on bottom.¹⁶

Appendix F contains the most complete Mathews

¹⁵ Billups Collection, Box 9, Folder 25.

¹⁶ Taylor Collection, Vol. 42 document 7030.

shipbuilding contract. It sets in great detail the dimensions and method of construction. Mathews contracts often referred to vessels under construction. Some shipwrights used "memos." Early advertisements in the Virginia Gazette also referred to vessels under construction. These and other vessels were begun on speculation for eventual sale.

Vessel construction typically began in the spring. Timbers were shaped to the desired form and set on stocks to support the vessel's hull upright. The hull was completed and launched from the shore stern first at a high tide usually in the late spring or early summer. The standing rigging was placed on the masts and the running rigging placed on the yards and booms. Then final carpentry, joinery, blacksmith and other work was completed. For a sloop or schooner the vessel was ready by late summer. For large schooners, brigs and ships the launching often occurred in the late fall. Then the vessel would not be ready until spring. When the vessel was complete it was sailed to Williams Wharf for a temporary or permanent document. Large vessels often received only a temporary document and then sailed to a larger port for proper finish work and a permanent document.

Construction schedules indicate a year or more was required for vessels of less than 200 tons and more than two years for vessels over 200 tons. The largest Mathews

vessel, the Orozimbo, required two years plus another to finish rigging, ironwork, sheathing the bottom and other work.¹⁷

Generally, year-round building took place but, depending on weather, productivity during the December to March time was minimal. Shipbuilders usually provided food and sustenance for the workers during this period. Contractors ordered shelters for vessels to protect the vessels under construction over the winter.¹⁸ In the winter months some workers became crew members, went to sea and returned in the late spring. Voyages along the east coast or to the West Indies were short but others to the Baltic or Mediterranean were longer.¹⁹ Workers occasionally sailed on the vessels they completed, though these voyages were usually on the bay or to nearby states.²⁰

Outfitting the completed vessels was done locally for the smaller craft. Larger vessels (150 tons and up)

¹⁷ Taylor Collection, note 81, refers to materials used to set up the construction of the Orozimbo. First notes on the vessel appear in 1803.

¹⁸ See Note 2, Chapter 2.

¹⁹ The discovery in 1989 of a set of hospital disbursements from 1808 to 1810 reveals voyage lengths of many individual Mathews vessels. Some voyages were over one year.

²⁰ Billups Collection, Box 6, Memo and Pocket Book, 1778-1799. Many of the Billups' documents contained references for monies due persons for "voyages" or "entered as scipper [sic]."

went to major ports for final work. Typically, this work involved iron smithing, rigging, blockmaking, setting heads, carpentry, painting, registry (permanent), insuring and obtaining a cargo. Often the shipwright or master carpenter served as the vessel's master for her maiden voyage. In many cases the shipwright was also the owner and delivered the vessel to a contracting party or negotiated a sale.²¹

Vessels which made the Port of East River their permanent port of documentation were often associated with the prominent shipwrights and ship owners of the county. Most Mathews vessels were sold after sailing from the East River with a "temporary" registration or enrollment.²² A permanent document was issued at the port which was usually the home of the vessel's owner. Locally owned Mathews built vessels were often pilot boats (schooners), well suited for local, coastal, and occasional foreign trade.²³

²¹ The shipbuilder was usually entered into the initial documentation record of a vessel. At that time a carpenter's measurements of the vessel and certificate attesting to those measurements was made. Baltimore certificates have survived for over forty Mathews vessels. These certificates are in NARA Group 41 and copies in possession of this writer.

²² Surviving East River documentation shows the majority of the registrations or enrollments to be "temporary." Most Mathews vessels were documented permanently at ports other than Mathews. Baltimore documentation, in granting "permanent" registrations or enrollments often cite surrendered Mathews vessels documentation as "temporary" at the Port of East River.

²³ Owners listed from data in Appendix C reveal local ownership increased significantly after 1815. This may be coincidental with the increased availability of local

Local, national and international events affected vessel production. Short lived events such as the Embargo resulted in vessel construction delay. However, a vessel on the stocks could only be delayed for a year or two before rot and other structural problems occurred. Since vessel construction could take years, labor had to be directed through changing market conditions for clients who provided the best return and repeat business. Mathews shipbuilding responded to changing markets.

Mathews was clearly competitive in costs, due to inexpensive labor and materials. Mathews had raw materials, low overhead at the shipyards and little investment in developed industries. Most of the labor represented the one step process of raw material to finished product. The only major exception was a ropewalk.²⁴

The cost of this local labor was a modest portion of the total cost of a vessel. In 1807, within two months of final outfitting, the Courtney Norton was sold in New York to a Frenchman, Mr. N. M. Delonguemarr, for \$4650.00. Gilbert Robertson sold the boat as commission agent for

documentation and sources containing ownership information.

²⁴ A ropewalk was a complicated set of machinery which occupied a large area. It was designed to turn fibers of hemp and other spun materials into rope cables. These cables were constructed at the ropewalk to the requirements (size, length, identifying characteristics) of individual contractors. A ropewalk was essential for the mass production of sailing vessels. When in use it employed five to twenty persons. Mathews operated a small one in the early nineteenth century

William and Thomas Armistead of Norfolk. Robertson received \$116.00 for his efforts. The crew, including Solomon Steed, the master, and "London," the cook (probably London Hopkins from Mathews who also worked as a laborer on the outfitting of the Courtney Norton), was paid. The cargo (sugar, 22 pipes of wine and 703 barrels of flour) was also sold bringing the owners total gross gain to \$5072.72. After all expenses the net profit on the vessel from the first voyage, cargo and sale was \$841. The total outfitting of the boat was recorded as \$3439. Of this \$2056 was "sundry merchandise" including much of the materials, supplies and foodstuffs (including brandy, whiskey, and beer). The labor portion of the vessel's cost was \$1383. Sundry costs included:

TO WHOM PAID	AMOUNT	PURPOSE
George Dashils	171	Joiner's work
William Vaughan	129	Blacksmith
George Fuch	76	Sail maker
James Williamson	62	Carpentry/wharfage
James Williamson	55	Blockmaking
A. Cortois	50	Setting heads
3 seamen and cook	49	Advance
Webb and Forrest	45	Sundries/anchors
_____	41	Riggers
_____	33	Loading
Barzillas Davison	31	Plumber
_____	30	Riggers
John E. Herbert	17	Blockmaking
_____	12	Heaving out
Thomas Armistead	10	40 days wharfage
James B. O'Connor	8	Advertising for sale
Arthur Cooper	7	Making colors
_____	4	Glaziers (16 panes)
John W. Phail	2	Cooper
F. Whittle	2	Wharfage
Arthur Cooper	1	Tarpaulins

The balance (approximately \$500) of these costs was items such as clearance charges, hire for a canoe, "sawing wood," "hire of a negro," and "labor."²⁵

The Courtney Norton's sale on the first voyage was consistent with notes on the documents of several Mathews vessels. Notes on vessel disposition appear on some documents but were not consistently or uniformly made by all port officials. The most frequently seen note was "surrendered" when a vessel was transferred to another party in another port. The Courtney Norton was sold "foreign." Between 1793 and 1810 many Mathews vessels were sold or otherwise remained in "foreign" trade.²⁶

The master carpenter or shipwright was responsible for vessel design. The names GAYLE, BILLUPS, MILLER, HUDGINS, HUNLEY, ASHBERRY, and others appear over several generations. Many of the vessels were of "pilot-boat" construction and built without plans or model as with many pre-Civil War bay vessels. The larger vessels such as brigs, snows and ships were sometimes modeled. Three complete models of Mathews vessels exist, one of which was

²⁵ Billups Collection, Box 9, Folder 25.

²⁶ See Appendix D. Between 1793 and 1810 approximately 325 vessels were built in Mathews. Disposition notes survived on approximately 37% which record over half of these vessels as sold "foreign" or "abroad" during the same period. Of the 23 vessels built in 1801, twelve were sold "foreign" or "abroad," two thirds of these sales occurring within a year of construction. Vessels which were detained, captured, and condemned also were probably sold.

made by a cook (1870). Ships' masters built the two others (1875-1895). An excellent builder's half model of a steam vessel, circa 1855, exists. This vessel may not have been built. A fifth model of a Mathews vessel was known until recent times but has disappeared.²⁷

Mathews shipbuilders built naval vessels from the "keel up" as well as some later adapted to naval use. At least one three masted schooner was built in Mathews in 1810, a vessel type peculiar to advanced shipbuilding areas in the United States.²⁸ All vessel types were often built by a shipwright and his family. No Mathews builder or family appeared to specialize in a particular vessel type or rig.²⁹ Most Mathews shipbuilders worked and lived locally. During the summer some worked at the naval

²⁷ Several of these models were built by at least two generations of Millers. The Miller family was a prominent shipbuilding group in Mathews. Their property on Blackwater Creek and shipyard at Cedar Point was active for at least four generations from the Revolution. (See Appendix E.) Gabriel Miller was recommended by Capt. Whittle to the Secretary of the Navy to build gunboats for the Confederacy on the Pamunkey River. There is evidence in one of the Union raids on Mathews that he had a gunboat under construction at Cedar Point. The Millers' use of models is well supported by those which survive. This strongly suggests the use of models by other Mathews shipbuilders. A model of the Clemmie Travers, a large bay puny (schooner) was built by her master, Capt. L. M. Travers in the 1890s. This rigged and painted model of a Mathews vessel is in the Mariners Museum in Newport News, Virginia.

²⁸ Chappelle, The Search For Speed Under Sail, 165-71. The Mohawk, a three masted schooner built in Mathews in 1810, was unusual for her time. Prior to the 1830s such a rig was almost experimental.

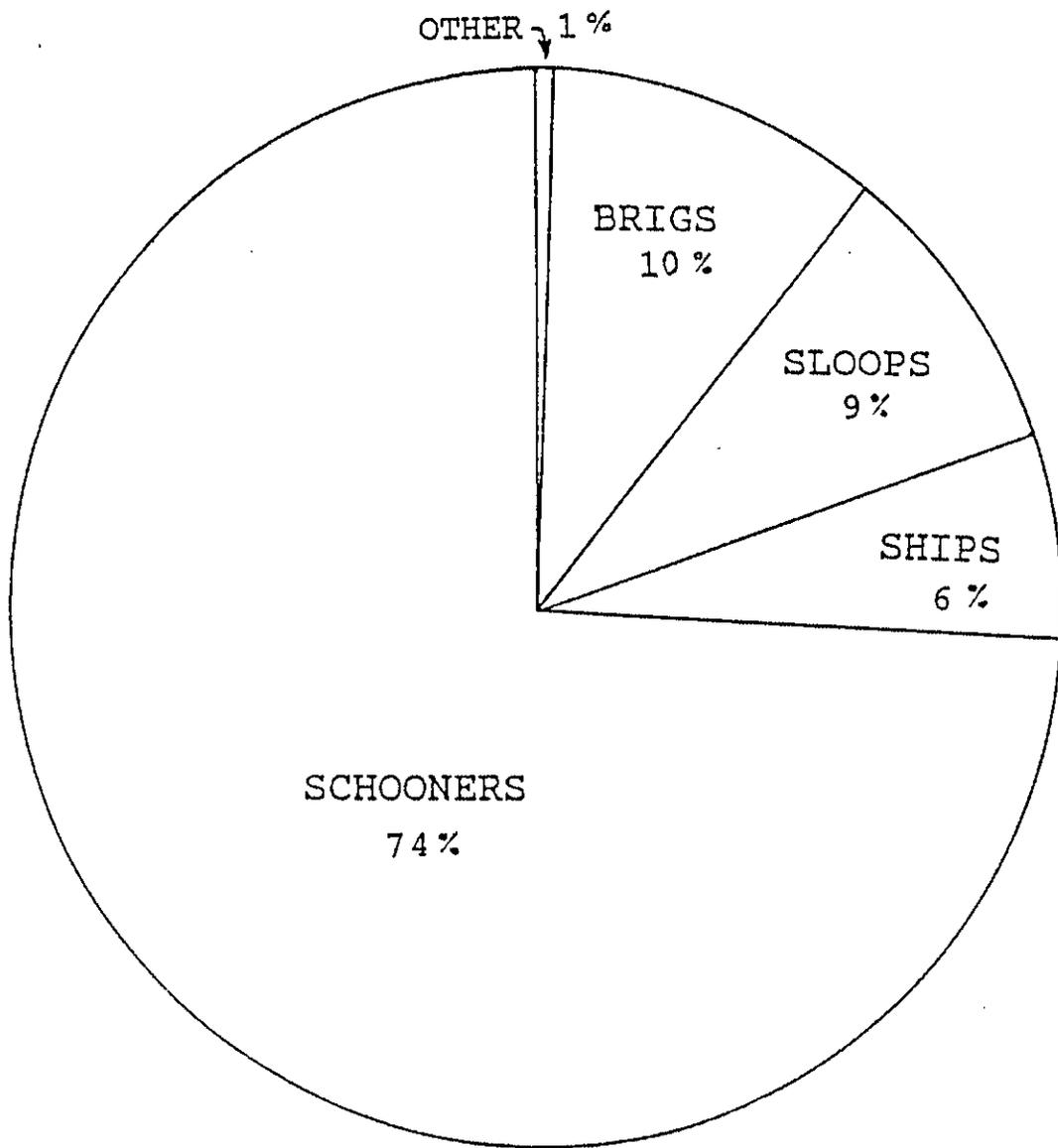
²⁹ See Appendix E.

shipyard in Portsmouth and a few as far away as the Pamunkey River in New Kent County.

The design of vessels built in Mathews generally reflected the markets available. Mathews did not build many vessels to haul local cargo but constructed them for sale to meet the varied needs of regional, national and international interests. Between 1791 and 1860 those interests represented generally wartime needs (1792-1815) as well as the special requirements (1792-1857) of commerce, privateering, piracy and slavers. Through this period also ran the parallel need of the local bay community for schooners as workhorses for the local economy. (See Figure 6.) In general those two divergent needs of war and commerce converged in a design specification for the fast vessels which Mathews produced. That design is best described by the term "sharp."

"Sharp" described a vessel with a hull design and rig which made great speed under sail. The rig was typically a schooner with fore-and-aft sails as well as square sails on one or both masts. These rigs normally were extreme in the height of the masts as well as the length of the booms and yards. They carried much more canvas than the schooner rig of their contemporaries. The British typically referred to this type of rig as "over-hatted." "Over-hatted" vessels were top heavy. They had a tall rig on a shallow schooner's hull which made the vessel very susceptible to

FIGURE 6
TOTAL MATHEWS VESSEL TYPES CONSTRUCTED



being overturned at sea in extreme wind conditions.

A "sharp built" vessel was also called a "pilot boat," "flush decked," and "plain built." With few exceptions these vessels were two masted schooners.

Construction techniques are best described in the shipbuilding contract in Appendix F. This contract specifically described vessel construction methods with the exception of the hull framing details. Since many vessels were on the stocks prior to contracts or surviving documentation, we cannot define the method and are left with only an assumption.³⁰ Mathews vessel hulls were constructed in accordance with sound contemporary methods but were less heavily timbered than their British and New England contemporaries.³¹

The phrase "plantation-built" was used extensively for all colonial vessels by British port officials well into the nineteenth century. "Virginia-built" was another identifier often used outside official records as a phrase descriptive of a fast vessel. British officials occasionally used the phrase "built on the Chesapeake" in

³⁰ No Mathews vessel built before 1890 survives despite the huge output. A number of Mathews vessels were destroyed during the Civil War by Union raids. Over sixty were burned or scuttled on the shallow areas of the Piankatank River. Many of these locally built craft may survive partially in the mud and could significantly contribute to an enhanced statement on hull design.

³¹ Chappelle, Search for Speed Under Sail 1700-1855, 144-47.

recording captured American vessels. Like "Virginia-built" it is usually a descriptive term for fast (and lightly built) vessels.

Over sixty percent of the identified Mathews vessels at one time were owned or documented in Baltimore. Documentation of Mathews vessels represented as much as nine percent of all Baltimore registrations and enrollments between 1801 and 1809. This volume of Mathews vessels, many of which were subsequently sold or otherwise went abroad, enhanced Baltimore's reputation. Even the Orozimbo was noted for many years as "of Baltimore." The term "Baltimore Clipper" succeeded the term "Virginia-built" describing a fast or "sharp-built" vessel. Many Mathews vessels fit this description with the credit going to both Baltimore and Virginia.³²

Figure 7 shows the contribution made by Mathews County to the total United States shipbuilding effort. Between 1803 and 1835 Mathews produced annually 1.55 percent of the country's total vessel tonnage. Between 1835 and 1860 the average annual tonnage declined to .25 percent of the country's total vessel tonnage. The early Mathews production between 1804 and 1809 is very significant. That production represents approximately 3.25 percent of all United States tonnage. During this same period there are over thirty counties and cities in Virginia producing

³² Chappelle, Search for Speed Under Sail, 184.

FIGURE 7

TOTAL MATHEWS AND U.S. TONNAGE COMPARED

<u>Year</u>	<u>Total U.S.</u> *	<u>Total Mathews</u> **	<u>Mathews as % of U.S.</u>
1797	56,679	2,678	4.75
1803	88,448	921	1.04
1804	103,754	2,559	2.47
1805	128,507	3,310	2.57
1806	126,093	3,248	2.52
1807	99,784	2,401	2.41
1808	31,755	2,501	7.87
1809	91,397	1,615	1.77
1810	127,576	1,450	1.14
1811	146,692	2,071	1.41
1812	84,690	931	.99
1813	31,153	216	.70
1814	29,040	774	2.67
1815	154,624	918	.59
1816	131,668	1,237	.94
1817	86,393	2,019	2.34
1818	82,421	1,048	1.27
1819	79,818	280	.35
1820	47,784	436	.91
1821	55,856	395	.71
1822	75,343	400	.83
1823	75,008	385	.51
1824	90,939	929	1.02
1825	114,997	902	.79
1826	126,438	2,177	1.72
1827	104,343	1,547	1.48
1828	93,376	1,138	1.22
1829	77,099	978	1.27
1830	58,094	1,533	2.64
1831	85,963	1,072	1.25
1832	144,539	955	.66
1833	161,626	939	.58
1834	118,330	990	.84
1835	61,652	940	1.53
1836	113,628	539	.48
1837	122,987	304	.25
1838	113,135	526	.45
1839	120,989	359	.30
1840	118,309	456	.39
1841	118,894	448	.38
1842	129,084	151	.12
1843	58,157	461	.79
1844	103,589	121	.12
1845	146,018	601	.41

<u>Year</u>	<u>Total U.S.</u>	<u>Total Mathews</u>	<u>Mathews as % of U.S.</u>
1846	188,204	539	.29
1847	243,733	632	.26
1848	318,076	1,245	.39
1849	256,578	523	.20
1850	272,219	78	.03
1851	298,204	292	.10
1852	351,493	411	.12
1853	425,573	266	.06
1854	535,616	240	.05
1855	583,540	608	.10
1856	469,394	1,252	.27
1857	378,805	352	.09
1858	242,287	285	.12
1859	156,602	438	.28

* Figures for the years 1797 and 1803 through 1816 are from the American State Papers, Documents, Legislative and Executive of the Congress of the United States, Walter Lowrie and Walter S. Franklin, eds., vol 10, Commerce and Navigation, vol 2 (Washington: Gales and Seaton, 1834), 174. Figures for 1817 through 1859 are from The American Almanac and Repository of Useful Knowledge for the Year 1861, vol 4, no 2. (Boston: Crosby, Nichols, Lee and Company, 1861), 192. Tonnages for the years 1835 and 1843 contained only three quarters returns. These years were adjusted upwards by 33 percent of the returns provided.

** The Mathews tonnage is from Appendix D. The years 1805, 1806, 1812, 1821, 1825, 1826, 1827, 1828, 1830 and 1851 each had one vessel without a recorded tonnage. Tonnages for those years were adjusted upwards by each year's average vessel tonnage. The comparison between Mathews and U.S. tonnages had some discrepancies. U.S. tonnage was compiled from July 1 to June 30 yearly. Mathews tonnage is based on stated calendar year built, not necessarily documented. Prior to the Civil War Mathews tonnage had diminished in its impact on national production but was still strong in Virginia. From 1849 through 1859 Mathews vessel production represented 12.04 percent of total Virginia tonnage and 15.78 percent of all Virginia vessels built. This included 27.22 percent of the state's schooners as well as 21.43 percent of the state's large three masted ships and barques. Virginia information is from The American Almanac, 292.

vessels. At the same time thirteen other states and territories with over three hundred counties, parishes and cities are also producing vessels. Many of these cities and counties have populations and industries larger than Mathews. The Mathews vessel production before 1803 was as great or possibly greater than that recorded later. Mathews vessel production favorably impacted the local, state and national economy.

The figures for Mathews built vessels in Appendices B and C were compiled chiefly from sources outside Mathews County and its Port of East River. No complete record from the county and its port was available to validate the compilation or verify the total of vessels produced. In 1989 some original records from the Port of East River were located. They are in a private collection owned by a direct descendant of one of the Port's collectors, William Williams.³³

The private collection contains two sets of documents: the first lists hospital disbursements from 1808 to 1810; and the second is a cash book kept from 1844 to 1852. The hospital documents list: the vessels belonging to the Port of East River; their masters; a number representing the length of the vessel's last voyage in months multiplied by the number of crew members; and fees collected based on

³³William Williams was collector of the Port of East River from 1838 to 1852.

that number. The cash book contains daily cash transactions of the port of East River. Typical entries include vessel registry, enrollment and license fees for change of ownership, new masters, initial documentation or change or rig; admeasurement (measurement for tonnage computation) on new or transferred vessels from other ports; duties on incoming vessels; and other miscellaneous income revenues.

The hospital disbursement revealed the actual volume of documented vessels operating from Mathews from 1808 to 1810. This period included the end of the Embargo and the resumption of trade abroad.

Generally the aggregate figures in the original disbursement document correlated with the published figures for the enrolled and registered vessels belonging to the Port of East River in 1808, 1809 and 1810.³⁴ The disbursement document provides additional ownership data, length of voyages, use of vessel and crew size. The document provides little new information except for those Mathews vessels built in 1808 to early 1810 which belonged to the Port of East River.

The cash book, however, validates information abstracted from official sources as well as provides new construction information.³⁵ Abstracted data for the Port

³⁴ American State Papers, vol. X, Commerce and Navigation, VI, 783, 824, 825.

³⁵ Abstracts of U.S. ports including the East River are found in two sources. First is the occasional record kept by

of East River after 1815 notes "new" vessels but generally fails to state where they were built. While most "new" vessels documented in the Port of East River were built in Mathews, a few came from surrounding counties. The cash book allows confirmation of Mathews built vessels from 1844 to 1852. Additionally, loose documents in the cash book contain similar vessel references from 1834 to 1867 which further identify new Mathews vessels.

As a reference to the "completeness" of the vessels in the Appendices, the cash book reveals that over 60 per cent of the total Mathews vessel construction has been accurately compiled for the years 1844 to 1852. After 1815 original sources, such as vessel abstracts by port, are available for most Virginia and other U.S. ports. Before 1815 only gross vessel tonnage figures (with no reference to the name, number or type of vessels) are available for the Port of East River as well as most Virginia and other U.S. ports. With no "benchmark" documents such as vessel abstracts by port, the "completeness" of compiled Mathews vessels before 1815 cannot be successfully estimated. Since records in general after 1815 are much more complete than prior to 1815 the 40 per cent discrepancy revealed between

the port collectors on loose sheets. Second is the multivolume series of abstracts in the National Archives. They are known as Abstracts of Registers, Maine to Michigan, 1815 to 1861 and Abstracts of Enrollments, Maine to Michigan, 1815 to 1816. Each of the registers and enrollments contains approximately 11 volumes and exists nowhere else.

1844 and 1852 may be much greater for the period 1802 to 1815 as well as from 1790 to 1802.

CHAPTER 4

CONCLUSION

Mathews County was the shipbuilding center of Virginia from the early federal period until after the War of 1812. Shipbuilding there began in the late colonial period and was accelerated by the Revolution. More vessels were built in Mathews County than any other part of Virginia during the period of wooden ship construction prior to the Civil War.

External forces affected vessel production in Mathews as well as Virginia. The exposed position of Virginia urban centers and the Chesapeake Bay to hostile British warships caused temporary reductions in shipbuilding activity during the Revolution and War of 1812. Mathews shipbuilding responded rapidly to economic problems as well as opportunities. The lack of Mathews construction during the late confederation period, in 1802-3, in the mid 1820s and after 1840 reflected both national as well as local periods of difficult economic times. Similarly, vessel production during the Embargo indicated non-compliance by Mathews shipbuilders with the spirit of the act. The period 1792 through 1815 created a huge international market for the small fast vessels which Mathews and other Virginia

areas produced. Many Mathews vessels were sold in large east coast ports -- particularly Baltimore. Much communication between these urban merchants and Mathews was necessary to accomplish these sales and contracts. The use of merchants' "agents," who traveled to Mathews, showed one method of this exchange of information. The presence of foreign vessels as well as foreign masters and owners in Mathews waters provide another. Evidence of direct sale from Mathews to foreign merchants appear, but foreign sales through Baltimore were more frequent.

Deforestation, silting of navigable waters and changing market requirements accelerated the decline of Mathews shipbuilding. Shipbuilding in other rural areas of Virginia parallels this decline which helped shipbuilding in the developed urban deep port centers such as Hampton Roads, Richmond and Alexandria. The increasing complexity of vessels and iron use in hull construction and rigging also favored urban areas. Since Mathews never developed vessel brokers at the national and international level, urban centers usually had these skills and marketing advantage. Improvements in transportation, notably steam vessels, made it easier for skilled rural builders after 1815 to seek and obtain seasonal work in urban centers.

Many of the Mathews builders were second, third, and even fourth generation shipbuilders with the majority linked by local family relationships. In Mathews the continued use

of property, tools, experience and labor kept both operating and capital costs at a minimum, maintaining competitive prices for their vessels.

Mathews shipbuilders were experienced in all forms of wooden sailing vessel construction. They constructed schooners in great numbers for a variety of markets. They also built naval vessels as well as adapted commercial vessels for wartime purposes. Builders sometimes sailed as masters and less frequently as owners on their vessels. The shipbuilder who was both master and owner seldom had more than a schooner.

Vessels built in Mathews were a commodity whose volume greatly exceeded local requirements. Mathews shipwrights built sloops, schooners, brigs (brigantines), ships, snows, barques, galleys and other vessel types. Schooners were the predominant type of vessel from Mathews from the revolution through the Civil War. Most of Mathews "sharp-built" vessels were schooners. After launching, some larger schooners were re-rigged as brigs, some brigs as ships and some ships as brigs. Small vessels under sixty tons were seldom rerigged. Snows and sloops were seldom seen in Mathews after 1800. Mathews construction generally followed patterns of national vessel construction as well as markets.

Large vessels were built in Mathews for almost one hundred and fifty years. These large Mathews vessels had

long careers, often well over thirty years. This was the result of good, strong construction. Several of these large vessels had extensive hull modifications during their life to adapt to new uses as well as changes in rig and rigging.

Prior to 1812 the term most frequently applied to a fast vessel was "Virginia-built." Mathews was Virginia's leader in vessel construction before 1812. During this same time Mathews vessels were judged to be "sharp" in greater numbers than other areas of Virginia. By sheer numbers the term "Virginia-built" applied to Mathews vessels more than others built in Virginia. Similarly, many Mathews vessels were registered in Baltimore. On their stern would be painted the name of the vessel and "of Baltimore." The term "Baltimore Clipper" began to be used to describe a fast vessel sometime around the War of 1812. At the same time "Virginia-built" disappeared from descriptions. The numerous Mathews vessels registered in Baltimore contributed to that port's reputation for speed. Of the three contemporaneous paintings of Mathews vessels extant (Orozimbo, 1805; Lady Sarah, 1826, and Victory, 1848), two are described "of Baltimore."

It is also significant that the small rural county of Mathews contributed such a high percentage of all the tonnage built in the United States between 1803 and 1835. In 1807 that percentage rose to almost eight percent of the nation's total tonnage produced. Three out of four of these

vessels were schooners, many of which were "sharp."

Mathews vessels were the major industry of that county from the American Revolution until before the Civil War. The volume and quality of construction greatly enhanced the Mathews economy and positively affected Virginia. The trade generated by the traffic in Mathews vessels brought both capital and trade to Mathews and Virginia. Mathews shipbuilding was a significant portion of Virginia's shipbuilding. The vessels Mathews typically produced were often used in situations requiring speed. The volume of these fast Mathews vessels enhanced Virginia's, Baltimore's and the United States' reputation for fast vessels.

During the "golden age" of vessel production from 1790 to 1812 Mathews dominated Virginia shipbuilding and built more sailing vessels than any other area in Virginia.

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APPENDIX A

This appendix is a comprehensive description of Mathews County. It is from Joseph Martin's A New and Comprehensive Gazetteer of Virginia and the District of Columbia. The material for this gazetteer was gathered approximately ten years prior to the publication in 1835. Portions of the text are highlighted as they relate to important elements of the shipbuilding industry.

MATHEWS -- 1835

Mathews was created by act of Assembly in 1790 and formed from a part of Gloucester county. This county is a peninsula extending into the Chesapeake bay, united to the main by a narrow neck of land scarcely a mile wide and its boundaries are almost entirely of water. It is bounded on the north by Piankatank river, which separate it from Middlesex, and by the Chesapeake; on the south by the Chesapeake and Mob-Jack bays; on the east by the Chesapeake; and on the west by North river and Mob-Jack bay and a narrow neck of land uniting it to Gloucester -- extending in lat. from 37' 22" to 37' 30" N. and long. from 0' 38" to 0' 48" E. of W. C. This county is indented by numerous inlets from the bay, which cut and divide the land into a number of small necks, that are bounded on each side by a creek or river. The principal rivers are the Piankatank, East, and North rivers. The former is a bold stream, about a mile wide at its mouth, and extending itself 30 or 40 miles into the interior, terminates in the Dragon swamp. East river is about the same width of the Piankatank at its mouth, which opens into Mob-Jack bay; it runs about 8 or 9 miles up, in the centre of the county, four miles from its mouth it sends

off a branch, named Pudding Creek, at the head of which is situated the court house. North river likewise enters into Mob-Jack bay; it does not differ much in size from the two rivers just described, and runs up into Gloucester, for the distance of 15 miles. These rivers are all salt, of course, as they derive their waters from the bay, a little fresh water mingles with them at their heads, but does not materially affect their saltness, except after very heavy and long continued rains. Besides these rivers, there are creeks almost too numerous to be named. Muddy creek is at the upper part of the county, and forms part of the line of separation from Gloucester; it is a very inconsiderable creek, and enters the Piankatank. Cob's [sic] creek is rather larger, it is about a mile long, and enters the same river 3 or 4 miles above its mouth. About three miles below Queen's creek, is the mouth of Slut's [sic] creek, which opens into Milford Haven, it is of the same size with Queen's creek. Two miles below are Lilley's and Billup's creeks, they are small and near each other; they enter Milford Haven. A part of the bay which flows in between the main land and Gwyn's [sic] island, and extends from the mouth of Piankatank to Billup's creek, is called Milford Haven, and is a secure harbor for vessels. At the lower extremity of the Haven is situated a small, uninhabited island, named Rigby's between which and the main, is a passage called the Thoroughfare. A short distance below

this is Garden creek, which is a small stream that enters into the Chesapeake. Off the mouth of this creek is a shoal, extending five miles out in the bay named the Wolf Trap, and on which is stationed a light boat. Winter Harbor is a creek or inlet from the bay, which is narrow at its entrance, after running a few hundred yards widens, and diverging extends itself into small branches, which run a mile or two in the land. Horn Harbor is another inlet just below the former, being much larger but not extending itself any farther in the land. Dier's [sic] creek is an inconsiderable stream, just below Horn Harbor. The point of land lying below Dier's [sic] creek, is the lower extremity of the county, named New Point Comfort; it is a sandy point which juts out into the bay, and on which is erected a Light House. After leaving New Point Comfort and ascending on the south side of the county, about one mile above is Harper's creek, which is small. Pepper creek two miles above is more considerable. Two or three miles higher up, is the mouth of the East River, between which and the mouth of North river is a point called White's. Entering the North river a short distance from its mouth is Godsey's creek, and 4 or 5 miles higher is Black Water creek, opening in the North river and running a mile or two into the interior.

This county is only 20 miles long, and in its widest section not more than 8, and area 127 sq. miles, varying from that width, down to a point, so that it will be seen

from the sketch of the water courses, that the land is divided into many sections or necks: --thus Chapel neck is a small body of land lying between North river and Black Water: --White's neck lies between North and East rivers, and consists of a considerable body of land which terminates at White's point. The land lying between Cob's [sic] and Queen's cr. is called Cow neck, and terminates in two points denominated Iron and Burton's points. Between Queen's and Slut's [sic] creeks, is situated Crab neck, at the north corner of which neck is a place called Cricket hill. Lying between Lilley's and Billup's creeks, is Lilley's neck. Between Winter and Horn Harbors, is a small point of land named Potatoe [sic] neck. The body of land which is situated between Horn Harbor and East river, extending from thence to the lowest extremity of the county is known at Point Comfort.

The most remarkable feature in the topography of this county is its extreme levelness. The banks of the Piankatank river are somewhat elevated and from thence the land descends in an almost uninterrupted plain, until it terminates in the waters of the bay. It was evidently at some period covered by the sea, or bay, as the whole face of the country incontestably proves. There are about 60,000 acres of land in this county, which is of a medium quality as regards fertility. It produces corn and oats, but is not so well adapted to wheat, from its extreme humidity; the

country lays so remarkably level, that it is a very laborious and difficult operation to drain and lay dry the land. The soil is generally a sandy loam, with a substratum of clay; there is little or none of silicious earth, nor does it contain any calcareous matter. Marl has been found in some parts of this country, and if sought, could no doubt be obtained in most places by digging to a sufficient depth. In digging wells, coccle shells, oyster shells, and the shells of many testaceous animals, not known at the present day, are found 20 feet below the surface; together with wood, roots, weeds and a variety of undecomposed vegetable substances. Recently, the leg bone of an animal, supposed to be an ox, although much larger than that animal now exists, was found twenty feet below the surface, which is lower than the bed of the contiguous river. These facts present matter for interesting speculations to the minds of the geologist and naturalist.

The natural growth of timber on this land is oak, which ship carpenters say, will vie with the live oak, pine, chestnut and gum. The land after cultivation, if permitted to lie out, invariable puts up a growth of pine.

Mathews contains a population of 7666 souls, of which number 3481 are slaves and 190 free negroes. The people of this county are engaged in ship building, maritime and agricultural pursuits. Until recently the two former occupied their principal attention; so entirely were they

engaged in ship building some years back, that the cultivation of the soil, was almost entirely neglected, and it was necessary to import corn for home consumption -- hence it is that this county has been behind other in agricultural skill; lately vessel building has decreased and agriculture receives more attention. About 20 years ago, there were annually built one hundred vessels of various sizes and denominations, from large ships down to the smallest craft; at the present period there are built, every year from 20 to 30 vessels of different burdens. There are belonging to this county about 200 ship carpenters, a great number of them find employment in the Navy Yards and other places during the summer months, and return to their homes on the approach of winter. The low price at which vessels are built render it rather unprofitable, and the workmen cannot all find employment at home.

East river is a port of entry, and has a Collector, and Inspector of the revenue attached to it; there are 1700 tons of shipping belonging to this port, among which is one ship, one brig, and a number of schooners and small skippers. Some of them make voyages to almost every part of the commercial world, hence it is, that many of the young men are trained to the perils of the sea.

This county is supplied with meal by means of wind and tide mills, there being 10 wind and 2 tide mills, with only one common grist mill; consequently the people do not

feel much inconvenience from long, dry seasons, except in procuring water for the cattle. The land, lying almost on a dead level; there cannot be any fresh water streams running through it, and consequently in dry seasons every cattle hole, at which the stock was watered dries up, and they suffer much from thirst. Sometimes, in excessive drought, the inhabitants have difficulty in procuring water to drink themselves. Wells are generally dug 8 or 10 feet deep, so that the water they contain is that which filtrates through the earth, and when the ground becomes dry, the veins of water have been found, which are inexhaustible. There are a few springs of excellent water, but they are rare. The manufacture of castor oil has been carried on by only one press, a few years since the palma christi bean was extensively cultivated, but it is now reduced.

On the east side of the county is an island comprehended within its limits and known by the name of Gwyn's (sic) island; it contains 2000 acres of land, and 200 inhabitants. It is surrounded by the waters of the Chesapeake; it has two points, that to the north is called Cherry Point, and that to the south Sandy Point. There is a tradition, that Pocahontas, in attempting to swim across the Piankatank river, was near drowning, but was rescued from a watery grave by an individual, to whom, as a reward for his services, she gave this island. After Lord Dunmore was driven from Williamsburg, he took up his quarters on this

island, where he remained some time.

The predominant religion of the people is the Methodist; there are in this county seven meeting houses belonging to that denomination, two of which belongs to the reformed Methodist; there are two Baptist meeting houses, the congregations attached to which are rather thin; there are a few Episcopalians and Universalists, who, however have no places for public worship; the latter never had any church, and the churches held by the former, under the old established English church, have fallen into dilapidation and decay. There is a Sunday school kept at almost every house of public worship in the county, and several common schools, but no academy. Population in 1810, 4227 -- in 1820, 6920 -- in 1830, 7660. It belongs to the fourth judicial circuit and second district. Taxes paid in 1833, \$955.08 -- in 1843, on land \$380.13 -- 1694 slaves, \$423.50 -- 559 horses, \$38.54 -- 18 coaches, \$46.10 -- 14 carryalls, \$16.20 -- 86 gigs, \$50.60 -- Total \$950.07.

APPENDIX B
FEDERAL VESSEL DOCUMENTATION

The documentation contained much primary source information and was initially prepared in "ports of entry." These were not only major ports such as Boston, New York, Philadelphia, Baltimore, Norfolk, Charleston and New Orleans but included scores of small ports such as the Port of East River (Mathews). All ports had a surveyor who took measurements and particulars, a weigher who measured the cargoes, and a gauger who kept in good order the utensils for measurement. In small ports the functions of weigher and gauger were often combined. The Surveyor was the appointed official who filled out the large document containing all of the information categories mentioned. These officials all reported to the Collector. The Collector was the appointed official ultimately responsible for the port. He supervised the surveyor, weigher, and gauger; he maintained the records of registration and enrollment; he also managed the monies collected and handled all correspondence between Washington and the port.

The records of registration and enrollment are large printed sheets which can contain particulars such as:

Vessel name and port previously registered (Ann of Baltimore)

Date built (by year)

Place built (State, port or county)

Builder (occasionally)

Rig (schooner, ship, brig, bark, etc.)

Number of masts

Number of decks

Tonnage (normally formula tonnage using length, breadth or depth)

Interior length (normally measured along the lower deck or straight rabbat)

Breadth (normally measured to inside of planking)

Depth of hold (actual, or formula related to beam such as one-half beam in two decked vessels)

Stern (square or round)

Tuck (square or round)

Figurehead (listed as woman, man, lion, etc.)

Billethead (normally yes or no)

Galleries (quarter, stern, etc.)

Date of enrollment or registration (including the number of the document issued that year)

Place enrolled or registered

Master when certified (usually with profession -- "mariner")

Person securing certificate (usually owner or master)

Place of Residence (owners usually given, masters sometimes given)

Occupation (references owners, sometimes masters)

Citation to previous certificate (this is given and can

be used to track a vessel in records)

Endorsement of Surrender This provided the date the particular registry or enrollment document was changed and a reason -- "registered at Baltimore Nov. 5, 1804, new owners")

Place (both citations and endorsements usually provided this information)

Additional notes often appeared in the documents, some of which are directly useful and some of which indirectly assist the recorder.

The most frequently seen note was a reference to vessel disposition ("lost 1812," "detained abroad, 1804," "sold foreign 1801," etc.). References to new rigs are sometimes seen ("changed to a schooner," "rigged as ship," etc.). The single note "full-built," "sharp" or "sharp-built," and "pilot-boat" often provided not only appearance but probable trade clues. Infrequently the carpenters measurements for the vessel appeared on the document, particularly the first registration or enrollment.

The references to records of registration and enrollment referred to the two principal applications of the records. Enrollment records are for vessels engaged in coastal trading within the United States of greater than twenty tons. Registration records are for vessels engaged in foreign commerce of any size.

The actual documents were an original and two identical copies. These were made by the Collector. One was given to the ship master and "surrendered" when a new document was issued. One was retained in the port records

and the third was sent to Washington. Not all records survived. The most vulnerable copy was the masters copies followed by the early Washington copies.

In addition to the original documents abstracts were made which provided, by year, number, owner and other notes. These provided a quick reference or finding aid in all cases where the primary documents exist. Where the primary documents are missing, the abstracts provide the only contemporary clues to the vessels sought.

Generally all the records are in the National Archives and Records Service in Record Group 41. Most are bound though a significant number are "loose." The bound volumes are used in the National Archives but the loose documents are restricted. Often these loose documents have been damaged by fire, water, insects, or neglect.

For the period before 1815 some areas have no documents or significant gaps. One gap was due to the encumbering of records for use in settling the French Spoilation Claims (claims arising from the loss of American vessels to the French prior to 1801). The records used in these claims generally involved the 1797 to 1801 time period. Other gaps occur because the collectors felt the records were "theirs." Records which normally remained in the port eventually would be forwarded to Washington after the disestablishment of the port, expiration of the collector's terms or other reasons. Some collectors kept

the records. Occasionally these records appear in whole or part in libraries and private collections.

This material is from The Journal of the American Society of Marine Artists, Volume 2, number 3 (December 1988) pages 14 through 17 by this author. The information for the article was derived from vessel documentation in Record Group 41 and 36 in the National Archives.

DEFINITION OF TERMS USED IN APPENDICES C, D AND E

Name -- Name of vessel used in active career.

Date Blt -- Date vessel built or date of first documentation

Place -- Location recorded as site of vessel construction

Builder -- Person(s) recorded as master shipwright, master carpenter, shipwright or builder.

Rig -- Sail configuration used in the majority of vessel's active career or type of vessel if not sail powered.

The vessel types listed are SLOOP, SCHOON (schooner), BRIGTN (brigantine), BRIG, SNOW, SHIP, BARQUE (barquetine or barkentine), GALLEY and FERRY.

Occasionally a vessel with a long career had two rigs on numerous documents. These are indicated as SHP-BG and other variants of the above rigs.

Tonnage -- Measured tonnage based on the standard computation of length, breadth and depth of vessel's hull. The measured tonnage from 1789 to 1864 used generally the same formula. Tonnages before 1789 and after 1864 used computations which gave smaller figures. Measured tonnage was theoretically the amount of cargo a vessel could carry.

APPENDIX C

LIST OF MATHEWS VESSELS

<u>NAME</u>	<u>DATEBLT</u>	<u>PLACE</u>	<u>BUILDER</u>	<u>RIG</u>	<u>TONNAGE</u>
ABALLINO	1808	EAST RIVER	DAVIS, EDWARD	SCHOON	137.77
ABC	1786	GLOUCESTER		BRIG	205.82
ACORN	1847	MATHEWS		SCHOON	40.80
ACTIVE	1783	VA			8.00
ACTIVE	1791	VA		SLOOP	37.83
ACTIVE	1820	MATHEWS	DEGGS, JESSEE	SCHOON	24.04
ADA	1840	MATHEWS		SCHOON	124.49
ADALINE	1846	MATHEWS		SCHOON	46.17
ADEINE	1805	MATHEWS		SCHOON	103.74
ADELINE	1804	MATHEWS		BRIG	124.28
ADELINE	1806	MATHEWS	ADAMS, ZACK	SCHOON	69.72
ADONIS	1806	MATHEWS		SCHOON	104.58
ADVENTURE	1759	GLOUCESTER		SHIP	130.00
ADVENTURE	1796	HORN HARBOR	SOPER, WILLIAM	SCHOON	74.82
AERIAL	1828	MATHEWS	DAVIS, JAMES	SCHOON	38.76
AGENORIA	1837	MATHEWS		SCHOON	126.00
ALBERT	1801	MATHEWS		BRIG	119.90
ALEXANDER	1805	MATHEWS	BEGGS, JESSEE	SCHOON	148.57
ALEXANDER	1826	MATHEWS	HALL, THOMAS	SCHOON	114.59
ALICE	1875	MATHEWS		SCHOON	29.94
ALICE AND ANNA	1874	MILFORD HVN		SLOOP	49.25
ALIENA	1796	MATHEWS		SCHOON	49.30
ALKIN	1800	MATHEWS		SCHOON	94.27
AMERICA	1775	GLOUCESTER		SLOOP	35.00

AMERICAN SYSTEM	1837	MATHEWS		SCHOON	24.00
AMERICUS	1879	MATHEWS		SLOOP	8.06
AMETHYST	1854	MATHEWS		SLOOP	30.51
AMITY	1780	GLOUCESTER		SCHOON	25.01
ANDES	1826	MATHEWS		BRIG	250.17
ANDREW JACKSON	1829	MATHEWS	ASHBERRY&ANDERTON	SCHOON	96.87
ANDURA	1805	EAST RIVER	GAYLE, JOSHUA	SCHOON	
ANGLO-SAXON	1849	MATHEWS		SCHOON	56.32
ANN	1786	GLOUCESTER		SCHOON	42.47
ANN	1805	MATHEWS	PITT, WILLIAM	SCHOON	87.21
ANN	1816	MATHEWS		SCHOON	45.85
ANN	1817	MATHEWS		SCHOON	101.44
ANN	1817	MATHEWS		SCHOON	84.06
ANN AND ELIZA	1810	MATHEWS	ROY, JAMES, H.	SCHOON	23.14
ANN AND ELIZABETH	1802	MATHEWS		SCHOON	60.54
ANN AND REBECCA	1815	MATHEWS	CALLIS, WM	SCHOON	67.06
ANN ELIZA	1804	MATHEWS		SCHOON	98.42
ANN ELIZA	1805	MATHEWS		SCHOON	100.85
ANN ELIZA	1836	MATHEWS		SCHOON	41.13
ANN REBECCA	1836	MATHEWS		SCHOON	62.47
ANNA MARIA	1817	MATHEWS		SCHOON	40.01
ANNA MARIA	1818	MATHEWS		SCHOON	62.09
ANNA MARIA	1824	MATHEWS	BROOKS, ROBERT	SCHOON	26.91
ANNER	1846	MATHEWS		SCHOON	20.51
ANNIE	1866	MATHEWS		SCHOON	37.70
ANNIE	1870	MATHEWS		SCHOON	25.70
ANNIE EMMA	1877	MATHEWS		SCHOON	35.06
ANTELOPE	1795	MATHEWS		SCHOON	62.26
ANTELOPE	1795	MATHEWS		SCHOON	55.29
ANTHONY	1801	MATHEWS		SCHOON	78.82
ANTHONY MANGIN	1801	MATHEWS		SHIP	419.35
ARGO	1804	MATHEWS		SCHOON	56.71
ARGO	1809	MATHEWS		SCHOON	31.23
ARGO	1835	MATHEWS		BRIG	197.45

ARGO PUBLICO	1837	MATHEWS		SLOOP	36.69
ARGUS	1804	MATHEWS		SCHOON	88.00
ARGUS	1810	MATHEWS	SMITH, PETER	SHIP	269.48
ASSISTANCE	1815	MATHEWS		SCHOON	27.53
ATLANTIC	1805	MATHEWS		BRIG	117.19
ATLAS	1854	MATHEWS		SCHOON	41.33
AUGUSTA	1802	MATHEWS		SHIP	246.08
AUGUSTA	1804	MATHEWS	ROY, JAMES, H.	BRIG	198.04
AUGUSTA	1821	MATHEWS		SCHOON	46.57
AURORA	1797	MATHEWS		SCHOON	110.48
AURORA	1804	MATHEWS		SHIP	188.21
BALANCE	1796	MATHEWS		SCHOON	61.76
BALISE	1811	MATHEWS		SHIP	306.88
BALTIMORE	1808	MATHEWS		BRIG	186.14
BALTIMORE PACKET	1768	VA		SLOOP	20.01
BAY FLOWER	1816	MATHEWS	ASHBERRY&ANDERTON	SCHOON	69.01
BEE	1805	MATHEWS		SCHOON	76.76
BEE\BY\BYE	1845	MATHEWS		SCHOON	37.76
BELLE	1851	MATHEWS		SCHOON	60.59
BELLONA	1803	MATHEWS		SCHOON	75.01
BELVERDERE	1800	MATHEWS		BRIG	193.14
BETSEY	1784	GLOUCESTER		SLOOP	30.01
BETSEY	1785	KINGSTON		SCHOON	20.01
BETSEY	1788	GLOUCESTER		SCHOON	30.01
BETSEY	1793	MATHEWS		SCHOON	45.15
BETSEY	1794	GLOUCESTER		SCHOON	76.01
BETSEY	1798	MATHEWS		SCHOON	80.29
BETSEY	1801	MATHEWS		SCHOON	23.31
BETSY	1777	VIRGINIA		SCHOON	35.01
BETSY	1779	VIRGINIA		SCHOON	8.01
BETSY	1786	GLOUCESTER		SLOOP	56.01
BETSY	1786	GLOUCESTER		SLOOP	31.01
BETSY	1794	MILFORD HAVEN		SCHOON	52.07
BETSY	1799	MATHEWS	REED, FRANCIS	SCHOON	48.15

BETSY AND KITTY	1793	MATHEWS		SCHOON	36.29
BETSY AND PATSY	1793	GLOUCESTER		SCHOON	57.12
BETSY AND PEGGY	1797	MATHEWS		BRIG	126.01
BETSY AND POLLY	1793	MATHEWS		SHIP	259.26
BETSY AND POLLY	1806	WINTER HRBR.	FOSTER, JAMES	SHIP	235.00
BETSY AND SALLY	1794	EAST RIVER	SAPER, JOHN	SCHOON	51.24
BETTY	1718	GLOUCESTER			42.01
BETTY	1788	KINGSTON		SCHOON	41.01
BONADVENTURE	1898	COBBS CREEK		SLOOP	10.01
BRAZEN	1828	NORTH RIVER		BRIG	128.07
BRAZIL	1832	MATHEWS		SCHOON	53.63
BRERETON&MARY KEENER	1797	MATHEWS		SLOOP	31.66
BREVIS	1798	MATHEWS	GAYLE, LEVIN	SCHOON	50.24
BRIDE	1835	MATHEWS		SCHOON	25.9
BRIDE	1850	MATHEWS		SCHOON	27.34
BRIDE	1853	MATHEWS		SCHOON	25.11
BRILLIANT	1784	MATHEWS	FOSTER, JOHN	SHIP	
BROTHERS	1780	MATHEWS		SLOOP	
BROTHERS	1796	EAST RIVER	GAYLE, GEORGE	SCHOON	110.7
BROTHERS	1817	MATHEWS		SCHOON	42.29
BUCKINGHAM	1830	MATHEWS		SCHOON	69.85
BUDGET	1820	MATHEWS		BRIG	229.57
CAMDEN	1780	VIRGINIA		SCHOON	115.01
CAMELEON	1804	MATHEWS		SCHOON	98.01
CAMILLA	1808	MATHEWS		SHIP	143.73
CAMPBELL	1783	GLOUCESTER		SLOOP	46.01
CARMELLITE	1799	MATHEWS		SCHOON	76.58
CAROLINA WILMANS	1793	MATHEWS		BRIG	124.83
CAROLINE	1816	MATHEWS		SCHOON	74.19
CAROLINE	1837	MATHEWS		SLOOP	23.41
CAROLINE	1808	EAST RIVER		SCHOON	129.26
CAROLINE (CHATSWORTH)	1857	MATHEWS		SLOOP	20.41
CARRIE	1876	MATHEWS		SCHOON	35.01
CARRIER	1818	MATHEWS		SCHOON	38.74

CATHARINE	1816	MATHEWS		SCHOON	37.39
CATHERINE	1724	MOBJACK		SLOOP	30.00
CATHERINE	1815	MATHEWS	LEWIS, JOHN	SCHOON	24.69
CATO	1780	EAST RIVER		BRIG	122.00
CERES	1800	MATHEWS		BRIG	181.00
CERES	1816	MATHEWS		SCHOON	97.55
CHAMPION	1858	MATHEWS		SCHOON	50.24
CHAPLIN	1825	MATHEWS		SLOOP	21.02
CHARLOTTE	1793	MATHEWS		SNOW	116.93
CHARLOTTE	1801	MATHEWS		SCHOON	84.32
CHARLOTTE HARDER	1836	MATHEWS	JARVIS, FRANCIS	SCHOON	129.52
CHATSWORTH	1847	MATHEWS		BRIG	146.70
CHERRY BOMBER	1780	GLOUCESTER		SCHOON	37.00
CHESAPEAKE	1806	MATHEWS		SHIP	470.36
CHIEF	1845	MATHEWS		SCHOON	134.90
CHIEF	1856	MATHEWS		SCHOON	307.60
CHILIAN	1826	MATHEWS		BRIG	288.59
CHRISTIANSTEAD	1783	GLOUCESTER		SCHOON	
CICELY	1770	GLOUCESTER		SHIP	120.00
CICERO	1819	MATHEWS		SCHOON	29.80
CITIZEN	1795	MATHEWS		SCHOON	109.48
CITIZEN	1800	QUEENS CREEK		SCHOON	47.00
CLARA HAXALL	1855	GREENPOINT	WILLIAMS	BARK	39.00
CLARA TINSLEY	1883	BLACKWATER CR		SCHOON	11.61
CLEMMIE TRAVERS	1885	COBBS CREEK		SCHOON	85.09
CLIFTON	1809	MATHEWS		SHIP	263.59
CLIMAX	1826	MATHEWS		SCHOON	
CLIMAX	1835	MATHEWS	BROWNLEY, WILLIAM	SCHOON	52.00
COATS	1763	GLOUCESTER		SHIP	120.00
COLLINA	1806	MATHEWS		SCHOON	96.70
COLUMBIA	1793	WINTER HRBR.		BRIGTN	30.48
COLUMBIA	1838	MATHEWS	GAYLE & DANGERFIELD	BRIG	156.39
COLUMBIA	1846	MATHEWS		SCHOON	54.20
COLUMBUS	1818	MATHEWS		BRIG	148.50

COMET	1806	MATHEWS		SCHOON	125.13
COMET	1809	MATHEWS		BRIG	269.14
COMET	1828	MATHEWS		SCHOON	100.02
COMMERCE	1791	GLOUCESTER		SCHOON	18.00
COMMERCE	1827	MATHEWS		SCHOON	54.88
COMMERCE	1848	MATHEWS		SCHOON	66.83
CONQUEST	1853	MATHEWS		SCHOON	189.45
CONRAD	1799	MATHEWS	MILLER, GABRIEL	SCHOON	64.69
CONSTITUTION	1817	MATHEWS	BROWNLEY, JOHN	SHIP	502.64
CONSTITUTION	1843	MATHEWS		SCHOON	116.40
COOL AND EASY	1782	VIRGINIA		SCHOON	75.00
COURTNEY NORTON	1807	MATHEWS	BILLUPS, RICHARD	SCHOON	144.00
CRAWFORD	1830	EAST RIVER	RANSOME, THOMAS	SCHOON	59.32
CYGNET	1802	MATHEWS		SCHOON	87.74
C. MORTON STEWARD	1859	MATHEWS		SCHOON	58.60
C.B. HUDGINS	1844	MATHEWS		SLOOP	14.05
C.R. OLIVER	1880	MATHEWS		SCHOON	26.92
DANDY	1825	MATHEWS		SCHOON	27.37
DANDY	1833	MATHEWS		SCHOON	30.35
DART	1801	MATHEWS		SCHOON	61.05
DASH	1808	WINTER HRBR.	HUNLEY, ROBERT	SCHOON	108.56
DASH	1812	MATHEWS		SCHOON	
DAUPHIN	1784	GLOUCESTER		SHIP	200.00
DEFIANCE	1788	GLOUCESTER		BRIG	80.50
DELIGHT	1793	MATHEWS		SCHOON	48.48
DELIGHT	1812	MATHEWS		SCHOON	54.07
DELIGHT	1815	MATHEWS		SCHOON	52.07
DELIGHT	1825	MATHEWS	HUDGINS, WILLIAM	SCHOON	23.54
DELTA	1817	MATHEWS		SCHOON	75.81
DEMOCRAT	1801	MATHEWS		SCHOON	86.83
DESPATCH	1811	MATHEWS		SLOOP	36.65
DESPATCH	1822	EAST RIVER		SCHOON	18.18
DIANA	1782	KINGSTON		SCHOON	20.50
DICK	1818	MATHEWS	RANSOME, THOMAS	BRIG	207.22

DISPATCH	1806	MATHEWS		SCHOON	46.74
DISPATCH	1808	MATHEWS	GAYLE, SEVERN	SCHOON	50.77
DISPATCH (R. STATES)	1811	MATHEWS	DAVIS, DIGGS	SLOOP	30.78
DIVER	1812	MATHEWS		SCHOON	103.04
DOLPHIN	1795	MATHEWS	SOPER, WILLIAM	SCHOON	66.26
DONALD	1790	GLOUCESTER		SCHOON	48.00
DORCHESTER	1846	MATHEWS		SCHOON	46.03
DOROTHY	1788	GLOUCESTER		SCHOON	30.08
DOROTHY	1798	VA		SCHOON	97.35
DOROTHY	1831	MATHEWS	GAYLE, BARTLETT	SCHOON	34.15
DRUMMOND	1806	MATHEWS		BRIG	207.15
DRUMMOND	1814	MATHEWS		SCHOON	79.08
D.K. HOPKINS	1847	MATHEWS		SCHOON	43.04
EAGLE	1786	GLOUCESTER		SCHOON	37.58
EAGLE	1787	GLOUCESTER		SLOOP	33.00
EAGLE	1799	MATHEWS		SCHOON	75.80
EAGLE	1799	MATHEWS	ROBINS, JOHN	SCHOON	97.44
EAGLE	1801	MATHEWS		SCHOON	26.70
EAGLE	1812	BLACKWATR CR	PARSONS, THOMAS	BRIG	210.89
EAGLE	1827	MATHEWS	BILLUPS, JOHN	SCHOON	52.38
EAGLE	1831	MATHEWS		SCHOON	28.90
EAGLE	1840	MATHEWS		SCHOON	83.79
EAGLE	1849	MATHEWS		SCHOON	34.00
EARL	1825	MATHEWS		BRIG	168.72
ECHO	1795	MATHEWS	FITCHETT, WILLIAM	SCHOON	40.50
ECLIPSE	1824	MATHEWS	ASHBERRY, WILLIAM	SCHOON	109.71
ECLIPSE	1829	MATHEWS		SCHOON	56.45
EDITH AND NANCY	1804	MATHEWS		SCHOON	95.49
EDWARD AND FRANCES	1828	MATHEWS		SCHOON	92.37
EDWARD AND FRANCIS	1822	MATHEWS		SCHOON	95.79
EDWARD AND LESTA	1896	PORTSMOUTH		SCHOON	15.83
EL DORADO	1852	MATHEWS		SCHOON	210.20
ELEANOR	1795	MATHEWS		SCHOON	88.67
ELEANOR	1808	MATHEWS		SCHOON	174.20

ELIZA	1782	EAST RIVER		SCHOON	32.00
ELIZA	1793	QUEENS CREEK		SCHOON	77.00
ELIZA	1798	MILFORD HVN.	WILLIAMS, GREGORY	SNOW	145.62
ELIZA	1802	MATHEWS		SCHOON	96.08
ELIZA	1802	NORTH RIVER		SCHOON	57.64
ELIZA	1805	MATHEWS		BRIG	185.00
ELIZA	1832	MATHEWS	FITCHETT, WILLIAM	SCHOON	53.74
ELIZA	1832	MATHEWS		SCHOON	34.50
ELIZA ANN	1817	MATHEWS		SCHOON	25.38
ELIZA ANN	1818	MATHEWS		SCHOON	49.60
ELIZA MYERS	1799	MATHEWS		SCHOON	144.79
ELIZABETH	1772	KINGSTON		SCHOON	20.00
ELIZABETH	1788	PIANKATANK		SCHOON	82.00
ELIZABETH	1797	MATHEWS		SCHOON	137.00
ELIZABETH	1797	MATHEWS	DAVIS, THOMAS	SHIP	305.14
ELIZABETH	1798	MATHEWS	GAYLE, GEORGE	SHIP	224.56
ELIZABETH	1799	MATHEWS	ANDERSON, JOHN	SCHOON	79.08
ELIZABETH	1820	MATHEWS	HUNLEY, THOMAS	SCHOON	33.82
ELIZABETH	1822	MATHEWS		SCHOON	32.44
ELIZABETH	1826	MATHEWS	MILLER, BOOKER	SCHOON	44.49
ELIZABETH	1827	MATHEWS	HUDGINS, LEWIS	SCHOON	48.57
ELIZABETH	1836	MATHEWS		SCHOON	20.30
ELIZABETH	1836	MATHEWS		SCHOON	44.00
ELIZABETH	1845	MATHEWS		SCHOON	51.40
ELIZABETH ANN	1818	MATHEWS		SCHOON	36.83
ELIZABTH AND FRANCIS	1816	MATHEWS	ASHBERRY, WILLIAM	SCHOON	50.69
ELLA AND ORA	1885	PIANKATANK		SCHOON	7.65
ELLA MAY	1990	NEW POINT		SCHOON	7.51
ELLA M. TURNER	1873	MATHEWS		SLOOP	5.76
ELLINER ANN	1822	MATHEWS		SCHOON	23.57
ELS	1800	MATHEWS		SCHOON	62.00
EMELY	1801	MATHEWS		BRIG	126.75
EMILY	1798	MATHEWS		SCHOON	
EMILY	1802	MATHEWS		SCHOON	91.68

EMILY	1817	MATHEWS		SCHOON	69.67
EMILY	1830	MATHEWS		SCHOON	51.03
EMILY E. JOHNSON	1883	PIANKATANK		SCHOON	121.60
EMILY JANE	1819	MATHEWS		SCHOON	36.00
EMMALINA	1817			SCHOON	31.88
EMORY	1836	MATHEWS		SCHOON	33.07
EMPRESS THERESA	1859	MATHEWS		BARQUE	315.57
ENDEAVOR	1768	VA		SCHOON	20.00
ENDEAVOR	1781	KINGSTON		SCHOON	50.00
ENGILBERT	1781	VA			
ENTERPRISE	1846	MATHEWS		SCHOON	117.77
ENTERPRISE	1860	MATHEWS		SCHOON	23.70
ENTERPRIZER	1798	MATHEWS		SCHOON	71.00
EO	1824	MATHEWS	BROWN, WILLIAM	SCHOON	112.00
ERIC	1853	MATHEWS		SLOOP	30.21
ERMINIA	1807	EAST RIVER	HARPER, JOHN	BRIG	161.54
ESTHER	1810	MATHEWS		SCHOON	151.89
ESTRELLA	1827	MATHEWS		SCHOON	130.02
EUGENIA	1843	MATHEWS		SCHOON	51.46
EUGENIA	1843	MATHEWS		SCHOON	61.00
EVANDER	1805	MATHEWS		SCHOON	114.93
EXCHANGE	1827	MATHEWS		SCHOON	40.87
EXIT	1846	MATHEWS		SCHOON	45.43
EXPERIMENT	1798	MATHEWS		SCHOON	64.58
EXPERIMENT	1799	MATHEWS	GAYLE, LEAVEN	SCHOON	63.34
EXPERIMENT	1808	EAST RIVER	DAVIES, BRAISTED	SCHOON	144.16
EXPERIMENT	1830	MATHEWS	DAVIS, JAMES	SCHOON	37.81
EXPERIMENT	1847	MATHEWS		SCHOON	75.03
EXPRESS	1826	MATHEWS		SLOOP	18.46
EXTRA	1848	MATHEWS		SCHOON	
EXTRA	1848	MATHEWS		BRIG	194.34
FADED	1830	MATHEWS		SCHOON	
FAIR AMERICAN	1821	MATHEWS	ASHBERRY, JOHN	SCHOON	83.53
FALCON	1810	MATHEWS		SCHOON	172.63

FAME	1801	MATHEWS		BRIG	34.30
FAME	1805	MATHEWS		SCHOON	83.43
FAME	1805	MATHEWS		SCHOON	108.27
FAME	1806	MATHEWS	ADAMS, JACK	SCHOON	69.93
FAME	1822	MATHEWS		SCHOON	89.49
FAME	1824	MATHEWS	BILLUPS, RICHARD	SCHOON	112.79
FANCY	1778	GLOUCESTER		SLOOP	28.00
FANNIE	1871	MATHEWS		SCHOON	17.15
FANNY	1779	MATHEWS		BRIG	80.00
FANNY	1786	GLOUCESTER		SCHOON	16.00
FANNY	1793	MATHEWS		SCHOON	28.83
FANNY	1799	MATHEWS		SCHOON	78.10
FANNY	1799	MATHEWS	DIGGS, JESSE	BRIG	104.41
FANNY	1800	MATHEWS		SCHOON	65.73
FANNY	1803	MATHEWS		SCHOON	113.48
FARMER'S FAVORITE	1825	MATHEWS		SLOOP	21.43
FARMER'S RETURN	1816	MATHEWS	BROOKS, WILLIAM	SLOOP	25.69
FAVORITE	1806	MATHEWS		SCHOON	108.57
FAVOURITE	1817	MATHEWS		SCHOON	20.53
FELICITY	1796	MATHEWS		SCHOON	92.58
FELICITY	1797	MATHEWS	SOPER, JOHN	SCHOON	64.86
FELICITY	1832	MATHEWS		SCHOON	39.69
FERRATA	1827	MATHEWS		SHIP	336.28
FERRATTA	1866	MATHEWS		SCHOON	40.42
FINDORF	1813	BLACKWATR CR	RANSOME, THOMAS	BRIG	187.00
FIVE SISTERS	1804	MATHEWS		SCHOON	111.00
FIVE SISTERS	1804	MATHEWS		SCHOON	87.89
FLAG	1803	MATHEWS		SCHOON	58.58
FLEETWING	1872	MATHEWS		SCHOON	13.13
FLORENCE	1841	MATHEWS		SCHOON	138.16
FLY	1792	MATHEWS		SCHOON	36.39
FLY	1812	MATHEWS		SCHOON	80.03
FLY	1850	MATHEWS	OWEN, JOHN	SLOOP	8.30
FLYING FISH	1776	GLOUCESTER		SLOOP	20.00

FOG EATER	1858	POINT BREEZE		SLOOP	7.54
FORTITUDE	1811	MATHEWS		SLOOP	21.75
FORTUNA	1827	EAST RIVER	GAYLE, BARTLETTE	SCHOON	110.38
FORTUNE	1777	MATHEWS		SLOOP	
FOURTH OF JULY	1836	MATHEWS		SCHOON	37.26
FOX	1781	GLOUCESTER			25.50
FRANCES	1798	EAST RIVER		SCHOON	23.30
FRANCES	1799	MATHEWS		SCHOON	65.00
FRANCES	1812	MATHEWS		SCHOON	58.12
FRANCES	1824	MATHEWS	SAUNDERS, JAS	SCHOON	76.59
FRANCES	1827	MATHEWS		SCHOON	22.59
FRANCES	1827	MATHEWS		SCHOON	32.53
FRANCES	1832	MATHEWS		BRIG	185.63
FRANCES ANN	1834	MATHEWS		SCHOON	44.87
FRANCIS	1799	MATHEWS	JARVIS, FRANCIS	SCHOON	76.70
FRANCIS	1811	MATHEWS		SCHOON	115.79
FRANKLIN	1824	MATHEWS		SCHOON	108.32
FRANKLIN	1833	MATHEWS		SCHOON	49.33
FREDERICCA HUNTER	1849	MATHEWS		SCHOON	20.06
FRIEND	1797	MATHEWS		SCHOON	90.64
FRIENDS	1798	MATHEWS		SCHOON	46.41
FRIENDSHIP	1789	KINGSTON		SLOOP	44.43
FRIENDSHIP	1825	MATHEWS		SCHOON	48.42
FRIENDSHIP	1856	VIRGINIA	TOMPKINS, ROBERT	SLOOP	30.00
FROLIC	1829	MATHEWS	WILLIAMS, SAMUEL	SCHOON	22.00
GALLEGO	1834	MATHEWS	HUDGINS, WILLIAM	SCHOON	57.60
GARATILDA	1827	MATHEWS		SCHOON	46.60
GENERAL MERCER	1811	QUEEN'S CREEK		BRIG	119.48
GEORGE	1801	MATHEWS		SNOW	231.62
GEORGE	1801	MATHEWS		SCHOON	45.17
GEORGE AND GESTANNA	1832	MATHEWS		SCHOON	32.89
GEORGE C. VANDERSLICE	1883	MATHEWS		SCHOON	39.19
GEORGE WASHINGTON	1816	MATHEWS		SCHOON	59.47
GEORGE W. CHESLEY	1887	GREENPOINT		SCHOON	21.52

GEORGIANA	1818	MATHEWS		BRIG	201.00
GHENT	1814	MATHEWS		SCHOON	118.22
GIFT	1805	MATHEWS		SCHOON	27.28
GILBAS	1828	MATHEWS	ARMISTEAD, FRANCIS	SCHOON	83.04
GIOIA	1830	MATHEWS	OREM, ANDREW	SCHOON	50.29
GIPSEY	1804	MATHEWS		SCHOON	98.40
GLIB	1848	MATHEWS		SCHOON	33.20
GLOBE	1809	MATHEWS		SCHOON	180.83
GLORY	1803	MATHEWS		SHIP	213.02
GLORY	1829	MATHEWS	BILLUPS, JOHN	BRIG	157.26
GLOUCESTER	1777	PEPPER CREEK		SHIP	
GLOUCESTER GALLEY	1705	KINGSTON		BRIG	
GOLD LEAF	1864	MATHEWS		SLOOP	6.10
GOLDEN RULE	1857	MATHEWS		SCHOON	38.73
GOOD EGG	1856	MATHEWS		SLOOP	20.08
GOVERNOR SHELBY	1828	MATHEWS		SCHOON	78.55
GREENWOOD	1801	MATHEWS		SCHOON	80.00
GRENOCK	1713	MOBJACK BAY		SHIP	100.00
GREYHOUND	1790	EAST RIVER		SCHOON	38.00
GREYHOUND	1791	EAST RIVER		SCHOON	39.00
GREYHOUND	1795	MATHEWS	GAYLE, GEORGE	SCHOON	92.00
GREYHOUND	1796	MATHEWS		SCHOON	78.04
GREYHOUND	1872	MATHEWS		SCHOON	13.92
GROGG	1780	GLOUCESTER		SCHOON	15.00
GUILFORD	1843	MATHEWS		BARQUE	232.90
HAPPY COUPLE	1810	MATHEWS		SCHOON	152.20
HARBINGER	1847	MATHEWS		SCHOON	76.82
HARIOTT	1793	MILFORD HVN.		SCHOON	68.32
HARIOTT (REBUILT)	1793	MATHEWS		SCHOON	53.50
HARLEQUIN	1778	MATHEWS		SCHOON	40.00
HARLEQUIN	1808	MATHEWS		SCHOON	62.00
HARMONY	1798	MATHEWS	SOAPER, JOHN	SCHOON	25.82
HARMONY	1807	MATHEWS		SCHOON	82.22
HARRIET	1826	MATHEWS	HUNLEY, RICHARD	SCHOON	37.38

HARRIET	1836	EAST RIVER	JAMES, WILLIAM	SCHOON	62.40
HARRIET	1838	MATHEWS	HUDGINS, WILLIAM	SCHOON	62.39
HARRIET	1857	MATHEWS		SCHOON	112.29
HARRIET COLUMBIA	1834	BLACKWATR CR	MILLER, BOOKER	SCHOON	48.04
HARRIOT	1793	EAST RIVER		SHIP	229.00
HARRIOT	1806	MATHEWS	GAYLE, JOSIAH	SCHOON	
HART	1800	MATHEWS	ROBINS, JAMES	SCHOON	57.08
HAWK	1797	MATHEWS		SCHOON	107.45
HAZARD	1798	MATHEWS	BROWN, JOHN	SCHOON	50.50
HAZZARD	1842	MATHEWS		SCHOON	26.63
HECTOR	1827	MATHEWS		SCHOON	99.00
HELEN	1787	GLOUCESTER		BRIG	120.00
HELINA PLUMSTED	1796	MATHEWS		SCHOON	55.73
HELLEN	1803	MATHEWS		SLOOP	30.07
HENRY	1723	PIANKATANK			14.00
HENRY	1777	KINGSTON		GALLEY	
HENRY	1798	MATHEWS		SCHOON	88.00
HENRY	1805	MATHEWS	HUNLEY, JOHN B.	SCHOON	97.92
HENRY	1820	MATHEWS		SCHOON	98.72
HENRY	1830	MATHEWS	BROWNLEY, MILTON	SCHOON	80.50
HENRY	1832	MATHEWS		SCHOON	103.26
HENRY	1858	MATHEWS		SCHOON	21.27
HENRY JENKINS	1841	MATHEWS		SCHOON	97.11
HERALD	1832	MATHEWS		SCHOON	65.04
HERALD	1845	MATHEWS		SCHOON	58.10
HESTER	1784	EAST RIVER		SCHOON	112.00
HETTIE ANN	1879	MATHEWS		SCHOON	5.32
HEYDEY	1816	MATHEWS	MILLER, GABRIEL	BRIG	160.85
HIPPOMENES	1807	EAST RIVER	HUNLEY, J.R.	BRIG	121.92
HIRAM	1823	MATHEWS		SCHOON	47.50
HODGES AND BROTHER	1886	MATHEWS		SCHOON	5.32
HOPE	1783	GLOUCESTER		SLOOP	45.00
HOPE	1787	GLOUCESTER		SCHOON	60.00
HOPE	1809	MATHEWS		SCHOON	27.74

HORN HARBOR	1810	MATHEWS		SCHOON	21.83
HORNET	1807	MATHEWS		SCHOON	52.02
HORNET	1819	MATHEWS		SCHOON	20.69
HORNET	1832	MATHEWS		SCHOON	31.42
HORNEY	1832	MATHEWS		SCHOON	41.00
HUNTER	1779	GLOUCESTER			40.00
HUNTER	1801	MATHEWS		SCHOON	42.87
HYPHEN	1826	MATHEWS		SCHOON	107.90
IDLETIMES	1898	MATHEWS		SCHOON	12.00
INDEPENDENCE	1796	WINTER HARBOR		SCHOON	49.81
INDEPENDENCE	1831	MATHEWS		SCHOON	40.08
INDIANA	1806	EAST RIVER	GAYLE, JOSHUA	SHIP	363.30
INDUSTRY	1758	VIRGINIA	HUNLEY, AMBROSE	SCHOON	
INDUSTRY	1778	KINGSTON		SLOOP	
INDUSTRY	1779	KINGSTON		SLOOP	
INDUSTRY	1822	MATHEWS	BROOKS, JOHN	SCHOON	21.48
INVINCEDORE	1825	MATHEWS	HUNLEY, THOMAS	SCHOON	34.21
IRIS	1800	MATHEWS		SCHOON	106.57
IRIS	1815	MATHEWS		SCHOON	80.48
ISABELLA	1798	MATHEWS		BRIG	133.00
ISLAND BELLE	1872	MATHEWS		SCHOON	7.33
ITINERANT	1834	MATHEWS	HUDGINS, ELIJAH	SCHOON	61.22
JAMES	1766	VIRGINIA		SCHOON	15.00
JAMES	1796	MATHEWS		SCHOON	64.93
JAMES BRADEN	1858	MATHEWS		SCHOON	48.03
JAMES HENRY	1848	MATHEWS		SCHOON	42.76
JAMES & MARY	1786	KINGSTON		SCHOON	75.00
JASON	1814	MATHEWS		SCHOON	91.27
JAVA	1797	MATHEWS		SHIP	191.50
JEFFERSON	1857	MATHEWS		SCHOON	50.00
JENNET	1785	GLOUCESTER		SCHOON	61.48
JERSEY	1833	MATHEWS	BROWNLEY, WILLIAM	SCHOON	50.27
JIM CROW	1836	MATHEWS		SLOOP	37.45
JJH	1825	MATHEWS	HUDGINS, JOHN, J.	SCHOON	29.80

JLH	1831	MATHEWS	HUDGINS, JOHN, L.	SCHOON	180.30
JOHN	1777	GLOUCESTER	WYLIE, ROBERT	SCHOON	35.00
JOHN	1801	MATHEWS		BRIG	121.02
JOHN	1828	MATHEWS	BROWNLEY, JOHN	SCHOON	25.34
JOHN	1835	MATHEWS		SCHOON	110.92
JOHN ALEXANDER	1826	MATHEWS		SCHOON	138.95
JOHN AND BETSEY	1810	MATHEWS		SCHOON	76.22
JOHN AND BETSEY	1815	MATHEWS		SCHOON	34.25
JOHN AND WILLIAM	1819	MATHEWS	DAVIS, THOMAS	SCHOON	23.42
JOHN FRANCIS	1836	MATHEWS		SCHOON	26.75
JOHN HIPKINS	1834	MATHEWS	WILLIAMS, JOHN, G.	SCHOON	143.75
JOHN L. HUDGINS	1831	MATHEWS		BRIG	180.00
JOHN McMYER	1800	GWYNN'S IS.	REED, FRANCIS	SCHOON	33.28
JOHN PATTERSON	1816	MATHEWS		SCHOON	68.00
JOHN RICHARD	1837	MATHEWS		SLOOP	20.60
JOHN W. DIXON	1854	MATHEWS		SCHOON	50.69
JOHNNY AND BETTY	1753	GLOUCESTER			80.00
JOHN'S RELIEF	1828	MATHEWS	BROOKS, JOHN	SCHOON	85.48
JOLLY ROBIN	1781	VIRGINIA		SCHOON	
JOLLY TAR	1782	EAST RIVER		SCHOON	40.00
JOSEPH FRANCES	1853	MATHEWS		SCHOON	21.85
JOSEPHUS	1845	MATHEWS		SCHOON	36.82
JUDITH	1749	VIRGINIA		SLOOP	
JULIA	1803	MATHEWS		BRIG	123.84
JULIA	1809	MATHEWS		SHIP	404.56
JULIA ANN	1815	MATHEWS		SCHOON	107.00
JULIET	1818	MATHEWS		SLOOP	38.30
JULIET	1846	MATHEWS		SCHOON	119.07
JUNIATA	1807	PEPPER CREEK	DAVIS, F., JR.	SHIP	293.29
JUSTINA	1808	MATHEWS		SHIP	368.00
J. SMITH	1847	MATHEWS		SCHOON	66.68
J.J. STEWART	1870	MATHEWS		SCHOON	51.93
J.W. ARTHUR	1877	MATHEWS		SLOOP	11.24
J.W. COX	1890	MATHEWS		SCHOON	16.58

J.W. FRANKLIN	1879	MATHEWS		SCHOON	7.97
J.W. LEWIS	1888	GREENPOINT		BUGEYE	19.90
J.W. MORGAN	1871	MATHEWS		SLOOP	11.36
KATE	1873	MATHEWS		SLOOP	12.29
KATE LAWSON	1870	MATHEWS		SCHOON	48.08
KENNIE	1877	MATHEWS		SCHOON	5.34
KINGSTON	1730	PLANTATION			
KINGSTON	1735	VIRGINIA		SLOOP	40.00
KINGSTON	1748	VA		BRIG	80.00
KITTY	1785	GLOUCESTER		SCHOON	68.08
KITTY	1785	GLOUCESTER		SLOOP	31.10
LADIES DELIGHT	1822	MATHEWS		SCHOON	22.30
LADY SARAH	1825	MATHEWS		SCHOON	106.67
LADY STEVENS	1817	MATHEWS		SCHOON	20.55
LADY WASHINGTON	1793	MATHEWS		BRIG	113.43
LAETITA	1748	MOBJACK BAY			80.00
LAMARTINE	1848	MATHEWS		BARK	386.00
LAURA	1811	MATHEWS		SCHOON	135.00
LAURA	1849	MATHEWS		SCHOON	47.34
LAURA JANE	1824	MATHEWS	DAVIS, JAMES	SCHOON	56.17
LE DOMINIQUE	1788	KINGSTON		SHIP	200.00
LEGAR	1845	MATHEWS		SCHOON	37.70
LEONORA	1826	STUTTS CREEK	BRAMBLEY, MILTON	SCHOON	144.69
LEONORA	1877	MATHEWS		BUGEYE	17.66
LEORA ALTON	1850	MATHEWS		SCHOON	43.43
LEWIS AND SARAH	1799	MATHEWS		SCHOON	22.33
LEWIS CASS	1849	MATHEWS		SCHOON	32.04
LIBERTY	1783	MATHEWS		SCHOON	20.00
LIBERTY	1799	MATHEWS	GAYLE, JOSEPH	SCHOON	63.04
LIBERTY	1805	MATHEWS	GAYLE, JOSHUA	SCHOON	55.64
LIBERTY	1812	MATHEWS		SCHOON	27.70
LIBERTY	1816	MATHEWS		SCHOON	24.06
LIBERTY	1817	MATHEWS		SCHOON	26.20
LIBERTY	1833	MATHEWS	KEEBLE, HUMPHREY	SCHOON	72.90

LIBERTY	1849	PIANKATANK		SCHOON	88.12
LIBERTY	1849	MATHEWS		SCHOON	80.00
LILLIE	1871	MATHEWS		SCHOON	12.26
LITTLE ANN	1797	MATHEWS	HUDGINS, JOHN	SCHOON	46.10
LITTLE BETSEY	1786	GLOUCESTER		SLOOP	25.00
LITTLE TARTAR	1777	MATHEWS	JAMES, MATTHAIS, JR.	SLOOP	
LIVELY	1772	VA			
LIVELY	1782	MILFORD HAVEN		SCHOON	42.50
LLOYD MCNEAL	1851	MATHEWS		SCHOON	33.90
LOGAN	1819	MATHEWS	BROOK, ROBERT	SLOOP	42.20
LOLIPIDIAN	1799	MATHEWS		SCHOON	48.74
LONG SPLICES	1782	GLOUCESTER			
LOUISA	1792	MATHEWS		SHIP	304.34
LOUISA	1811	MATHEWS	EDENS, LANGLEY, B.	SCHOON	76.56
LOUISIANA	1829	EAST RIVER	CUSHMAN, A.G.	BRIG	201.58
LUCIA G. HARRISON	1828	MATHEWS	HUNLEY, RICHARD	SCHOON	61.35
LUCRETIA	1796	MATHEWS		SCHOON	58.62
LUCY	1724	PIANKATANK		BRIG	40.00
LUCY	1795	MATHEWS	GAYLE, GEORGE	SCHOON	51.65
LUCY	1795	MATHEWS	DUN, JOHN	BRIGTN	130.53
LUCY	1800	MATHEWS		SCHOON	33.69
LUCY AND SALLY	1817	MATHEWS		SLOOP	20.63
LUCY ANN	1801	MATHEWS		SHIP	235.52
LUCY ANN	1802	MATHEWS		SCHOON	59.66
LUCY ANN	1806	MATHEWS		SCHOON	40.15
LUCY ANN	1815	MATHEWS		SCHOON	23.67
LUCY ANN	1826	MATHEWS	RICHARDSON, WILLIAM	SCHOON	31.88
LUCY ANN	1831	MATHEWS		SCHOON	91.82
LUCY JANE	1830	MATHEWS		SCHOON	52.65
LUCY PENN	1851	EAST RIVER		SCHOON	76.13
LUCY VIRGINIA	1855	MATHEWS		SCHOON	58.76
LUCY VIRGINIA	1873	MATHEWS		SCHOON	36.73
LYNX	1806	MATHEWS		SCHOON	121.12
L.H. SMITH	1898	PORT HAYWOOD		SLOOP	9.00

L.W. MACHEN	1883	MATHEWS		BUGEYE	10.10
MADISON	1808	MATHEWS	DIGGS, HARRY	SCHOON	77.72
MAID OF THE ISLES	1815	MATHEWS		SCHOON	80.09
MANLY	1777	KINGSTON		GALLEY	
MARGARET	1810	MATHEWS		SCHOON	55.35
MARGARET	1816	MATHEWS		SLOOP	35.16
MARGARET	1817	MATHEWS		SLOOP	37.16
MARGARET	1817	NORTH RIVER	RANSOME, THOMAS	SHIP	378.30
MARGARET	1834	MATHEWS	BILLUPS, JOHN	SCHOON	23.14
MARGARET ANN	1845	MATHEWS		SCHOON	19.22
MARGARET MERCER	1824	MATHEWS		SCHOON	86.00
MARGARETTA	1806	MATHEWS		SCHOON	23.25
MARIA	1781	GLOUCESTER		SCHOON	51.10
MARIA	1794	MATHEWS		SCHOON	34.70
MARIA	1795	MATHEWS		SCHOON	54.33
MARIA	1797	MATHEWS		SCHOON	104.80
MARIA	1808	MATHEWS		SCHOON	104.14
MARIA	1818	MILFORD HVN.	HUNLEY, THOMAS	SCHOON	56.46
MARIA	1826	MATHEWS		SCHOON	141.69
MARIA	1848	MATHEWS		SCHOON	75.74
MARIA BYRD	1801	MATHEWS		BRIG	147.32
MARIA MASON	1832	MATHEWS		SCHOON	52.85
MARIA SMITH	1836			SCHOON	45.84
MARIETTA	1832	MATHEWS		BRIG	151.74
MARIETTA	1856	MATHEWS		SCHOON	119.31
MARIETTA TILTON	1856	MATHEWS		SCHOON	319.00
MARION LEE	1883	MATHEWS		SLOOP	17.28
MARQUIS de LAFAYETTE	1781	MOBJACK BAY		BRIG	130.00
MARS	1803	MATHEWS		BRIG	179.61
MARTHA	1825	MATHEWS		SCHOON	55.34
MARTHA	1835	MATHEWS		SCHOON	73.46
MARTHA	1837	MATHEWS		SCHOON	52.71
MARTHA ANN	1815	MATHEWS		SCHOON	20.86
MARTHA ANN	1819	MATHEWS		SCHOON	20.92

MARTIN VAN BUREN	1833	MATHEWS		SCHOON	48.62
MARY	1795	MATHEWS		BRIG	127.80
MARY	1797	MATHEWS	MOGSON	SCHOON	85.54
MARY	1799	MATHEWS		SHIP	211.18
MARY	1800	MATHEWS		SCHOON	137.76
MARY	1811	MATHEWS		BRIG	150.47
MARY	1816	EAST RIVER		SHIP	272.69
MARY	1819	MATHEWS		SCHOON	32.11
MARY	1830	MATHEWS		BRIG	271.28
MARY	1833	MATHEWS		BRIG	211.07
MARY	1836	MATHEWS		SCHOON	31.02
MARY	1842	MATHEWS		SLOOP	36.72
MARY	1847	MATHEWS		SCHOON	49.15
MARY ANN	1796	MATHEWS		SCHOON	114.84
MARY ANN	1800	MATHEWS		SCHOON	44.00
MARY ANN	1801	MATHEWS		SCHOON	52.62
MARY ANN	1806	MATHEWS	ADAMS, JACK	SCHOON	62.93
MARY ANN	1806	MATHEWS		SCHOON	74.00
MARY ANN	1814	MATHEWS	DIXON, FINLEY	SCHOON	27.38
MARY ANN	1816	MATHEWS		SCHOON	68.43
MARY ANN	1825	MATHEWS	BROWNLEY, MILTON	SCHOON	34.31
MARY ANN	1833	MATHEWS		SCHOON	23.04
MARY BAXTER	1848	MATHEWS		SCHOON	62.02
MARY CATHERINE	1849	MATHEWS		SCHOON	46.50
MARY ELIZA	1830	MATHEWS	BROWNLy, JOHN	SCHOON	36.24
MARY ELIZA	1839	MATHEWS		SCHOON	102.85
MARY ELLEN	1842	MATHEWS		SCHOON	35.17
MARY FRANCES	1833	MATHEWS	BOHANNON, JOSEPH	SCHOON	104.32
MARY GRAY	1867	MATHEWS		SLOOP	27.00
MARY JANE	1841	MATHEWS		SLOOP	11.21
MARY JANE	1854	MATHEWS		SCHOON	37.38
MARY LUISA	1833	MATHEWS		SCHOON	71.42
MARY MASON	1806	MATHEWS		SCHOON	62.78
MARY SUSAN	1832	MATHEWS		SCHOON	49.23

MARY WASHINGTON	1815	MATHEWS		SCHOON	109.43
MARYLAND	1816	MATHEWS	MILLER, GABRIEL	BRIG	160.85
MATCHLESS	1807	MATHEWS	GAYLE, JOSHUA	SCHOON	99.76
MATHEWS	1817	MATHEWS		SLOOP	21.24
MATHEWS	1837	MATHEWS		SLOOP	27.97
MATILDA	1793	GLOUCESTER		SCHOON	79.39
MATILDA	1808	EAST RIVER		SCHOON	117.68
MATILDAS	1828	EAST RIVER	BROWNLEY, JOHN	BRIG	173.00
MATTAPONY	1807	MATHEWS		SCHOON	52.72
MAYFLOWER	1776	GLOUCESTER		SCHOON	25.00
MAYFLOWER	1816	MATHEWS		SCHOON	21.42
MEDUSA	1805	EAST RIVER		SCHOON	95.49
MIDAS	1835	MATHEWS		BRIG	150.52
MILBURN	1874	MATHEWS		SCHOON	6.67
MILDFORD	1796	GWYNN'S IS.	REED, FRANCIS	SCHOON	38.42
MILDFORD	1800	MATHEWS		SCHOON	79.00
MILES KING	1824	MATHEWS	GAYLE, ELIJAH	BRIG	125.21
MILFORD	1797	MATHEWS		SCHOON	38.00
MILFORD	1798	MATHEWS		SCHOON	
MILFORD	1798	MILFORD HVN.	BILLUPS, RICHARD	SCHOON	114.56
MILFORD	1798	MATHEWS		BRIG	
MILFORD	1869	MATHEWS		SCHOON	56.00
MILLER	1801	MATHEWS		SCHOON	41.79
MILLER	1839	MATHEWS		SCHOON	26.47
MINERVA	1801	MATHEWS		BRIG	114.56
MINERVA	1804	MATHEWS		SHIP	257.79
MINNIE HA HA	1874	MATHEWS		SCHOON	6.02
MIRA	1804	MATHEWS		SCHOON	35.58
MISSOURI	1807	MATHEWS	GAYLE, HUNLEY	SHIP	370.93
MISSOURI	1835	MATHEWS		SHIP	238.79
MOHAWK	1810	MATHEWS		SCHOON	312.66
MOLLY	1777	MOBJACK BAY			68.00
MOLLY	1795	HORN HARBOR		BRIG	152.55
MOLLY	1799	MATHEWS	ADAMS, ZACHARIAH	BRIG	197.86

MOLLY	1799	MATHEWS		BRIG	135.69
MONTEZUMA	1805	MATHEWS	HUNLEY, R.I.	SCHOON	93.75
MONTEZUMA (U.S.S.)	1795	MATHEWS	GAYLE, HUNLEY	SHIP	347.84
MORNING STAR	1804	MATHEWS		SCHOON	108.63
MUIZ	1829	MATHEWS		BRIG	271.28
MUTUAL RIGHTS	1830	MATHEWS	KING, MILES	SCHOON	56.06
NANCY	1770	VIRGINIA			
NANCY	1778	KINGSTON		BRIG	90.00
NANCY	1778	GLOUCESTER		SCHOON	9.00
NANCY	1782	KINGSTON		SLOOP	12.00
NANCY	1788	GLOUCESTER		SLOOP	30.00
NANCY	1794	MATHEWS		SCHOON	79.00
NANCY	1794	MATHEWS		SCHOON	29.00
NANCY	1794	MATHEWS		SCHOON	47.04
NANCY	1795	GLOUCESTER		SCHOON	
NANCY	1796	MATHEWS		SCHOON	38.21
NANCY	1796	MATHEWS		SCHOON	5.42
NANCY	1797	MATHEWS		SCHOON	44.63
NANCY	1801	MATHEWS		SCHOON	137.14
NANCY BACON	1778	NORTH RIVER			45.00
NAPOLEON	1830	MATHEWS		SCHOON	101.00
NELLIE J. MILLER	1889	BLACKWATER CR		SCHOON	9.88
NELLY	1783	GLOUCESTER		SCHOON	20.00
NEPTUNE	1787	KINGSTON		BRIG	65.21
NEPTUNE	1799	MATHEWS		SCHOON	240.00
NEW PACKETT	1820	MATHEWS		SCHOON	48.53
NICHOLAS MILLS	1832	MATHEWS		SCHOON	59.82
NINA BELL	1879	MATHEWS		SCHOON	6.32
NONPARIEL	1791	GLOUCESTER		SLOOP	
N.A. HATCH	1873	MATHEWS		SCHOON	33.72
N.B. ANDERSON	1871	MATHEWS		SCHOON	43.84
OAKLAND	1841	MATHEWS		SCHOON	51.07
OAKLANDS	1845	MATHEWS			
OCEAN	1809	MATHEWS		SCHOON	108.57

OCEAN	1841	MATHEWS		SCHOON	67.76
OCEAN OMEGA	1840	MATHEWS	BILLUPS, ALFRED	SCHOON	68.70
OCEAN PEARL	1877	MATHEWS		SCHOON	5.28
OK	1845	MATHEWS		SCHOON	27.70
OLGA	1834	MATHEWS		SCHOON	34.50
OLIVE	1835	MATHEWS		SCHOON	31.76
OPHELIA	1807	MATHEWS		SCHOON	59.82
OPTIMUS	1823	MATHEWS		BRIG	229.24
ORION	1801	MATHEWS		BRIG	182.21
OROZIMBO	1805	MATHEWS	GAYLE, HUNLEY	SHIP	588.33
OSPRAY	1886	NEW POINT		SCHOON	8.67
PACIFIC	1826	MATHEWS	BROWNLEY, JOHN	BRIG	268.00
PACKET	1816	MATHEWS		SLOOP	23.73
PACKET	1835	MATHEWS		SCHOON	23.13
PALLAS	1780	GLOUCESTER			70.00
PASS	1833	MATHEWS	WHITE, ABSALOM	SCHOON	53.81
PATRICK HENRY	1838	MATHEWS		SCHOON	80.21
PATRIOT	1796	MATHEWS	FITCHETT, WILLIAM	SCHOON	42.92
PATSY	1796	COBBS CREEK		SCHOON	35.00
PATTERSON AND BASH	1876	MATHEWS		SCHOON	49.07
PAUL PRY	1828	EAST RIVER		SCHOON	85.85
PAUL SIEMAN	1800	MATHEWS		SHIP	443.00
PEGGY	1780	GLOUCESTER		SCHOON	10.00
PEGGY	1780	VIRGINIA		SCHOON	15.00
PEGGY	1797	MATHEWS	PARSON, ABSALEM	SCHOON	66.87
PEGGYS	1797	MATHEWS		SCHOON	117.22
PENQUIN	1829	MATHEWS		SCHOON	60.23
PERSERVERANCE	1794	MATHEWS	FOSTER, JAMES	SCHOON	91.74
PERSERVERANCE	1827	EAST RIVER		SCHOON	103.00
PERSERVERENCE	1797	EAST RIVER	SMITH, THOMAS	SHIP	331.85
PHANTOM	1847	MATHEWS		SCHOON	57.14
PHENIX	1800	MATHEWS		SCHOON	48.00
PHILIS	1796	MATHEWS		SCHOON	34.15
PHILLIP TABB	1814	MATHEWS		SHIP	405.39

PHOEBE	1802	MATHEWS		BRIG	147.39
PILGRIM	1829	MATHEWS	THOMAS, JOHN	SCHOON	25.15
PILOT	1811	MATHEWS		SCHOON	34.00
PLOUGHBOY	1806	MATHEWS		SCHOON	131.44
PLOUGHBOY	1812	MATHEWS		SCHOON	45.00
PLUME	1881	MATHEWS		SLOOP	7.44
POCAHONTAS	1783	MATHEWS		SHIP	120.00
POCAHONTAS	1807	MATHEWS		SHIP	380.45
POCOHONTAS	1848	MATHEWS		SCHOON	15.67
POLLY	1766	GLOUCESTER		SCHOON	30.00
POLLY	1767	MATHEWS		SCHOON	
POLLY	1785	GLOUCESTER		SLOOP	60.00
POLLY	1786	GLOUCESTER		SCHOON	76.21
POLLY	1789	GLOUCESTER		SCHOON	44.74
POLLY	1791	GLOUCESTER		SLOOP	31.00
POLLY	1827	MATHEWS	DIGGS&SMITH	SCHOON	32.19
POLLY AND HARRIET	1794	MATHEWS		SCHOON	
POLLY BOLLING	1778	KINGSTON			
PORT ROYAL	1798	MATHEWS		SCHOON	
PORTIA	1808	MATHEWS		BRIG	139.25
POWHATAN	1806	MATHEWS	DIGGS, JOSEPH	SHIP	349.88
PRECILLA	1823	MATHEWS	FOSTER, JOSEPH	SCHOON	40.66
PRESIDENT	1791	GLOUCESTER		SCHOON	67.00
PRESIDENT ADAMS	1825	MATHEWS	HUDGINS, THOMAS	BRIG	199.12
PROBITY	1804	MATHEWS		SCHOON	35.70
PROSPERITY	1799	VA		SCHOON	45.47
PROTECTOR	1839	MATHEWS		SCHOON	56.95
PROVIDENCE	1745	MATHEWS		SLOOP	
QUEEN CHARLOTTE	1775	KINGSTON		BRIG	
RAMBLER	1779	GLOUCESTER		SLOOP	28.00
RAMBLER	1792	MATHEWS		SCHOON	28.38
RAMCAT	1793	MATHEWS		SCHOON	27.00
RANDOLPH	1827	MATHEWS		SCHOON	122.72
RANGER	1797	MATHEWS		SCHOON	104.12

RAPIDAN	1866	MATHEWS		SCHOON	55.02
RAPPAHANNOCK	1785	GLOUCESTER		SHP-BG	160.00
RATTLESNAKE	1804	MATHEWS	MILLER, GABRIEL	SCHOON	58.14
REAL FRIEND	1759	GLOUCESTER		SHIP	130.00
REBECCA	1785	KINGSTON		SLOOP	43.00
REBECCA	1800	MATHEWS	YEATMAN, THOMAS	SHIP	246.30
REBECCA	1800	MATHEWS		SCHOON	120.44
REBECCA	1815	MATHEWS		SCHOON	67.06
REBECCA	1831	MATHEWS	WILLIAMS, JOHN	SCHOON	43.23
REBECCA	1855	EAST RIVER		SCHOON	91.00
REBECCA FRANCIS	1831	MATHEWS		BRIG	127.57
REGULATION	1796	MATHEWS		SCHOON	40.45
REPUBLICAN	1794	MATHEWS		SCHOON	33.07
RETURN	1779	GLOUCESTER		SCHOON	84.00
REUBEN	1857	MATHEWS		SCHOON	54.00
REVENUE BOAT	1827	MATHEWS		BOAT	
REVOLUTION	1856	MATHEWS		BARK	457.00
RICHARD	1776	KINGSTON		SLOOP	30.00
RICHARD ALSOP	1831	MATHEWS		BRIG	282.52
RICHARD AND DOUGLAS	1827	MATHEWS	DAVIS, JAMES	SCHOON	48.06
RICHARD BILLUPS	1799	MATHEWS	BILLUPS, RICHARD	SCHOON	
RICHARD HUNLEY	1840	MATHEWS		SCHOON	76.82
RINESTON	1768	VIRGINIA	GAYLE, JOSEPH	SLOOP	30.00
RISING STATES (DIS.)	1811	MATHEWS	DAVIS, DIGGS	SLOOP	30.78
RISING SUN	1785	MATHEWS		SCHOON	
RISING SUN	1805	EAST RIVER		SHIP	351.05
ROBERT	1800	MATHEWS		SCHOON	104.53
ROBERT	1831	MATHEWS		SCHOON	66.31
ROBERT P. BANNING	1830	MATHEWS		SCHOON	88.89
ROSALEE	1875	MATHEWS		SCHOON	32.00
ROSAMOND	1818	MATHEWS	DIXON, FINDLEY	SCHOON	22.54
ROSANNAH	1801	MATHEWS		SCHOON	66.66
ROSANNAH	1821	MATHEWS	KING, MILES	SCHOON	165.24
ROVER	1826	MATHEWS		SCHOON	34.36

ROW GALLEY	1777	EAST RIVER	HUDGINS, HOULDER	GALLEY	
ROW GALLEY	1777	EAST RIVER	GAYLE, ROBERT	GALLEY	
ROW GALLEY	1777	EAST RIVER	CULLY, CHRISTOPHER	GALLEY	
ROW GALLEY	1777	EAST RIVER	FOSTER, JOSIAH	GALLEY	
R. SOMERS	1883	MATHEWS		SCHOON	7.74
R.B. HOWLETT	1860	MATHEWS		SCHOON	246.03
R.I. CAPRON	1855	MATHEWS		SCHOON	68.31
R.V. LANE	1884	QUEENS CR		SCHOON	33.43
SAFETY	1845	MATHEWS		SCHOON	27.31
SALLIE AND SETH	1848	MATHEWS		SCHOON	18.91
SALLIE MEARS	1858	MATHEWS		SCHOON	157.69
SALLY	1786	GLOUCESTER		SCHOON	33.00
SALLY	1799	MATHEWS		SCHOON	47.88
SALLY	1800	MATHEWS		SCHOON	65.25
SALLY	1804	MATHEWS		SCHOON	70.00
SALLY	1826	MATHEWS		SCHOON	116.89
SALLY	1835	MATHEWS		SCHOON	24.00
SALLY AND NANCY	1797	MATHEWS		SCHOON	17.97
SALLY AND SETH	1848	MATHEWS	MUNTON, WILLIAM	SCHOON	32.86
SALLY FRANCIS	1829	MATHEWS	HUNLEY, RICHARD	SCHOON	28.59
SALLY & MOLLY	1783	VIRGINIA		SCHOON	17.00
SAMUEL AND HARTWELL	1812	MATHEWS		SLOOP	54.88
SARAH	1803	MATHEWS	DAVIS, JAMES	SCHOON	119.70
SARAH	1804	MATHEWS		SCHOON	75.25
SARAH ANN	1815	MATHEWS	ASHBERRY, WILLIAM	SCHOON	92.82
SARAH ANN	1819	MATHEWS	HALL, THOMAS	SCHOON	55.59
SARAH ANN	1819	MATHEWS		SCHOON	20.02
SARAH ANN	1847	MATHEWS		SCHOON	49.30
SEA VIEW	1866	MATHEWS		SCHOON	8.05
SEAFORD	1839	MATHEWS		SCHOON	73.49
SEAGULL	1823	MATHEWS	HUNLEY, THOMAS	SCHOON	25.88
SEAGULL	1851	MATHEWS		SCHOON	40.21
SENIRANIS	1811	MATHEWS		BRIG	142.87
SERPENT	1805	MATHEWS		SCHOON	125.21

SEVEN BROTHERS	1849	MATHEWS		SCHOON	44.62
SHEPERDESS	1799	MATHEWS	PETERSON, JOHN	SCHOON	88.89
SHEPHERD	1807	EAST RIVER	HUDGINS, JOHN	SCHOON	107.00
SIDNEY	1805	EAST RIVER	SMITH, THOMAS	SHIP	517.59
SIDNEY	1845	MATHEWS		SCHOON	109.86
SILAS WOOD	1833	MATHEWS		SCHOON	122.80
SINCLAIR	1817	MATHEWS	BROOKS, ROBERT	SCHOON	78.33
SISTER	1797	MATHEWS		SCHOON	57.49
SISTERS	1795	MATHEWS		SCHOON	36.00
SISTERS	1797	MATHEWS		SCHOON	79.03
SISTERS	1799	MATHEWS		SCHOON	25.15
SLOTH	1807	MATHEWS		SCHOON	126.89
SPARROW	1811	MATHEWS	MILLER, NATHANIEL	SCHOON	83.39
SPARTAN	1801	MATHEWS		BRIG	216.86
SPIDER	1806	MATHEWS		SCHOON	104.56
SPREAD EAGLE	1824	MATHEWS	SAUNDERS, JAMES	SCHOON	48.60
SQUIRREL	1805	MATHEWS	SMITH, JAMES	SCHOON	72.21
STAR	1830	MATHEWS	CUSHMAN, A.G.	SCHOON	57.69
STAR	1838	MATHEWS		SCHOON	96.47
STAR	1846	MATHEWS		SCHOON	56.44
STAR	1846	MATHEWS		SCHOON	32.84
STAR	1849	MATHEWS		SCHOON	39.66
STAR	1851	MATHEWS		SCHOON	22.29
STARLIGHT	1854	MATHEWS		SCHOON	54.24
START	1800	MATHEWS	ROBINS, JAMES	SCHOON	57.08
SUPERB	1803	MATHEWS		SCHOON	72.74
SUPERB	1804	MATHEWS		BRIG	183.75
SUPERIOR	1823	MATHEWS	BROWNLEY, JAMES	SLOOP	41.41
SUPERIOR	1834	MATHEWS		SCHOON	81.26
SUPRIZE	1815	MATHEWS		SCHOON	20.02
SUSAN	1815	MATHEWS		SCHOON	24.10
SUSAN	1831	EAST RIVER		BRIG	177.76
SUSAN	1839	MATHEWS		SCHOON	39.10
SUSAN	1844	MATHEWS		SCHOON	34.26

SUSAN TREACLE	1796	STUTTS CREEK		SCHOON	52.64
SUSANNA	1791	MATHEWS		SCHOON	22.47
SUSANNA	1798	MATHEWS		SCHOON	66.50
SUSANNAH	1810	MATHEWS		SCHOON	157.62
SWALLOW	1798	VA			
SWALLOW	1808	EAST RIVER	RANSONE&HUNLEY	SCHOON	163.27
SWAN	1781	GLOUCESTER		SCHOON	
SWIFT	1797	MATHEWS		SCHOON	125.00
SWIFT	1797	MATHEWS		SCHOON	91.55
SWIFT SURE	1838	MATHEWS		SCHOON	22.33
SYMPATHY	1798	VA		SHIP	
TARATILDA	1827	MATHEWS		SCHOON	46.00
TEAZER	1817	MATHEWS	BROWNLEY, ROBT	SCHOON	19.06
TELEGRAPH	1796	WINTER HRBR.		SCHOON	67.00
THETIS	1793	EAST RIVER		SCHOON	77.18
THOMAS C. RUSSELL	1826	MATHEWS		SCHOON	74.21
THOMAS HALL	1822	MATHEWS	HALL, THOMAS	SCHOON	96.13
THOMAS JEFFERSON	1841	EAST RIVER		SCHOON	82.84
THOMAS TENANT	1817	MATHEWS		SCHOON	181.55
THOMAS WILSON	1804	EAST RIVER		SHIP	368.00
THREE BROTHERS	1816	MATHEWS		SCHOON	37.76
THREE BROTHERS	1828	MATHEWS	MORGAN, JAMES	SCHOON	30.15
THREE FRIENDS	1794	MATHEWS	GAYLE, GEORGE	SCHOON	49.41
THREE SISTERS	1818	MATHEWS		SCHOON	28.62
TICKLE ME QUICKLY	1815	MATHEWS		SCHOON	25.29
TODDSBURY	1830	MATHEWS	BROWNLEY, JOHN	SCHOON	55.00
TRADER	1852	MATHEWS		SCHOON	201.75
TRIMMER	1782	GLOUCESTER		SCHOON	22.00
TRITON	1798	MATHEWS	FITCHETT, WILLIAM	SCHOON	69.73
TRYALL	1770	GLOUCESTER		SCHOON	15.00
TRYALL	1785	GLOUCESTER		SCHOON	25.00
TWO BETSEYS	1793	MATHEWS		SCHOON	28.53
TWO BROTHERS	1786	KINGSTON		SLOOP	25.00
TWO BROTHERS	1799	MATHEWS	MILLER, GABRIEL	SCHOON	36.79

TWO BROTHERS	1803	MATHEWS		SCHOON	51.64
TWO BROTHERS	1811	MATHEWS		SCHOON	43.70
TWO BROTHERS	1816	STUTTS CREEK	DIXON, FINDLEY	SCHOON	25.48
TWO BROTHERS	1830	MATHEWS	MILLER, BOOKER	SCHOON	70.32
UNICORN	1808	MATHEWS		SHIP	389.84
UNICORN	1811	MATHEWS		SCHOON	28.00
UNION	1791	GLOUCESTER		SCHOON	35.61
UNION	1791	GLOUCESTER		SLOOP	23.78
UNION	1804	MATHEWS		SLOOP	24.48
UNION	1818	MATHEWS		SCHOON	57.92
UNION	1821	MATHEWS		SCHOON	
UNITED STATES	1811	MATHEWS		SHIP	443.23
UNITED STATES	1828	MATHEWS	DAVIS, JAMES	SCHOON	62.02
UNKNOWN	1766	MATHEWS		SCHOON	
UNKNOWN	1767	MATHEWS	HUGHES, EDWARD	SLOOP	
UNKNOWN	1767	MATHEWS	GAYLE, CHRISTOPHER		
UNKNOWN	1767	QUEENS CREEK	BILLUPS, ROBERT	SCHOON	
UNKNOWN	1767	EAST RIVER		SLOOP	25.00
UNKNOWN	1767	KINGSTON	SMITH, THOMAS	SHIP	
UNKNOWN	1767	EAST RIVER		SLOOP	
UNKNOWN	1768	EAST RIVER	HUGHES, EDWARD	SCHOON	71.00
UNKNOWN	1768	EAST RIVER		SCHOON	
UNKNOWN	1768	MATHEWS		SCHOON	
UNKNOWN	1768	MATHEWS	BILLUPS, ROBERT	SLOOP	
UNKNOWN	1770	QUEENS CREEK	BILLUPS, ROBERT	SCHOON	
UNKNOWN	1771	MATHEWS	JOHN FOSTER	SLOOP	
UNKNOWN	1772	QUEENS CREEK	BILLUPS, ROBERT	SCHOON	
UNKNOWN	1777	KINGSTON	JAMES, MATTHAIS	SLOOP	
UNKNOWN	1778	MILFORD HVN.	FORREST, HENRY		
UNKNOWN	1778	WINTER HRBR.	FOSTER, JOSIAH		
UNKNOWN	1779	MATHEWS	JAMES, MATTHAIS	BRIG	
UNKNOWN	1779	MATHEWS	FOSTER, ISAAC	BRIG	
UNKNOWN	1779	EAST RIVER	GAYLE, MATHEW	BRIG	
UNKNOWN	1780	MATHEWS	BILLUPS, JOHN		26.00

UNKNOWN	1783	MATHEWS		BRIGAN	
UNKNOWN	1788	MATHEWS	FOSTER, JOHN	SCHOON	
UNKNOWN	1788	MATHEWS	FOSTER, JOHN	FERRY	
UNKNOWN	1788	MATHEWS	GAYLE, JOSHUA	BRIG	
UNKNOWN	1799	EAST RIVER	GAYLE, MATTHEW	BRIG	
UNKNOWN	1806	MATHEWS	MORGAN, JAMES		40.80
UNKNOWN	1807	MATHEWS	GAYLE, HUNLEY	SCHOON	115.00
UNKNOWN	1809	MATHEWS	GAYLE, HUNLEY	SHIP	328.00
UNKNOWN	1857	MATHEWS		SLOOP	
USS GUNBOAT #62	1806	EAST RIVER	PATTERSON&GAYLE	SCHOON	60.00
USS GUNBOAT #63	1806	EAST RIVER	PATTERSON&GAYLE	SCHOON	60.00
USS GUNBOAT #64	1806	EAST RIVER	PATTERSON&GAYLE	SCHOON	60.00
USS GUNBOAT #65	1806	EAST RIVER	PATTERSON&GAYLE	SCHOON	60.00
USS MONTEZUMA	1795	MATHEWS		SHIP	347.84
VENTURE	1763	GLOUCESTER		SCHOON	18.00
VENUS	1785	GLOUCESTER		SNOW	207.22
VENUS	1787	GLOUCESTER		BRIGTN	101.00
VICTORY	1844	MATHEWS		SCHOON	22.52
VICTORY	1848	MATHEWS		BARQUE	317.00
VIOLA	1876	MATHEWS		SCHOON	5.94
VIOLET	1898	NEW POINT		SLOOP	11.00
VIPER	1800	MILFORD HVN.		BRIG	170.69
VIRGINIA	1759	MOBJACK BAY			130.00
VIRGINIA	1795	MATHEWS	MILLER, GABRIEL	SCHOON	59.11
VIRGINIA	1798	MATHEWS	REED, FRANCIS	SCHOON	42.77
VIRGINIA	1802	MATHEWS		SCHOON	87.52
VIRGINIA	1817	MILFORD HVN	BILLUPS, JOHN	BRIG	234.45
VIRGINIA	1826	MATHEWS	GAYLE, HUNLEY	SCHOON	102.78
VIRGINIA	1827	MATHEWS		SCHOON	87.00
VIRGINIA	1834	MATHEWS	BROWNLEY, WILLIAM	SCHOON	52.86
VIRGINIA	1835	MATHEWS		SCHOON	34.84
VIRGINIA	1844	MATHEWS		SCHOON	51.36
VIRGINIA	1851	MATHEWS		SLOOP	
VIRGINIA	1872	MATHEWS		SCHOON	16.32

VIRGINIA ANN	1806	MATHEWS		SCHOON	99.00
VIRGINIA ANN	1811	MATHEWS		SCHOON	70.07
VIRGINIAN	1786	GLOUCESTER		BRIG	90.00
VOLUNTEER	1824	MATHEWS	BROWN, JAMES	SCHOON	32.35
WALKERTON	1845	MATHEWS		SCHOON	31.60
WALKERTON	1845	MATHEWS		SCHOON	31.60
WALTER WILLIAMS	1842	MATHEWS		SCHOON	51.85
WALTON GRAY	1825	MATHEWS	KNIGHT, JOSEPH	SCHOON	67.76
WASHINGTON	1810	BLACKWATER CR.		SCHOON	57.28
WATER WITCH	1815	MATHEWS	DIGGS, HENRY	SCHOON	38.06
WHEELFORTUNE	1777	MATHEWS		SLOOP	40.00
WHIG	1840	MATHEWS		SCHOON	47.70
WHIM	1778	MATHEWS			15.00
WILD PIGEON	1854	MATHEWS		SCHOON	26.39
WILLIAM	1785	GLOUCESTER		SLOOP	38.00
WILLIAM	1794	MATHEWS		SLOOP	54.00
WILLIAM	1794	PEPPER CREEK		SNOW	203.90
WILLIAM	1795	MATHEWS		SCHOON	
WILLIAM	1798	MATHEWS	MILLER, GABRIEL	SCHOON	37.44
WILLIAM	1799	MATHEWS		SCHOON	49.11
WILLIAM	1800	MATHEWS		SCHOON	56.17
WILLIAM	1817	MATHEWS		SCHOON	55.83
WILLIAM	1818	MATHEWS		SLOOP	29.15
WILLIAM A KNOX	1830	MATHEWS		SCHOON	122.91
WILLIAM AND CATHERINE	1818	MATHEWS		SCHOON	70.41
WILLIAM AND FRANCES	1829	MATHEWS	BROWNLEY, JOHN	SCHOON	62.47
WILLIAM AND FRANCIS	1834	MATHEWS		BRIG	226.43
WILLIAM AND HENRY	1798	NORTH RIVER		SCHOON	
WILLIAM AND HENRY	1812	MATHEWS		SCHOON	129.00
WILLIAM AND JOESPH	1801	MATHEWS		SCHOON	31.09
WILLIAM AND JOHN	1804	MATHEWS		SCHOON	45.12
WILLIAM AND JOHN	1815	MATHEWS		SCHOON	22.81
WILLIAM AND MARY	1801	MATHEWS		SCHOON	61.90
WILLIAM AND MARY	1812	MATHEWS		SCHOON	129.00

WILLIAM AND MARY	1816	MATHEWS		SCHOON	40.34
WILLIAM AND MARY	1817	MATHEWS		SCHOON	58.84
WILLIAM AND MARY	1826	MATHEWS		SCHOON	94.60
WILLIAM AND MARY	1830	MATHEWS		SCHOON	76.58
WILLIAM AND MARY	1832	MATHEWS		SLOOP	34.54
WILLIAM AND NANCY	1799	MATHEWS		SCHOON	22.33
WILLIAM AND NANCY	1817	MATHEWS		SCHOON	27.67
WILLIAM AND SIDNEY	1847	MATHEWS		SCHOON	74.60
WILLIAM AND THOMAS	1826	MATHEWS	HUNLEY, THOMAS	SCHOON	51.29
WILLIAM BINGHAM	1806	EAST RIVER	GAYLE, JOSHUA	SHIP	363.30
WILLIAM FRANCIS	1859	MATHEWS		SCHOON	62.33
WILLIAM LEWIS	1845	MATHEWS		SCHOON	28.53
WILLIAM PERKINS	1840	MATHEWS		SCHOON	52.85
WILLIAM TEMPLE	1830	MATHEWS		SCHOON	60.00
WILLIAM TOMPKINS	1833	MATHEWS	TOMPKINS, CHRISTOPHER	SCHOON	104.20
WILLIAM WRIGHT	1802	MATHEWS		SCHOON	79.79
WILLIAMSBURG	1847	MATHEWS		SCHOON	74.61
WILLIAMSON	1801	MATHEWS		SCHOON	69.37
WINTER AND MARY	1817	MATHEWS		SCHOON	37.21
WP	1849	MATHEWS		SCHOON	35.19
YEATMAN	1796	MATHEWS		SCHOON	90.58
ZENOBIA	1811	MATHEWS		BRIG	232.00
ZEPHR	1873	MATHEWS		SLOOP	13.35
ZEPHYR	1797	EAST RIVER	LITCHFIELD, JOHN	SCHOON	64.41
ZION	1839	MATHEWS	WILKES, JOHN	SCHOON	59.33

APPENDIX D

CHRONOLOGICAL LIST OF MATHEWS VESSELS

<u>NAME</u>	<u>DATEBLT</u>	<u>PLACE</u>	<u>BUILDER</u>	<u>RIG</u>	<u>TONNAGE</u>
GLOUCESTER GALLEY	1705	KINGSTON		BRIG	
GRENOCK	1713	MOBJACK BAY		SHIP	100.00
BETTY	1718	GLOUCESTER			42.00
HENRY	1723	PIANKATANK			14.00
CATHERINE	1724	MOBJACK		SLOOP	30.00
LUCY	1724	PIANKATANK		BRIG	40.00
KINGSTON	1730	PLANTATION			
KINGSTON	1735	VIRGINIA		SLOOP	40.00
PROVIDENCE	1745	MATHEWS		SLOOP	
KINGSTON	1748	VA		BRIG	80.00
LAETITA	1748	MOBJACK BAY			80.00
JUDITH	1749	VIRGINIA		SLOOP	
JOHNNY AND BETTY	1753	GLOUCESTER			80.00
INDUSTRY	1758	VIRGINIA	HUNLEY, AMBROSE	SCHOON	
ADVENTURE	1759	GLOUCESTER		SHIP	130.00
REAL FRIEND	1759	GLOUCESTER		SHIP	130.00
VIRGINIA	1759	MOBJACK BAY			130.00
COATS	1763	GLOUCESTER		SHIP	120.00
VENTURE	1763	GLOUCESTER		SCHOON	18.00
JAMES	1766	VIRGINIA		SCHOON	15.00
POLLY	1766	GLOUCESTER		SCHOON	30.00
UNKNOWN	1766	MATHEWS		SCHOON	
POLLY	1767	MATHEWS		SCHOON	
UNKNOWN	1767	EAST RIVER		SLOOP	25.00

UNKNOWN	1767	MATHEWS	HUGHES, EDWARD	SLOOP	
UNKNOWN	1767	QUEENS CREEK	BILLUPS, ROBERT	SCHOON	
UNKNOWN	1767	KINGSTON	SMITH, THOMAS	SHIP	
UNKNOWN	1767	MATHEWS	GAYLE, CHRISTOPHER		
UNKNOWN	1767	EAST RIVER		SLOOP	
BALTIMORE PACKET	1768	VA		SLOOP	20.00
ENDEAVOR	1768	VA		SCHOON	20.00
RINESTON	1768	VIRGINIA	GAYLE, JOSEPH	SLOOP	30.00
UNKNOWN	1768	MATHEWS	BILLUPS, ROBERT	SLOOP	
UNKNOWN	1768	MATHEWS		SCHOON	
UNKNOWN	1768	EAST RIVER		SCHOON	
UNKNOWN	1768	EAST RIVER	HUGHES, EDWARD	SCHOON	71.00
CICELY	1770	GLOUCESTER		SHIP	120.00
NANCY	1770	VIRGINIA			
TRYALL	1770	GLOUCESTER		SCHOON	15.00
UNKNOWN	1770	QUEENS CREEK	BILLUPS, ROBERT	SCHOON	
UNKNOWN	1771	MATHEWS	JOHN FOSTER	SLOOP	
ELIZABETH	1772	KINGSTON		SCHOON	20.00
LIVELY	1772	VA			
UNKNOWN	1772	QUEENS CREEK	BILLUPS, ROBERT	SCHOON	
AMERICA	1775	GLOUCESTER		SLOOP	35.00
QUEEN CHARLOTTE	1775	KINGSTON		BRIG	
FLYING FISH	1776	GLOUCESTER		SLOOP	20.00
MAYFLOWER	1776	GLOUCESTER		SCHOON	25.00
RICHARD	1776	KINGSTON		SLOOP	30.00
BETSY	1777	VIRGINIA		SCHOON	35.00
FORTUNE	1777	MATHEWS		SLOOP	
GLOUCESTER	1777	PEPPER CREEK		SHIP	
HENRY	1777	KINGSTON		GALLEY	
JOHN	1777	GLOUCESTER	WYLIE, ROBERT	SCHOON	35.00
LITTLE TARTAR	1777	MATHEWS	JAMES, MATTHAIS, JR.	SLOOP	
MANLY	1777	KINGSTON		GALLEY	
MOLLY	1777	MOBJACK BAY			68.00
ROW GALLEY	1777	EAST RIVER	HUDGINS, HOULDER	GALLEY	

ROW GALLEY	1777	EAST RIVER	FOSTER, JOSIAH	GALLEY	
ROW GALLEY	1777	EAST RIVER	GAYLE, ROBERT	GALLEY	
ROW GALLEY	1777	EAST RIVER	CULLY, CHRISTOPHER	GALLEY	
UNKNOWN	1777	KINGSTON	JAMES, MATTHAIS	SLOOP	
WHEELFORTUNE	1777	MATHEWS		SLOOP	40.00
FANCY	1778	GLOUCESTER		SLOOP	28.00
HARLEQUIN	1778	MATHEWS		SCHOON	40.00
INDUSTRY	1778	KINGSTON		SLOOP	
NANCY	1778	GLOUCESTER		SCHOON	9.00
NANCY	1778	KINGSTON		BRIG	90.00
NANCY BACON	1778	NORTH RIVER			45.00
POLLY BOLLING	1778	KINGSTON			
UNKNOWN	1778	MILFORD HVN.	FORREST, HENRY		
UNKNOWN	1778	WINTER HRBR.	FOSTER, JOSIAH		
WHIM	1778	MATHEWS			15.00
BETSY	1779	VIRGINIA		SCHOON	8.00
FANNY	1779	MATHEWS		BRIG	80.00
HUNTER	1779	GLOUCESTER			40.00
INDUSTRY	1779	KINGSTON		SLOOP	
RAMBLER	1779	GLOUCESTER		SLOOP	28.00
RETURN	1779	GLOUCESTER		SCHOON	84.00
UNKNOWN	1779	MATHEWS	FOSTER, ISAAC	BRIG	
UNKNOWN	1779	EAST RIVER	GAYLE, MATHEW	BRIG	
UNKNOWN	1779	MATHEWS	JAMES, MATTHAIS	BRIG	
AMITY	1780	GLOUCESTER		SCHOON	25.00
BROTHERS	1780	MATHEWS		SLOOP	
CAMDEN	1780	VIRGINIA		SCHOON	115.00
CATO	1780	EAST RIVER		BRIG	122.00
CHERRY BOMBER	1780	GLOUCESTER		SCHOON	37.00
GROGG	1780	GLOUCESTER		SCHOON	15.00
PALLAS	1780	GLOUCESTER			70.00
PEGGY	1780	VIRGINIA		SCHOON	15.00
PEGGY	1780	GLOUCESTER		SCHOON	10.00
UNKNOWN	1780	MATHEWS	BILLUPS, JOHN		26.00

ENDEAVOR	1781	KINGSTON		SCHOON	50.00
ENGILBERT	1781	VA			
FOX	1781	GLOUCESTER			25.50
JOLLY ROBIN	1781	VIRGINIA		SCHOON	
MARIA	1781	GLOUCESTER		SCHOON	51.10
MARQUIS de LAFAYETTE	1781	MOBJACK BAY		BRIG	130.00
SWAN	1781	GLOUCESTER		SCHOON	
COOL AND EASY	1782	VIRGINIA		SCHOON	75.00
DIANA	1782	KINGSTON		SCHOON	20.50
ELIZA	1782	EAST RIVER		SCHOON	32.00
JOLLY TAR	1782	EAST RIVER		SCHOON	40.00
LIVELY	1782	MILFORD HAVEN		SCHOON	42.50
LONG SPLICES	1782	GLOUCESTER			
NANCY	1782	KINGSTON		SLOOP	12.00
TRIMMER	1782	GLOUCESTER		SCHOON	22.00
ACTIVE	1783	VA			8.00
CAMPBELL	1783	GLOUCESTER		SLOOP	46.00
CHRISTIANSTEAD	1783	GLOUCESTER		SCHOON	
HOPE	1783	GLOUCESTER		SLOOP	45.00
LIBERTY	1783	MATHEWS		SCHOON	20.00
NELLY	1783	GLOUCESTER		SCHOON	20.00
POCAHONTAS	1783	MATHEWS		SHIP	120.00
SALLY & MOLLY	1783	VIRGINIA		SCHOON	17.00
UNKNOWN	1783	MATHEWS		BRIGAN	
BETSEY	1784	GLOUCESTER		SLOOP	30.00
BRILLIANT	1784	MATHEWS	FOSTER, JOHN	SHIP	
DAUPHIN	1784	GLOUCESTER		SHIP	200.00
HESTER	1784	EAST RIVER		SCHOON	112.00
BETSEY	1785	KINGSTON		SCHOON	20.00
JENNET	1785	GLOUCESTER		SCHOON	61.48
KITTY	1785	GLOUCESTER		SCHOON	68.08
KITTY	1785	GLOUCESTER		SLOOP	31.11
POLLY	1785	GLOUCESTER		SLOOP	60.00
RAPPAHONNOCK	1785	GLOUCESTER		SHP-BG	160.00

REBECCA	1785	KINGSTON		SLOOP	43.00
RISING SUN	1785	MATHEWS		SCHOON	
TRYALL	1785	GLOUCESTER		SCHOON	25.00
VENUS	1785	GLOUCESTER		SNOW	207.22
WILLIAM	1785	GLOUCESTER		SLOOP	38.00
ABC	1786	GLOUCESTER		BRIG	205.82
ANN	1786	GLOUCESTER		SCHOON	42.47
BETSY	1786	GLOUCESTER		SLOOP	56.00
BETSY	1786	GLOUCESTER		SLOOP	31.00
EAGLE	1786	GLOUCESTER		SCHOON	37.58
FANNY	1786	GLOUCESTER		SCHOON	16.00
JAMES & MARY	1786	KINGSTON		SCHOON	75.00
LITTLE BETSEY	1786	GLOUCESTER		SLOOP	25.00
POLLY	1786	GLOUCESTER		SCHOON	76.20
SALLY	1786	GLOUCESTER		SCHOON	33.00
TWO BROTHERS	1786	KINGSTON		SLOOP	25.00
VIRGINIAN	1786	GLOUCESTER		BRIG	90.00
EAGLE	1787	GLOUCESTER		SLOOP	33.00
HELEN	1787	GLOUCESTER		BRIG	120.00
HOPE	1787	GLOUCESTER		SCHOON	60.00
NEPTUNE	1787	KINGSTON		BRIG	65.20
VENUS	1787	GLOUCESTER		BRIGTN	101.00
BETSEY	1788	GLOUCESTER		SCHOON	30.00
BETTY	1788	KINGSTON		SCHOON	41.00
DEFIANCE	1788	GLOUCESTER		BRIG	80.50
DOROTHY	1788	GLOUCESTER		SCHOON	30.08
ELIZABETH	1788	PIANKATANK		SCHOON	82.00
LE DOMINIQUE	1788	KINGSTON		SHIP	200.00
NANCY	1788	GLOUCESTER		SLOOP	30.00
UNKNOWN	1788	MATHEWS	FOSTER, JOHN	FERRY	
UNKNOWN	1788	MATHEWS	FOSTER, JOHN	SCHOON	
UNKNOWN	1788	MATHEWS	GAYLE, JOSHUA	BRIG	
FRIENDSHIP	1789	KINGSTON		SLOOP	44.43
POLLY	1789	GLOUCESTER		SCHOON	44.74

DONALD	1790	GLOUCESTER	SCHOON	48.00
GREYHOUND	1790	EAST RIVER	SCHOON	38.00
ACTIVE	1791	VA	SLOOP	37.83
COMMERCE	1791	GLOUCESTER	SCHOON	18.00
GREYHOUND	1791	EAST RIVER	SCHOON	39.00
NONPARIEL	1791	GLOUCESTER	SLOOP	
POLLY	1791	GLOUCESTER	SLOOP	31.00
PRESIDENT	1791	GLOUCESTER	SCHOON	67.00
SUSANNA	1791	MATHEWS	SCHOON	22.47
UNION	1791	GLOUCESTER	SCHOON	35.60
UNION	1791	GLOUCESTER	SLOOP	23.78
FLY	1792	MATHEWS	SCHOON	36.39
LOUISA	1792	MATHEWS	SHIP	304.34
RAMBLER	1792	MATHEWS	SCHOON	28.38
BETSEY	1793	MATHEWS	SCHOON	45.15
BETSY AND KITTY	1793	MATHEWS	SCHOON	36.29
BETSY AND PATSY	1793	GLOUCESTER	SCHOON	57.12
BETSY AND POLLY	1793	MATHEWS	SHIP	259.26
CAROLINA WILMANS	1793	MATHEWS	BRIG	124.83
CHARLOTTE	1793	MATHEWS	SNOW	116.93
COLUMBIA	1793	WINTER HRBR.	BRIGTN	30.48
DELIGHT	1793	MATHEWS	SCHOON	48.48
ELIZA	1793	QUEENS CREEK	SCHOON	77.00
FANNY	1793	MATHEWS	SCHOON	28.83
HARIOTT	1793	MILFORD HVN.	SCHOON	68.32
HARIOTT (REBUILT)	1793	MATHEWS	SCHOON	53.50
HARRIOT	1793	EAST RIVER	SHIP	229.00
LADY WASHINGTON	1793	MATHEWS	BRIG	113.43
MATILDA	1793	GLOUCESTER	SCHOON	79.39
RAMCAT	1793	MATHEWS	SCHOON	27.00
THETIS	1793	EAST RIVER	SCHOON	77.18
TWO BETSEYS	1793	MATHEWS	SCHOON	28.53
BETSEY	1794	GLOUCESTER	SCHOON	76.00
BETSY	1794	MILFORD HAVEN	SCHOON	52.07

BETSY AND SALLY	1794	EAST RIVER	SAPER, JOHN	SCHOON	51.24
MARIA	1794	MATHEWS		SCHOON	34.70
NANCY	1794	MATHEWS		SCHOON	29.00
NANCY	1794	MATHEWS		SCHOON	79.00
NANCY	1794	MATHEWS		SCHOON	47.04
PERSERVERANCE	1794	MATHEWS	FOSTER, JAMES	SCHOON	91.74
POLLY AND HARRIET	1794	MATHEWS		SCHOON	
REPUBLICAN	1794	MATHEWS		SCHOON	33.07
THREE FRIENDS	1794	MATHEWS	GAYLE, GEORGE	SCHOON	49.41
WILLIAM	1794	MATHEWS		SLOOP	54.00
WILLIAM	1794	PEPPER CREEK		SNOW	203.90
ANTELOPE	1795	MATHEWS		SCHOON	55.29
ANTELOPE	1795	MATHEWS		SCHOON	62.26
CITIZEN	1795	MATHEWS		SCHOON	109.48
DOLPHIN	1795	MATHEWS	SOPER, WILLIAM	SCHOON	66.26
ECHO	1795	MATHEWS	FITCHETT, WILLIAM	SCHOON	40.50
ELEANOR	1795	MATHEWS		SCHOON	88.67
GREYHOUND	1795	MATHEWS	GAYLE, GEORGE	SCHOON	92.00
LUCY	1795	MATHEWS	DUN, JOHN	BRIGTN	130.53
LUCY	1795	MATHEWS	GAYLE, GEORGE	SCHOON	51.65
MARIA	1795	MATHEWS		SCHOON	54.33
MARY	1795	MATHEWS		BRIG	127.81
MOLLY	1795	HORN HARBOR		BRIG	152.55
MONTEZUMA (U.S.S.)	1795	MATHEWS	GAYLE, HUNLEY	SHIP	347.84
NANCY	1795	GLOUCESTER		SCHOON	
SISTERS	1795	MATHEWS		SCHOON	36.00
USS MONTEZUMA	1795	MATHEWS		SHIP	347.84
VIRGINIA	1795	MATHEWS	MILLER, GABRIEL	SCHOON	59.11
WILLIAM	1795	MATHEWS		SCHOON	
ADVENTURE	1796	HORN HARBOR	SOPER, WILLIAM	SCHOON	74.82
ALIENA	1796	MATHEWS		SCHOON	49.30
BALANCE	1796	MATHEWS		SCHOON	61.76
BROTHERS	1796	EAST RIVER	GAYLE, GEORGE	SCHOON	110.70
FELICITY	1796	MATHEWS		SCHOON	92.58

GREYHOUND	1796	MATHEWS		SCHOON	78.04
HELINA PLUMSTED	1796	MATHEWS		SCHOON	55.73
INDEPENDENCE	1796	WINTER HARBOR		SCHOON	49.81
JAMES	1796	MATHEWS		SCHOON	64.93
LUCRETIA	1796	MATHEWS		SCHOON	58.62
MARY ANN	1796	MATHEWS		SCHOON	114.84
MILDFORD	1796	GWYNN'S IS.	REED, FRANCIS	SCHOON	38.42
NANCY	1796	MATHEWS		SCHOON	38.21
NANCY	1796	MATHEWS		SCHOON	5.42
PATRIOT	1796	MATHEWS	FITCHETT, WILLIAM	SCHOON	42.92
PATSY	1796	COBBS CREEK		SCHOON	35.00
PHILIS	1796	MATHEWS		SCHOON	34.15
REGULATION	1796	MATHEWS		SCHOON	40.45
SUSAN TREACLE	1796	STUTTS CREEK		SCHOON	52.64
TELEGRAPH	1796	WINTER HRBR.		SCHOON	67.00
YEATMAN	1796	MATHEWS		SCHOON	90.58
AURORA	1797	MATHEWS		SCHOON	110.48
BETSY AND PEGGY	1797	MATHEWS		BRIG	126.00
BRERETON&MARY KEENER	1797	MATHEWS		SLOOP	31.66
ELIZABETH	1797	MATHEWS		SCHOON	137.00
ELIZABETH	1797	MATHEWS	DAVIS, THOMAS	SHIP	305.14
FELICITY	1797	MATHEWS	SOPER, JOHN	SCHOON	64.86
FRIEND	1797	MATHEWS		SCHOON	90.64
HAWK	1797	MATHEWS		SCHOON	107.45
JAVA	1797	MATHEWS		SHIP	191.51
LITTLE ANN	1797	MATHEWS	HUDGINS, JOHN	SCHOON	46.11
MARIA	1797	MATHEWS		SCHOON	104.81
MARY	1797	MATHEWS	MOGSON	SCHOON	85.54
MILFORD	1797	MATHEWS		SCHOON	38.00
NANCY	1797	MATHEWS		SCHOON	44.63
PEGGY	1797	MATHEWS	PARSON, ABSALEM	SCHOON	66.87
PEGGYS	1797	MATHEWS		SCHOON	117.22
PERSERVERENCE	1797	EAST RIVER	SMITH, THOMAS	SHIP	331.85
RANGER	1797	MATHEWS		SCHOON	104.12

SALLY AND NANCY	1797	MATHEWS		SCHOON	17.97
SISTER	1797	MATHEWS		SCHOON	57.49
SISTERS	1797	MATHEWS		SCHOON	79.03
SWIFT	1797	MATHEWS		SCHOON	125.00
SWIFT	1797	MATHEWS		SCHOON	91.55
ZEPHYR	1797	EAST RIVER	LITCHFIELD, JOHN	SCHOON	64.41
BETSEY	1798	MATHEWS		SCHOON	80.29
BREVIS	1798	MATHEWS	GAYLE, LEVIN	SCHOON	50.24
DOROTHY	1798	VA		SCHOON	97.35
ELIZA	1798	MILFORD HVN.	WILLIAMS, GREGORY	SNOW	145.62
ELIZABETH	1798	MATHEWS	GAYLE, GEORGE	SHIP	224.56
EMILY	1798	MATHEWS		SCHOON	
ENTERPRIZER	1798	MATHEWS		SCHOON	71.00
EXPERIMENT	1798	MATHEWS		SCHOON	64.58
FRANCES	1798	EAST RIVER		SCHOON	23.31
FRIENDS	1798	MATHEWS		SCHOON	46.41
HARMONY	1798	MATHEWS	SOAPER, JOHN	SCHOON	25.82
HAZARD	1798	MATHEWS	BROWN, JOHN	SCHOON	50.50
HENRY	1798	MATHEWS		SCHOON	88.00
ISABELLA	1798	MATHEWS		BRIG	133.00
MILFORD	1798	MATHEWS		BRIG	
MILFORD	1798	MATHEWS		SCHOON	
MILFORD	1798	MILFORD HVN.	BILLUPS, RICHARD	SCHOON	114.56
PORT ROYAL	1798	MATHEWS		SCHOON	
SUSANNA	1798	MATHEWS		SCHOON	66.50
SWALLOW	1798	VA			
SYMPATHY	1798	VA		SHIP	
TRITON	1798	MATHEWS	FITCHETT, WILLIAM	SCHOON	69.73
VIRGINIA	1798	MATHEWS	REED, FRANCIS	SCHOON	42.77
WILLIAM	1798	MATHEWS	MILLER, GABRIEL	SCHOON	37.44
WILLIAM AND HENRY	1798	NORTH RIVER		SCHOON	
BETSY	1799	MATHEWS	REED, FRANCIS	SCHOON	48.15
CARMELLITE	1799	MATHEWS		SCHOON	76.58
CONRAD	1799	MATHEWS	MILLER, GABRIEL	SCHOON	64.69

EAGLE	1799	MATHEWS	ROBINS, JOHN	SCHOON	97.44
EAGLE	1799	MATHEWS		SCHOON	75.80
ELIZA MYERS	1799	MATHEWS		SCHOON	144.79
ELIZABETH	1799	MATHEWS	ANDERSON, JOHN	SCHOON	79.08
EXPERIMENT	1799	MATHEWS	GAYLE, LEAVEN	SCHOON	63.34
FANNY	1799	MATHEWS	DIGGS, JESSE	BRIG	104.40
FANNY	1799	MATHEWS		SCHOON	78.10
FRANCES	1799	MATHEWS		SCHOON	65.00
FRANCIS	1799	MATHEWS	JARVIS, FRANCIS	SCHOON	76.70
LEWIS AND SARAH	1799	MATHEWS		SCHOON	22.33
LIBERTY	1799	MATHEWS	GAYLE, JOSEPH	SCHOON	63.04
LOLIPIDIAN	1799	MATHEWS		SCHOON	48.74
MARY	1799	MATHEWS		SHIP	211.18
MOLLY	1799	MATHEWS	ADAMS, ZACHARIAH	BRIG	197.86
MOLLY	1799	MATHEWS		BRIG	135.69
NEPTUNE	1799	MATHEWS		SCHOON	240.00
PROSPERITY	1799	VA		SCHOON	45.47
RICHARD BILLUPS	1799	MATHEWS	BILLUPS, RICHARD	SCHOON	
SALLY	1799	MATHEWS		SCHOON	47.88
SHEPERDESS	1799	MATHEWS	PETERSON, JOHN	SCHOON	88.89
SISTERS	1799	MATHEWS		SCHOON	25.15
TWO BROTHERS	1799	MATHEWS	MILLER, GABRIEL	SCHOON	36.79
UNKNOWN	1799	EAST RIVER	GAYLE, MATTHEW	BRIG	
WILLIAM	1799	MATHEWS		SCHOON	49.11
WILLIAM AND NANCY	1799	MATHEWS		SCHOON	22.33
ALKIN	1800	MATHEWS		SCHOON	94.27
BELVERDERE	1800	MATHEWS		BRIG	193.14
CERES	1800	MATHEWS		BRIG	181.00
CITIZEN	1800	QUEENS CREEK		SCHOON	47.00
ELS	1800	MATHEWS		SCHOON	62.00
FANNY	1800	MATHEWS		SCHOON	65.73
HART	1800	MATHEWS	ROBINS, JAMES	SCHOON	57.08
IRIS	1800	MATHEWS		SCHOON	106.57
JOHN McMYER	1800	GWYNN'S IS.	REED, FRANCIS	SCHOON	33.28

LUCY	1800	MATHEWS	SCHOON	33.69
MARY	1800	MATHEWS	SCHOON	137.76
MARY ANN	1800	MATHEWS	SCHOON	44.00
MILDFORD	1800	MATHEWS	SCHOON	79.00
PAUL SIEMAN	1800	MATHEWS	SHIP	443.00
PHENIX	1800	MATHEWS	SCHOON	48.00
REBECCA	1800	MATHEWS	SHIP	246.31
REBECCA	1800	MATHEWS	SCHOON	120.44
ROBERT	1800	MATHEWS	SCHOON	104.53
SALLY	1800	MATHEWS	SCHOON	65.25
START	1800	MATHEWS	SCHOON	57.08
VIPER	1800	MILFORD HVN.	BRIG	170.69
WILLIAM	1800	MATHEWS	SCHOON	56.17
ALBERT	1801	MATHEWS	BRIG	119.00
ANTHONY	1801	MATHEWS	SCHOON	78.82
ANTHONY MANGIN	1801	MATHEWS	SHIP	419.35
BETSEY	1801	MATHEWS	SCHOON	23.31
CHARLOTTE	1801	MATHEWS	SCHOON	84.32
DART	1801	MATHEWS	SCHOON	61.05
DEMOCRAT	1801	MATHEWS	SCHOON	86.83
EAGLE	1801	MATHEWS	SCHOON	26.71
EMELY	1801	MATHEWS	BRIG	126.75
FAME	1801	MATHEWS	BRIG	34.30
GEORGE	1801	MATHEWS	SNOW	231.62
GEORGE	1801	MATHEWS	SCHOON	45.17
GREENWOOD	1801	MATHEWS	SCHOON	80.00
HUNTER	1801	MATHEWS	SCHOON	42.87
JOHN	1801	MATHEWS	BRIG	121.02
LUCY ANN	1801	MATHEWS	SHIP	235.52
MARIA BYRD	1801	MATHEWS	BRIG	147.32
MARY ANN	1801	MATHEWS	SCHOON	52.62
MILLER	1801	MATHEWS	SCHOON	41.79
MINERVA	1801	MATHEWS	BRIG	114.56
NANCY	1801	MATHEWS	SCHOON	137.14

YEATMAN, THOMAS

ROBINS, JAMES

ORION	1801	MATHEWS	BRIG	182.21
ROSANNAH	1801	MATHEWS	SCHOON	66.66
SPARTAN	1801	MATHEWS	BRIG	216.86
WILLIAM AND JOESPH	1801	MATHEWS	SCHOON	31.09
WILLIAM AND MARY	1801	MATHEWS	SCHOON	61.91
WILLIAMSON	1801	MATHEWS	SCHOON	69.37
ANN AND ELIZABETH	1802	MATHEWS	SCHOON	60.54
AUGUSTA	1802	MATHEWS	SHIP	246.08
CYGNET	1802	MATHEWS	SCHOON	87.74
ELIZA	1802	MATHEWS	SCHOON	96.08
ELIZA	1802	NORTH RIVER	SCHOON	57.64
EMILY	1802	MATHEWS	SCHOON	91.68
LUCY ANN	1802	MATHEWS	SCHOON	59.66
PHOEBE	1802	MATHEWS	BRIG	147.39
VIRGINIA	1802	MATHEWS	SCHOON	87.52
WILLIAM WRIGHT	1802	MATHEWS	SCHOON	79.79
BELLONA	1803	MATHEWS	SCHOON	75.00
FANNY	1803	MATHEWS	SCHOON	113.48
FLAG	1803	MATHEWS	SCHOON	58.58
GLORY	1803	MATHEWS	SHIP	213.02
HELLEN	1803	MATHEWS	SLOOP	30.07
JULIA	1803	MATHEWS	BRIG	123.84
MARS	1803	MATHEWS	BRIG	179.61
SARAH	1803	MATHEWS	SCHOON	119.71
SUPERB	1803	MATHEWS	SCHOON	72.74
TWO BROTHERS	1803	MATHEWS	SCHOON	51.64
ADELINE	1804	MATHEWS	BRIG	124.28
ANN ELIZA	1804	MATHEWS	SCHOON	98.42
ARGO	1804	MATHEWS	SCHOON	56.70
ARGUS	1804	MATHEWS	SCHOON	88.00
AUGUSTA	1804	MATHEWS	BRIG	198.04
AURORA	1804	MATHEWS	SHIP	188.21
CAMELEON	1804	MATHEWS	SCHOON	98.00
EDITH AND NANCY	1804	MATHEWS	SCHOON	95.49

DAVIS, JAMES

ROY, JAMES, H.

FIVE SISTERS	1804	MATHEWS		SCHOON	87.89
FIVE SISTERS	1804	MATHEWS		SCHOON	111.00
GIPSEY	1804	MATHEWS		SCHOON	98.40
MINERVA	1804	MATHEWS		SHIP	257.79
MIRA	1804	MATHEWS		SCHOON	35.58
MORNING STAR	1804	MATHEWS		SCHOON	108.63
PROBITY	1804	MATHEWS		SCHOON	35.71
RATTLESNAKE	1804	MATHEWS	MILLER, GABRIEL	SCHOON	58.14
SALLY	1804	MATHEWS		SCHOON	70.00
SARAH	1804	MATHEWS		SCHOON	75.25
SUPERB	1804	MATHEWS		BRIG	183.75
THOMAS WILSON	1804	EAST RIVER		SHIP	368.00
UNION	1804	MATHEWS		SLOOP	24.48
WILLIAM AND JOHN	1804	MATHEWS		SCHOON	45.12
ADEINE	1805	MATHEWS		SCHOON	103.74
ALEXANDER	1805	MATHEWS	BEGGS, JESSEE	SCHOON	148.57
ANDURA	1805	EAST RIVER	GAYLE, JOSHUA	SCHOON	
ANN	1805	MATHEWS	PITT, WILLIAM	SCHOON	87.21
ANN ELIZA	1805	MATHEWS		SCHOON	100.85
ATLANTIC	1805	MATHEWS		BRIG	117.19
BEE	1805	MATHEWS		SCHOON	76.76
ELIZA	1805	MATHEWS		BRIG	185.00
EVANDER	1805	MATHEWS		SCHOON	114.93
FAME	1805	MATHEWS		SCHOON	83.43
FAME	1805	MATHEWS		SCHOON	108.27
GIFT	1805	MATHEWS		SCHOON	27.28
HENRY	1805	MATHEWS	HUNLEY, JOHN B.	SCHOON	97.92
LIBERTY	1805	MATHEWS	GAYLE, JOSHUA	SCHOON	55.64
MEDUSA	1805	EAST RIVER		SCHOON	95.49
MONTEZUMA	1805	MATHEWS	HUNLEY, R.I.	SCHOON	93.75
OROZIMBO	1805	MATHEWS	GAYLE, HUNLEY	SHIP	588.33
RISING SUN	1805	EAST RIVER		SHIP	351.05
SERPENT	1805	MATHEWS		SCHOON	125.20
SIDNEY	1805	EAST RIVER	SMITH, THOMAS	SHIP	517.59

SQUIRREL	1805	MATHEWS	SMITH, JAMES	SCHOON	72.20
ADELINE	1806	MATHEWS	ADAMS, ZACK	SCHOON	69.72
ADONIS	1806	MATHEWS		SCHOON	104.58
BETSY AND POLLY	1806	WINTER HRBR.	FOSTER, JAMES	SHIP	235.00
CHESAPEAKE	1806	MATHEWS		SHIP	470.36
COLLINA	1806	MATHEWS		SCHOON	96.70
COMET	1806	MATHEWS		SCHOON	125.13
DISPATCH	1806	MATHEWS		SCHOON	46.74
DRUMMOND	1806	MATHEWS		BRIG	207.15
FAME	1806	MATHEWS	ADAMS, JACK	SCHOON	69.93
FAVORITE	1806	MATHEWS		SCHOON	108.57
HARRIOT	1806	MATHEWS	GAYLE, JOSIAH	SCHOON	
INDIANA	1806	EAST RIVER	GAYLE, JOSHUA	SHIP	363.30
LUCY ANN	1806	MATHEWS		SCHOON	40.15
LYNX	1806	MATHEWS		SCHOON	121.12
MARGARETTA	1806	MATHEWS		SCHOON	23.25
MARY ANN	1806	MATHEWS		SCHOON	74.00
MARY ANN	1806	MATHEWS	ADAMS, JACK	SCHOON	62.93
MARY MASON	1806	MATHEWS		SCHOON	62.78
PLOUGHBOY	1806	MATHEWS		SCHOON	131.44
POWHATAN	1806	MATHEWS	DIGGS, JOSEPH	SHIP	349.88
SPIDER	1806	MATHEWS		SCHOON	104.56
UNKNOWN	1806	MATHEWS	MORGAN, JAMES		40.80
USS GUNBOAT #62	1806	EAST RIVER	PATTERSON&GAYLE	SCHOON	60.00
USS GUNBOAT #63	1806	EAST RIVER	PATTERSON&GAYLE	SCHOON	60.00
USS GUNBOAT #64	1806	EAST RIVER	PATTERSON&GAYLE	SCHOON	60.00
USS GUNBOAT #65	1806	EAST RIVER	PATTERSON&GAYLE	SCHOON	60.00
VIRGINIA ANN	1806	MATHEWS		SCHOON	99.00
WILLIAM BINGHAM	1806	EAST RIVER	GAYLE, JOSHUA	SHIP	363.30
COURTNEY NORTON	1807	MATHEWS	BILLUPS, RICHARD	SCHOON	144.00
ERMINIA	1807	EAST RIVER	HARPER, JOHN	BRIG	161.54
HARMONY	1807	MATHEWS		SCHOON	82.22
HIPPOMENES	1807	EAST RIVER	HUNLEY, J.R.	BRIG	121.92
HORNET	1807	MATHEWS		SCHOON	52.02

JUNIATA	1807	PEPPER CREEK	DAVIS, F., JR.	SHIP	293.29
MATCHLESS	1807	MATHEWS	GAYLE, JOSHUA	SCHOON	99.76
MATTAPONY	1807	MATHEWS		SCHOON	52.72
MISSOURI	1807	MATHEWS	GAYLE, HUNLEY	SHIP	370.93
OPHELIA	1807	MATHEWS		SCHOON	59.82
POCAHONTAS	1807	MATHEWS		SHIP	380.45
SHEPHERD	1807	EAST RIVER	HUDGINS, JOHN	SCHOON	107.00
SLOTH	1807	MATHEWS		SCHOON	126.89
UNKNOWN	1807	MATHEWS	GAYLE, HUNLEY	SCHOON	115.00
ABALLINO	1808	EAST RIVER	DAVIS, EDWARD	SCHOON	137.77
BALTIMORE	1808	MATHEWS		BRIG	186.14
CAMILLA	1808	MATHEWS		SHIP	143.73
CAROLINE	1808	EAST RIVER		SCHOON	129.26
DASH	1808	WINTER HRBR.	HUNLEY, ROBERT	SCHOON	108.56
DISPATCH	1808	MATHEWS	GAYLE, SEVERN	SCHOON	50.77
ELEANOR	1808	MATHEWS		SCHOON	174.20
EXPERIMENT	1808	EAST RIVER	DAVIES, BRAISTED	SCHOON	144.16
HARLEQUIN	1808	MATHEWS		SCHOON	62.00
JUSTINA	1808	MATHEWS		SHIP	368.00
MADISON	1808	MATHEWS	DIGGS, HARRY	SCHOON	77.72
MARIA	1808	MATHEWS		SCHOON	104.14
MATILDA	1808	EAST RIVER		SCHOON	117.68
PORTIA	1808	MATHEWS		BRIG	139.25
SWALLOW	1808	EAST RIVER	RANSONE&HUNLEY	SCHOON	163.27
UNICORN	1808	MATHEWS		SHIP	389.84
ARGO	1809	MATHEWS		SCHOON	31.23
CLIFTON	1809	MATHEWS		SHIP	263.59
COMET	1809	MATHEWS		BRIG	269.14
GLOBE	1809	MATHEWS		SCHOON	180.83
HOPE	1809	MATHEWS		SCHOON	27.74
JULIA	1809	MATHEWS		SHIP	404.56
OCEAN	1809	MATHEWS		SCHOON	108.57
UNKNOWN	1809	MATHEWS	GAYLE, HUNLEY	SHIP	328.00
ANN AND ELIZA	1810	MATHEWS	ROY, JAMES, H.	SCHOON	23.14

ARGUS	1810	MATHEWS	SMITH, PETER	SHIP	269.48
ESTHER	1810	MATHEWS		SCHOON	151.89
FALCON	1810	MATHEWS		SCHOON	172.63
HAPPY COUPLE	1810	MATHEWS		SCHOON	152.20
HORN HARBOR	1810	MATHEWS		SCHOON	21.83
JOHN AND BETSEY	1810	MATHEWS		SCHOON	76.22
MARGARET	1810	MATHEWS		SCHOON	55.35
MOHAWK	1810	MATHEWS		SCHOON	312.66
SUSANNAH	1810	MATHEWS		SCHOON	157.62
WASHINGTON	1810	BLACKWATER CR.		SCHOON	57.28
BALISE	1811	MATHEWS		SHIP	306.88
DESPATCH	1811	MATHEWS		SLOOP	36.65
DISPATCH (R. STATES)	1811	MATHEWS	DAVIS, DIGGS	SLOOP	30.78
FORTITUDE	1811	MATHEWS		SLOOP	21.75
FRANCIS	1811	MATHEWS		SCHOON	115.79
GENERAL MERCER	1811	QUEEN'S CREEK		BRIG	119.48
LAURA	1811	MATHEWS		SCHOON	135.00
LOUISA	1811	MATHEWS	EDENS, LANGLEY, B.	SCHOON	76.56
MARY	1811	MATHEWS		BRIG	150.47
PILOT	1811	MATHEWS		SCHOON	34.00
RISING STATES (DIS.)	1811	MATHEWS	DAVIS, DIGGS	SLOOP	30.78
SENIRANIS	1811	MATHEWS		BRIG	142.87
SPARROW	1811	MATHEWS	MILLER, NATHANIEL	SCHOON	83.39
TWO BROTHERS	1811	MATHEWS		SCHOON	43.71
UNICORN	1811	MATHEWS		SCHOON	28.00
UNITED STATES	1811	MATHEWS		SHIP	443.23
VIRGINIA ANN	1811	MATHEWS		SCHOON	70.07
ZENOBIA	1811	MATHEWS		BRIG	232.00
DASH	1812	MATHEWS		SCHOON	
DELIGHT	1812	MATHEWS		SCHOON	54.07
DIVER	1812	MATHEWS		SCHOON	103.04
EAGLE	1812	BLACKWATR CR	PARSONS, THOMAS	BRIG	210.89
FLY	1812	MATHEWS		SCHOON	80.03
FRANCES	1812	MATHEWS		SCHOON	58.12

LIBERTY	1812	MATHEWS		SCHOON	27.71
PLOUGHBOY	1812	MATHEWS		SCHOON	45.00
SAMUEL AND HARTWELL	1812	MATHEWS		SLOOP	54.88
WILLIAM AND HENRY	1812	MATHEWS		SCHOON	129.00
WILLIAM AND MARY	1812	MATHEWS		SCHOON	129.00
FINDORF	1813	BLACKWATR CR	RANSOME, THOMAS	BRIG	187.00
DRUMMOND	1814	MATHEWS		SCHOON	79.08
GHENT	1814	MATHEWS		SCHOON	118.22
JASON	1814	MATHEWS		SCHOON	91.27
MARY ANN	1814	MATHEWS	DIXON, FINLEY	SCHOON	27.38
PHILLIP TABB	1814	MATHEWS		SHIP	405.39
ANN AND REBECCA	1815	MATHEWS	CALLIS, WM	SCHOON	67.06
ASSISTANCE	1815	MATHEWS		SCHOON	27.53
CATHERINE	1815	MATHEWS	LEWIS, JOHN	SCHOON	24.69
DELIGHT	1815	MATHEWS		SCHOON	52.07
IRIS	1815	MATHEWS		SCHOON	80.48
JOHN AND BETSEY	1815	MATHEWS		SCHOON	34.25
JULIA ANN	1815	MATHEWS		SCHOON	107.00
LUCY ANN	1815	MATHEWS		SCHOON	23.67
MAID OF THE ISLES	1815	MATHEWS		SCHOON	80.09
MARTHA ANN	1815	MATHEWS		SCHOON	20.86
MARY WASHINGTON	1815	MATHEWS		SCHOON	109.43
REBECCA	1815	MATHEWS		SCHOON	67.06
SARAH ANN	1815	MATHEWS	ASHBERRY, WILLIAM	SCHOON	92.82
SUPRIZE	1815	MATHEWS		SCHOON	20.02
SUSAN	1815	MATHEWS		SCHOON	24.11
TICKLE ME QUICKLY	1815	MATHEWS		SCHOON	25.29
WATER WITCH	1815	MATHEWS	DIGGS, HENRY	SCHOON	38.06
WILLIAM AND JOHN	1815	MATHEWS		SCHOON	22.81
ANN	1816	MATHEWS		SCHOON	45.85
BAY FLOWER	1816	MATHEWS	ASHBERRY&ANDERTON	SCHOON	69.00
CAROLINE	1816	MATHEWS		SCHOON	74.19
CATHARINE	1816	MATHEWS		SCHOON	37.39
CERES	1816	MATHEWS		SCHOON	97.55

ELIZABTH AND FRANCIS	1816	MATHEWS	ASHBERRY, WILLIAM	SCHOON	50.69
FARMER'S RETURN	1816	MATHEWS	BROOKS, WILLIAM	SLOOP	25.69
GEORGE WASHINGTON	1816	MATHEWS		SCHOON	59.47
HEYDEY	1816	MATHEWS	MILLER, GABRIEL	BRIG	160.85
JOHN PATTERSON	1816	MATHEWS		SCHOON	68.00
LIBERTY	1816	MATHEWS		SCHOON	24.06
MARGARET	1816	MATHEWS		SLOOP	35.16
MARY	1816	EAST RIVER		SHIP	272.69
MARY ANN	1816	MATHEWS		SCHOON	68.43
MARYLAND	1816	MATHEWS	MILLER, GABRIEL	BRIG	160.85
MAYFLOWER	1816	MATHEWS		SCHOON	21.42
PACKET	1816	MATHEWS		SLOOP	23.73
THREE BROTHERS	1816	MATHEWS		SCHOON	37.76
TWO BROTHERS	1816	STUTTS CREEK	DIXON, FINDLEY	SCHOON	25.48
WILLIAM AND MARY	1816	MATHEWS		SCHOON	40.34
ANN	1817	MATHEWS		SCHOON	101.44
ANN	1817	MATHEWS		SCHOON	84.06
ANNA MARIA	1817	MATHEWS		SCHOON	40.00
BROTHERS	1817	MATHEWS		SCHOON	42.29
CONSTITUTION	1817	MATHEWS	BROWNLEY, JOHN	SHIP	502.64
DELTA	1817	MATHEWS		SCHOON	75.81
ELIZA ANN	1817	MATHEWS		SCHOON	25.38
EMILY	1817	MATHEWS		SCHOON	69.67
EMMALINA	1817			SCHOON	31.88
FAVOURITE	1817	MATHEWS		SCHOON	20.53
LADY STEVENS	1817	MATHEWS		SCHOON	20.55
LIBERTY	1817	MATHEWS		SCHOON	26.20
LUCY AND SALLY	1817	MATHEWS		SLOOP	20.63
MARGARET	1817	MATHEWS		SLOOP	37.16
MARGARET	1817	NORTH RIVER	RANSOME, THOMAS	SHIP	378.31
MATHEWS	1817	MATHEWS		SLOOP	21.24
SINCLAIR	1817	MATHEWS	BROOKS, ROBERT	SCHOON	78.33
TEAZER	1817	MATHEWS	BROWNLEY, ROBT	SCHOON	19.06
THOMAS TENANT	1817	MATHEWS		SCHOON	181.55

VIRGINIA	1817	MILFORD HVN.	BILLUPS, JOHN	BRIG	234.45
WILLIAM	1817	MATHEWS		SCHOON	55.83
WILLIAM AND MARY	1817	MATHEWS		SCHOON	58.84
WILLIAM AND NANCY	1817	MATHEWS		SCHOON	27.67
WINTER AND MARY	1817	MATHEWS		SCHOON	37.20
ANNA MARIA	1818	MATHEWS		SCHOON	62.09
CARRIER	1818	MATHEWS		SCHOON	38.74
COLUMBUS	1818	MATHEWS		BRIG	148.50
DICK	1818	MATHEWS	RANSOME, THOMAS	BRIG	207.22
ELIZA ANN	1818	MATHEWS		SCHOON	49.60
ELIZABETH ANN	1818	MATHEWS		SCHOON	36.83
GEORGIANA	1818	MATHEWS		BRIG	201.00
JULIET	1818	MATHEWS		SLOOP	38.30
MARIA	1818	MILFORD HVN.	HUNLEY, THOMAS	SCHOON	56.46
ROSAMOND	1818	MATHEWS	DIXON, FINDLEY	SCHOON	22.54
THREE SISTERS	1818	MATHEWS		SCHOON	28.62
UNION	1818	MATHEWS		SCHOON	57.92
WILLIAM	1818	MATHEWS		SLOOP	29.15
WILLIAM AND CATHERINE	1818	MATHEWS		SCHOON	70.41
CICERO	1819	MATHEWS		SCHOON	29.81
EMILY JANE	1819	MATHEWS		SCHOON	36.00
HORNET	1819	MATHEWS		SCHOON	20.69
JOHN AND WILLIAM	1819	MATHEWS	DAVIS, THOMAS	SCHOON	23.42
LOGAN	1819	MATHEWS	BROOK, ROBERT	SLOOP	42.21
MARTHA ANN	1819	MATHEWS		SCHOON	20.92
MARY	1819	MATHEWS		SCHOON	32.11
SARAH ANN	1819	MATHEWS		SCHOON	20.02
SARAH ANN	1819	MATHEWS	HALL, THOMAS	SCHOON	55.59
ACTIVE	1820	MATHEWS	DEGGS, JESSEE	SCHOON	24.04
BUDGET	1820	MATHEWS		BRIG	229.57
ELIZABETH	1820	MATHEWS	HUNLEY, THOMAS	SCHOON	33.82
HENRY	1820	MATHEWS		SCHOON	98.72
NEW PACKETT	1820	MATHEWS		SCHOON	48.53
AUGUSTA	1821	MATHEWS		SCHOON	46.57

FAIR AMERICAN	1821	MATHEWS	ASHBERRY, JOHN	SCHOON	83.53
ROSANNAH	1821	MATHEWS	KING, MILES	SCHOON	165.24
UNION	1821	MATHEWS		SCHOON	
DESPATCH	1822	EAST RIVER		SCHOON	18.18
EDWARD AND FRANCIS	1822	MATHEWS		SCHOON	95.79
ELIZABETH	1822	MATHEWS		SCHOON	32.44
ELLINER ANN	1822	MATHEWS		SCHOON	23.57
FAME	1822	MATHEWS		SCHOON	89.49
INDUSTRY	1822	MATHEWS	BROOKS, JOHN	SCHOON	21.48
LADIES DELIGHT	1822	MATHEWS		SCHOON	22.30
THOMAS HALL	1822	MATHEWS	HALL, THOMAS	SCHOON	96.13
HIRAM	1823	MATHEWS		SCHOON	47.50
OPTIMUS	1823	MATHEWS		BRIG	229.24
PRECILLA	1823	MATHEWS	FOSTER, JOSEPH	SCHOON	40.66
SEAGULL	1823	MATHEWS	HUNLEY, THOMAS	SCHOON	25.88
SUPERIOR	1823	MATHEWS	BROWNLEY, JAMES	SLOOP	41.41
ANNA MARIA	1824	MATHEWS	BROOKS, ROBERT	SCHOON	26.91
ECLIPSE	1824	MATHEWS	ASHBERRY, WILLIAM	SCHOON	109.71
EO	1824	MATHEWS	BROWN, WILLIAM	SCHOON	112.00
FAME	1824	MATHEWS	BILLUPS, RICHARD	SCHOON	112.79
FRANCES	1824	MATHEWS	SAUNDERS, JAS	SCHOON	76.59
FRANKLIN	1824	MATHEWS		SCHOON	108.32
LAURA JANE	1824	MATHEWS	DAVIS, JAMES	SCHOON	56.17
MARGARET MERCER	1824	MATHEWS		SCHOON	86.00
MILES KING	1824	MATHEWS	GAYLE, ELIJAH	BRIG	125.21
SPREAD EAGLE	1824	MATHEWS	SAUNDERS, JAMES	SCHOON	48.60
VOLUNTEER	1824	MATHEWS	BROWN, JAMES	SCHOON	32.35
CHAPLIN	1825	MATHEWS		SLOOP	21.02
DANDY	1825	MATHEWS		SCHOON	27.37
DELIGHT	1825	MATHEWS	HUDGINS, WILLIAM	SCHOON	23.54
EARL	1825	MATHEWS		BRIG	168.72
FARMER'S FAVORITE	1825	MATHEWS		SLOOP	21.43
FRIENDSHIP	1825	MATHEWS		SCHOON	48.42
INVINCEDORE	1825	MATHEWS	HUNLEY, THOMAS	SCHOON	34.21

JJH	1825	MATHEWS	HUDGINS, JOHN, J.	SCHOON	29.80
LADY SARAH	1825	MATHEWS		SCHOON	106.67
MARTHA	1825	MATHEWS		SCHOON	55.34
MARY ANN	1825	MATHEWS	BROWNLEY, MILTON	SCHOON	34.30
PRESIDENT ADAMS	1825	MATHEWS	HUDGINS, THOMAS	BRIG	199.12
WALTON GRAY	1825	MATHEWS	KNIGHT, JOSEPH	SCHOON	67.76
ALEXANDER	1826	MATHEWS	HALL, THOMAS	SCHOON	114.59
ANDES	1826	MATHEWS		BRIG	250.17
CHILIAN	1826	MATHEWS		BRIG	288.59
CLIMAX	1826	MATHEWS		SCHOON	
ELIZABETH	1826	MATHEWS	MILLER, BOOKER	SCHOON	44.49
EXPRESS	1826	MATHEWS		SLOOP	18.46
HARRIET	1826	MATHEWS	HUNLEY, RICHARD	SCHOON	37.38
HYPHEN	1826	MATHEWS		SCHOON	107.90
JOHN ALEXANDER	1826	MATHEWS		SCHOON	138.95
LEONORA	1826	STUTTS CREEK	BRAMBLEY, MILTON	SCHOON	144.69
LUCY ANN	1826	MATHEWS	RICHARDSON, WILLIAM	SCHOON	31.88
MARIA	1826	MATHEWS		SCHOON	141.69
PACIFIC	1826	MATHEWS	BROWNLEY, JOHN	BRIG	268.00
ROVER	1826	MATHEWS		SCHOON	34.36
SALLY	1826	MATHEWS		SCHOON	116.89
THOMAS C. RUSSELL	1826	MATHEWS		SCHOON	74.21
VIRGINIA	1826	MATHEWS	GAYLE, HUNLEY	SCHOON	102.78
WILLIAM AND MARY	1826	MATHEWS		SCHOON	94.60
WILLIAM AND THOMAS	1826	MATHEWS	HUNLEY, THOMAS	SCHOON	51.29
COMMERCE	1827	MATHEWS		SCHOON	54.88
EAGLE	1827	MATHEWS	BILLUPS, JOHN	SCHOON	52.38
ELIZABETH	1827	MATHEWS	HUDGINS, LEWIS	SCHOON	48.57
ESTRELLA	1827	MATHEWS		SCHOON	130.02
EXCHANGE	1827	MATHEWS		SCHOON	40.87
FERRATA	1827	MATHEWS		SHIP	336.28
FORTUNA	1827	EAST RIVER	GAYLE, BARTETTE	SCHOON	110.38
FORTUNA	1827	EAST RIVER	GAYLE, BARTLETTE	SCHOON	110.38
FRANCES	1827	MATHEWS		SCHOON	32.53

FRANCES	1827	MATHEWS		SCHOON	22.59
GARATILDA	1827	MATHEWS		SCHOON	46.60
HECTOR	1827	MATHEWS		SCHOON	99.00
PERSERVERANCE	1827	EAST RIVER		SCHOON	103.00
POLLY	1827	MATHEWS	DIGGS&SMITH	SCHOON	32.19
RANDOLPH	1827	MATHEWS		SCHOON	122.72
REVENUE BOAT	1827	MATHEWS		BOAT	
RICHARD AND DOUGLAS	1827	MATHEWS	DAVIS, JAMES	SCHOON	48.06
TARATILDA	1827	MATHEWS		SCHOON	46.00
VIRGINIA	1827	MATHEWS		SCHOON	87.00
AERIAL	1828	MATHEWS	DAVIS, JAMES	SCHOON	38.76
BRAZEN	1828	NORTH RIVER		BRIG	128.07
COMET	1828	MATHEWS		SCHOON	100.02
EDWARD AND FRANCES	1828	MATHEWS		SCHOON	92.37
GILBAS	1828	MATHEWS	ARMISTEAD, FRANCIS	SCHOON	83.04
GOVERNOR SHELBY	1828	MATHEWS		SCHOON	78.55
JOHN	1828	MATHEWS	BROWNLEY, JOHN	SCHOON	25.34
JOHN'S RELIEF	1828	MATHEWS	BROOKS, JOHN	SCHOON	85.48
LUCIA G. HARRISON	1828	MATHEWS	HUNLEY, RICHARD	SCHOON	61.35
MATILDAS	1828	EAST RIVER	BROWNLEY, JOHN	BRIG	173.00
PAUL PRY	1828	EAST RIVER		SCHOON	85.85
THREE BROTHERS	1828	MATHEWS	MORGAN, JAMES	SCHOON	30.15
UNITED STATES	1828	MATHEWS	DAVIS, JAMES	SCHOON	62.02
ANDREW JACKSON	1829	MATHEWS	ASHBERRY&ANDERTON	SCHOON	96.87
ECLIPSE	1829	MATHEWS		SCHOON	56.45
FROLIC	1829	MATHEWS	WILLIAMS, SAMUEL	SCHOON	22.00
GLORY	1829	MATHEWS	BILLUPS, JOHN	BRIG	157.26
LOUISIANA	1829	EAST RIVER	CUSHMAN, A.G.	BRIG	201.58
MUIZ	1829	MATHEWS		BRIG	271.28
PENQUIN	1829	MATHEWS		SCHOON	60.23
PILGRIM	1829	MATHEWS	THOMAS, JOHN	SCHOON	25.15
SALLY FRANCIS	1829	MATHEWS	HUNLEY, RICHARD	SCHOON	28.59
WILLIAM AND FRANCES	1829	MATHEWS	BROWNLEY, JOHN	SCHOON	62.47
BUCKINGHAM	1830	MATHEWS		SCHOON	69.85

CRAWFORD	1830	EAST RIVER	RANSOME, THOMAS	SCHOON	59.32
EMILY	1830	MATHEWS		SCHOON	51.03
EXPERIMENT	1830	MATHEWS	DAVIS, JAMES	SCHOON	37.80
FADED	1830	MATHEWS		SCHOON	
GIOIA	1830	MATHEWS	OREM, ANDREW	SCHOON	50.29
HENRY	1830	MATHEWS	BROWNLEY, MILTON	SCHOON	80.50
LUCY JANE	1830	MATHEWS		SCHOON	52.65
MARY	1830	MATHEWS		BRIG	271.28
MARY ELIZA	1830	MATHEWS	BROWNL, JOHN	SCHOON	36.24
MUTUAL RIGHTS	1830	MATHEWS	KING, MILES	SCHOON	56.06
NAPOLEON	1830	MATHEWS		SCHOON	101.00
ROBERT P. BANNING	1830	MATHEWS		SCHOON	88.89
STAR	1830	MATHEWS	CUSHMAN, A.G.	SCHOON	57.69
TODDSBURY	1830	MATHEWS	BROWNLEY, JOHN	SCHOON	55.00
TWO BROTHERS	1830	MATHEWS	MILLER, BOOKER	SCHOON	70.32
WILLIAM A KNOX	1830	MATHEWS		SCHOON	122.90
WILLIAM AND MARY	1830	MATHEWS		SCHOON	76.58
WILLIAM TEMPLE	1830	MATHEWS		SCHOON	60.00
DOROTHY	1831	MATHEWS	GAYLE, BARTLETT	SCHOON	34.15
EAGLE	1831	MATHEWS		SCHOON	28.90
INDEPENDENCE	1831	MATHEWS		SCHOON	40.08
JLH	1831	MATHEWS	HUDGINS, JOHN, L.	SCHOON	180.30
JOHN L. HUDGINS	1831	MATHEWS		BRIG	180.00
LUCY ANN	1831	MATHEWS		SCHOON	91.82
REBECCA	1831	MATHEWS	WILLIAMS, JOHN	SCHOON	43.23
REBECCA FRANCIS	1831	MATHEWS		BRIG	127.57
RICHARD ALSOP	1831	MATHEWS		BRIG	282.52
ROBERT	1831	MATHEWS		SCHOON	66.31
SUSAN	1831	EAST RIVER		BRIG	177.76
BRAZIL	1832	MATHEWS		SCHOON	53.63
ELIZA	1832	MATHEWS	FITCHETT, WILLIAM	SCHOON	53.74
ELIZA	1832	MATHEWS		SCHOON	34.50
FELICITY	1832	MATHEWS		SCHOON	39.69
FRANCES	1832	MATHEWS		BRIG	185.63

GEORGE AND GESTANNA	1832	MATHEWS	SCHOON	32.89	
HENRY	1832	MATHEWS	SCHOON	103.26	
HERALD	1832	MATHEWS	SCHOON	65.04	
HORNET	1832	MATHEWS	SCHOON	31.42	
HORNEY	1832	MATHEWS	SCHOON	41.00	
MARIA MASON	1832	MATHEWS	SCHOON	52.85	
MARIETTA	1832	MATHEWS	BRIG	151.74	
MARY SUSAN	1832	MATHEWS	SCHOON	49.23	
NICHOLAS MILLS	1832	MATHEWS	SCHOON	59.82	
WILLIAM AND MARY	1832	MATHEWS	SLOOP	34.54	
DANDY	1833	MATHEWS	SCHOON	30.35	
FRANKLIN	1833	MATHEWS	SCHOON	49.33	
JERSEY	1833	MATHEWS	BROWNLEY, WILLIAM	SCHOON	50.27
LIBERTY	1833	MATHEWS	KEEBLE, HUMPHREY	SCHOON	72.90
MARTIN VAN BUREN	1833	MATHEWS	SCHOON	48.62	
MARY	1833	MATHEWS	BRIG	211.07	
MARY ANN	1833	MATHEWS	SCHOON	23.04	
MARY FRANCES	1833	MATHEWS	BOHANNON, JOSEPH	SCHOON	104.32
MARY LUISA	1833	MATHEWS	SCHOON	71.42	
PASS	1833	MATHEWS	WHITE, ABSALOM	SCHOON	53.80
SILAS WOOD	1833	MATHEWS	SCHOON	122.80	
WILLIAM TOMPKINS	1833	MATHEWS	TOMPKINS, CHRISTOPHER	SCHOON	104.21
FRANCES ANN	1834	MATHEWS	SCHOON	44.87	
GALLEGO	1834	MATHEWS	HUDGINS, WILLIAM	SCHOON	57.61
HARRIET COLUMBIA	1834	BLACKWATR CR	MILLER, BOOKER	SCHOON	48.04
ITINERANT	1834	MATHEWS	HUDGINS, ELIJAH	SCHOON	61.22
JOHN HIPKINS	1834	MATHEWS	WILLIAMS, JOHN, G.	SCHOON	143.75
MARGARET	1834	MATHEWS	BILLUPS, JOHN	SCHOON	23.14
OLGA	1834	MATHEWS	SCHOON	34.50	
SUPERIOR	1834	MATHEWS	SCHOON	81.26	
VIRGINIA	1834	MATHEWS	BROWNLEY, WILLIAM	SCHOON	52.86
WILLIAM AND FRANCIS	1834	MATHEWS	BRIG	226.43	
ARGO	1835	MATHEWS	BRIG	197.45	
BRIDE	1835	MATHEWS	SCHOON	25.90	

CLIMAX	1835	MATHEWS	BROWNLEY, WILLIAM	SCHOON	52.00
JOHN	1835	MATHEWS		SCHOON	110.92
MARTHA	1835	MATHEWS		SCHOON	73.46
MIDAS	1835	MATHEWS		BRIG	150.52
MISSOURI	1835	MATHEWS		SHIP	238.79
OLIVE	1835	MATHEWS		SCHOON	31.76
PACKET	1835	MATHEWS		SCHOON	23.13
SALLY	1835	MATHEWS		SCHOON	24.00
VIRGINIA	1835	MATHEWS		SCHOON	34.84
ANN ELIZA	1836	MATHEWS		SCHOON	41.13
ANN REBECCA	1836	MATHEWS		SCHOON	62.47
CHARLOTTE HARDER	1836	MATHEWS	JARVIS, FRANCIS	SCHOON	129.52
ELIZABETH	1836	MATHEWS		SCHOON	20.31
ELIZABETH	1836	MATHEWS		SCHOON	44.00
EMORY	1836	MATHEWS		SCHOON	33.07
FOURTH OF JULY	1836	MATHEWS		SCHOON	37.26
HARRIET	1836	EAST RIVER	JAMES, WILLIAM	SCHOON	62.40
JIM CROW	1836	MATHEWS		SLOOP	37.45
JOHN FRANCIS	1836	MATHEWS		SCHOON	26.75
MARIA SMITH	1836			SCHOON	45.84
MARY	1836	MATHEWS		SCHOON	31.02
AGENORIA	1837	MATHEWS		SCHOON	126.00
AMERICAN SYSTEM	1837	MATHEWS		SCHOON	24.00
ARGO PUBLICO	1837	MATHEWS		SLOOP	36.69
CAROLINE	1837	MATHEWS		SLOOP	23.40
JOHN RICHARD	1837	MATHEWS		SLOOP	20.60
MARTHA	1837	MATHEWS		SCHOON	52.71
MATHEWS	1837	MATHEWS		SLOOP	27.97
COLUMBIA	1838	MATHEWS	GAYLE & DANGERFIELD	BRIG	156.39
HARRIET	1838	MATHEWS	HUDGINS, WILLIAM	SCHOON	62.39
PATRICK HENRY	1838	MATHEWS		SCHOON	80.20
STAR	1838	MATHEWS		SCHOON	96.47
SWIFT SURE	1838	MATHEWS		SCHOON	22.33
MARY ELIZA	1839	MATHEWS		SCHOON	102.85

MILLER	1839	MATHEWS	SCHOON	26.47
PROTECTOR	1839	MATHEWS	SCHOON	56.95
SEAFORD	1839	MATHEWS	SCHOON	73.49
SUSAN	1839	MATHEWS	SCHOON	39.10
ZION	1839	MATHEWS	SCHOON	59.33
ADA	1840	MATHEWS	SCHOON	124.49
EAGLE	1840	MATHEWS	SCHOON	83.79
OCEAN OMEGA	1840	MATHEWS	SCHOON	68.71
RICHARD HUNLEY	1840	MATHEWS	SCHOON	76.82
WHIG	1840	MATHEWS	SCHOON	47.70
WILLIAM PERKINS	1840	MATHEWS	SCHOON	52.85
FLORENCE	1841	MATHEWS	SCHOON	138.16
HENRY JENKINS	1841	MATHEWS	SCHOON	97.11
MARY JANE	1841	MATHEWS	SLOOP	11.21
OAKLAND	1841	MATHEWS	SCHOON	51.07
OCEAN	1841	MATHEWS	SCHOON	67.76
THOMAS JEFFERSON	1841	EAST RIVER	SCHOON	82.84
HAZZARD	1842	MATHEWS	SCHOON	26.63
MARY	1842	MATHEWS	SLOOP	36.72
MARY ELLEN	1842	MATHEWS	SCHOON	35.17
WALTER WILLIAMS	1842	MATHEWS	SCHOON	51.85
CONSTITUTION	1843	MATHEWS	SCHOON	116.40
EUGENIA	1843	MATHEWS	SCHOON	61.00
EUGENIA	1843	MATHEWS	SCHOON	51.46
GUILFORD	1843	MATHEWS	BARQUE	232.90
C.B. HUDGINS	1844	MATHEWS	SLOOP	14.05
SUSAN	1844	MATHEWS	SCHOON	34.26
VICTORY	1844	MATHEWS	SCHOON	22.52
VIRGINIA	1844	MATHEWS	SCHOON	51.36
BEE\BY\BYE	1845	MATHEWS	SCHOON	37.76
CHIEF	1845	MATHEWS	SCHOON	134.90
ELIZABETH	1845	MATHEWS	SCHOON	51.41
HERALD	1845	MATHEWS	SCHOON	58.10
JOSEPHUS	1845	MATHEWS	SCHOON	36.82

WILKES, JOHN

BILLUPS, ALFRED

LEGAR	1845	MATHEWS	SCHOON	37.70
MARGARET ANN	1845	MATHEWS	SCHOON	19.22
OAKLANDS	1845	MATHEWS		
OK	1845	MATHEWS	SCHOON	27.70
SAFETY	1845	MATHEWS	SCHOON	27.30
SIDNEY	1845	MATHEWS	SCHOON	109.86
WALKERTON	1845	MATHEWS	SCHOON	31.60
WALKERTON	1845	MATHEWS	SCHOON	31.60
WILLIAM LEWIS	1845	MATHEWS	SCHOON	28.53
ADALINE	1846	MATHEWS	SCHOON	46.17
ANNER	1846	MATHEWS	SCHOON	20.50
COLUMBIA	1846	MATHEWS	SCHOON	54.21
DORCHESTER	1846	MATHEWS	SCHOON	46.03
ENTERPRISE	1846	MATHEWS	SCHOON	117.77
EXIT	1846	MATHEWS	SCHOON	45.43
JULIET	1846	MATHEWS	SCHOON	119.07
STAR	1846	MATHEWS	SCHOON	32.84
STAR	1846	MATHEWS	SCHOON	56.44
ACORN	1847	MATHEWS	SCHOON	40.80
CHATSWORTH	1847	MATHEWS	BRIG	146.70
D.K. HOPKINS	1847	MATHEWS	SCHOON	43.04
EXPERIMENT	1847	MATHEWS	SCHOON	75.03
HARBINGER	1847	MATHEWS	SCHOON	76.82
J. SMITH	1847	MATHEWS	SCHOON	66.68
MARY	1847	MATHEWS	SCHOON	49.15
PHANTOM	1847	MATHEWS	SCHOON	57.14
SARAH ANN	1847	MATHEWS	SCHOON	49.30
WILLIAM AND SIDNEY	1847	MATHEWS	SCHOON	74.61
WILLIAMSBURG	1847	MATHEWS	SCHOON	74.61
COMMERCE	1848	MATHEWS	SCHOON	66.83
EXTRA	1848	MATHEWS	SCHOON	
EXTRA	1848	MATHEWS	BRIG	194.34
GLIB	1848	MATHEWS	SCHOON	33.20
JAMES HENRY	1848	MATHEWS	SCHOON	42.76

LAMARTINE	1848	MATHEWS	BARK	386.00	
MARIA	1848	MATHEWS	SCHOON	75.74	
MARY BAXTER	1848	MATHEWS	SCHOON	62.02	
POCOHONTAS	1848	MATHEWS	SCHOON	15.67	
SALLIE AND SETH	1848	MATHEWS	SCHOON	18.90	
SALLY AND SETH	1848	MATHEWS	MUNTON, WILLIAM	SCHOON	32.86
VICTORY	1848	MATHEWS	BARQUE	317.00	
ANGLO-SAXON	1849	MATHEWS	SCHOON	56.32	
EAGLE	1849	MATHEWS	SCHOON	34.00	
FREDERICCA HUNTER	1849	MATHEWS	SCHOON	20.06	
LAURA	1849	MATHEWS	SCHOON	47.34	
LEWIS CASS	1849	MATHEWS	SCHOON	32.04	
LIBERTY	1849	MATHEWS	SCHOON	80.00	
LIBERTY	1849	PIANKATANK	SCHOON	88.12	
MARY CATHERINE	1849	MATHEWS	SCHOON	46.50	
SEVEN BROTHERS	1849	MATHEWS	SCHOON	44.62	
STAR	1849	MATHEWS	SCHOON	39.66	
WP	1849	MATHEWS	SCHOON	35.19	
BRIDE	1850	MATHEWS	SCHOON	27.34	
FLY	1850	MATHEWS	OWEN, JOHN	SLOOP	8.30
LEORA ALTON	1850	MATHEWS	SCHOON	43.43	
BELLE	1851	MATHEWS	SCHOON	60.59	
LLOYD MCNEAL	1851	MATHEWS	SCHOON	33.90	
LUCY PENN	1851	EAST RIVER	SCHOON	76.13	
SEAGULL	1851	MATHEWS	SCHOON	40.20	
STAR	1851	MATHEWS	SCHOON	22.29	
VIRGINIA	1851	MATHEWS	SLOOP		
EL DORADO	1852	MATHEWS	SCHOON	210.20	
TRADER	1852	MATHEWS	SCHOON	201.75	
BRIDE	1853	MATHEWS	SCHOON	25.10	
CONQUEST	1853	MATHEWS	SCHOON	189.45	
ERIC	1853	MATHEWS	SLOOP	30.20	
JOSEPH FRANCES	1853	MATHEWS	SCHOON	21.85	
AMETHYST	1854	MATHEWS	SLOOP	30.50	

ATLAS	1854	MATHEWS		SCHOON	41.33
JOHN W. DIXON	1854	MATHEWS		SCHOON	50.69
MARY JANE	1854	MATHEWS		SCHOON	37.38
STARLIGHT	1854	MATHEWS		SCHOON	54.24
WILD PIGEON	1854	MATHEWS		SCHOON	26.39
CLARA HAXALL	1855	GREENPOINT	WILLIAMS	BARK	39.00
LUCY VIRGINIA	1855	MATHEWS		SCHOON	58.76
REBECCA	1855	EAST RIVER		SCHOON	91.00
R.I. CAPRON	1855	MATHEWS		SCHOON	68.30
CHIEF	1856	MATHEWS		SCHOON	307.60
FRIENDSHIP	1856	VIRGINIA	TOMPKINS, ROBERT	SLOOP	30.00
GOOD EGG	1856	MATHEWS		SLOOP	20.08
MARIETTA	1856	MATHEWS		SCHOON	119.30
MARIETTA TILTON	1856	MATHEWS		SCHOON	319.00
REVOLUTION	1856	MATHEWS		BARK	457.00
CAROLINE (CHATSWORTH)	1857	MATHEWS		SLOOP	20.40
GOLDEN RULE	1857	MATHEWS		SCHOON	38.73
HARRIET	1857	MATHEWS		SCHOON	112.29
JEFFERSON	1857	MATHEWS		SCHOON	50.00
REUBEN	1857	MATHEWS		SCHOON	54.00
UNKNOWN	1857	MATHEWS		SLOOP	
CHAMPION	1858	MATHEWS		SCHOON	50.24
FOG EATER	1858	POINT BREEZE		SLOOP	7.54
HENRY	1858	MATHEWS		SCHOON	21.27
JAMES BRADEN	1858	MATHEWS		SCHOON	48.03
SALLIE MEARS	1858	MATHEWS		SCHOON	157.69
C. MORTON STEWARD	1859	MATHEWS		SCHOON	58.60
EMPRESS THERESA	1859	MATHEWS		BARQUE	315.57
WILLIAM FRANCIS	1859	MATHEWS		SCHOON	62.33
ENTERPRISE	1860	MATHEWS		SCHOON	23.70
R.B. HOWLETT	1860	MATHEWS		SCHOON	246.03
GOLD LEAF	1864	MATHEWS		SLOOP	6.10
ANNIE	1866	MATHEWS		SCHOON	37.70
FERRATTA	1866	MATHEWS		SCHOON	40.42

RAPIDAN	1866	MATHEWS	SCHOON	55.02
SEA VIEW	1866	MATHEWS	SCHOON	8.05
MARY GRAY	1867	MATHEWS	SLOOP	27.00
MILFORD	1869	MATHEWS	SCHOON	56.00
ANNIE	1870	MATHEWS	SCHOON	25.70
J. J. STEWART	1870	MATHEWS	SCHOON	51.93
KATE LAWSON	1870	MATHEWS	SCHOON	48.08
FANNIE	1871	MATHEWS	SCHOON	17.15
J. W. MORGAN	1871	MATHEWS	SLOOP	11.36
LILLIE	1871	MATHEWS	SCHOON	12.26
N. B. ANDERSON	1871	MATHEWS	SCHOON	43.84
FLEETWING	1872	MATHEWS	SCHOON	13.13
GREYHOUND	1872	MATHEWS	SCHOON	13.92
ISLAND BELLE	1872	MATHEWS	SCHOON	7.33
VIRGINIA	1872	MATHEWS	SCHOON	16.32
ELLA M. TURNER	1873	MATHEWS	SLOOP	5.76
KATE	1873	MATHEWS	SLOOP	12.29
LUCY VIRGINIA	1873	MATHEWS	SCHOON	36.73
N. A. HATCH	1873	MATHEWS	SCHOON	33.72
ZEPHR	1873	MATHEWS	SLOOP	13.35
ALICE AND ANNA	1874	MILFORD HVN	SLOOP	49.25
MILBURN	1874	MATHEWS	SCHOON	6.67
MINNIE HA HA	1874	MATHEWS	SCHOON	6.02
ALICE	1875	MATHEWS	SCHOON	29.94
ROSALEE	1875	MATHEWS	SCHOON	32.00
CARRIE	1876	MATHEWS	SCHOON	35.00
PATTERSON AND BASH	1876	MATHEWS	SCHOON	49.07
VIOLA	1876	MATHEWS	SCHOON	5.94
ANNIE EMMA	1877	MATHEWS	SCHOON	35.06
J. W. ARTHUR	1877	MATHEWS	SLOOP	11.24
KENNIE	1877	MATHEWS	SCHOON	5.34
LEONORA	1877	MATHEWS	BUGEYE	17.66
OCEAN PEARL	1877	MATHEWS	SCHOON	5.28
AMERICUS	1879	MATHEWS	SLOOP	8.06

HETTIE ANN	1879	MATHEWS	SCHOON	5.32
J.W. FRANKLIN	1879	MATHEWS	SCHOON	7.97
NINA BELL	1879	MATHEWS	SCHOON	6.32
C.R. OLIVER	1880	MATHEWS	SCHOON	26.92
PLUME	1881	MATHEWS	SLOOP	7.44
CLARA TINSLEY	1883	BLACKWATER CR	SCHOON	11.60
EMILY E. JOHNSON	1883	PIANKATANK	SCHOON	121.60
GEORGE C. VANDERSLICE	1883	MATHEWS	SCHOON	39.19
L.W. MACHEN	1883	MATHEWS	BUGEYE	10.10
MARION LEE	1883	MATHEWS	SLOOP	17.28
R. SOMERS	1883	MATHEWS	SCHOON	7.74
R.V. LANE	1884	QUEENS CR	SCHOON	33.43
CLEMMIE TRAVERS	1885	COBBS CREEK	SCHOON	85.09
ELLA AND ORA	1885	PIANKATANK	SCHOON	7.65
HODGES AND BROTHER	1886	MATHEWS	SCHOON	5.32
OSPRAY	1886	NEW POINT	SCHOON	8.67
GEORGE W. CHESLEY	1887	GREENPOINT	SCHOON	21.52
J.W. LEWIS	1888	GREENPOINT	BUGEYE	19.90
NELLIE J. MILLER	1889	BLACKWATER CR	SCHOON	9.88
J.W. COX	1890	MATHEWS	SCHOON	16.58
ELLA MAY	1890	NEW POINT	SCHOON	7.50
EDWARD AND LESTA	1896	PORTSMOUTH	SCHOON	15.83
BONADVENTURE	1898	COBBS CREEK	SLOOP	10.00
IDLETIMES	1898	MATHEWS	SCHOON	12.00
L.H. SMITH	1898	PORT HAYWOOD	SLOOP	9.00
VIOLET	1898	NEW POINT	SLOOP	11.00

APPENDIX E

LIST OF MATHEWS SHIPBUILDERS

<u>BUILDER</u>	<u>DATEBLT</u>	<u>PLACE</u>	<u>NAME</u>	<u>RIG</u>	<u>TONNAGE</u>
ADAMS, JACK	1806	MATHEWS	MARY ANN	SCHOON	62.93
ADAMS, JACK	1806	MATHEWS	FAME	SCHOON	69.93
ADAMS, ZACHARIAH	1799	MATHEWS	MOLLY	BRIG	
ADAMS, ZACK	1806	MATHEWS	ADELINE	SCHOON	69.72
ANDERSON, JOHN	1799	MATHEWS	ELIZABETH	SCHOON	
ARMISTEAD, FRANCIS	1828	MATHEWS	GILBAS	SCHOON	83.04
ASHBERRY, JOHN	1821	MATHEWS	FAIR AMERICAN	SCHOON	83.53
ASHBERRY, WILLIAM	1815	MATHEWS	SARAH ANN	SCHOON	92.82
ASHBERRY, WILLIAM	1816	MATHEWS	ELIZABTH AND FRANCIS	SCHOON	50.69
ASHBERRY, WILLIAM	1824	MATHEWS	ECLIPSE	SCHOON	109.71
ASHBERRY&ANDERTON	1816	MATHEWS	BAY FLOWER	SCHOON	69.00
ASHBERRY&ANDERTON	1829	MATHEWS	ANDREW JACKSON	SCHOON	96.87
BEGGS, JESSEE	1805	MATHEWS	ALEXANDER	SCHOON	148.57
BILLUPS, ALFRED	1840	MATHEWS	OCEAN OMEGA	SCHOON	68.70
BILLUPS, JOHN	1780	MATHEWS	UNKNOWN		
BILLUPS, JOHN	1817	MILFORD HVN. F	VIRGINIA	BRIG	234.45
BILLUPS, JOHN	1827	MATHEWS	EAGLE	SCHOON	52.38
BILLUPS, JOHN	1829	MATHEWS	GLORY	BRIG	157.26
BILLUPS, JOHN	1834	MATHEWS	MARGARET	SCHOON	23.14
BILLUPS, RICHARD	1798	MILFORD HVN.	MILFORD	SCHOON	
BILLUPS, RICHARD	1799	MATHEWS	RICHARD BILLUPS	SCHOON	
BILLUPS, RICHARD	1807	MATHEWS	COURTNEY NORTON	SCHOON	144.00
BILLUPS, RICHARD	1824	MATHEWS	FAME	SCHOON	112.79
BILLUPS, ROBERT	1767	QUEENS CREEK	UNKNOWN	SCHOON	
BILLUPS, ROBERT	1768	MATHEWS	UNKNOWN	SLOOP	

BILLUPS, ROBERT	1770	QUEENS CREEK	UNKNOWN	SCHOON	
BILLUPS, ROBERT	1772	QUEENS CREEK	UNKNOWN	SCHOON	
BOHANNON, JOSEPH	1833	MATHEWS	MARY FRANCES	SCHOON	104.32
BRAMBLEY, MILTON	1826	STUTTS CREEK	LEONORA	SCHOON	144.69
BROOK, ROBERT	1819	MATHEWS	LOGAN	SLOOP	42.20
BROOKS, JOHN	1822	MATHEWS	INDUSTRY	SCHOON	21.48
BROOKS, JOHN	1828	MATHEWS	JOHN'S RELIEF	SCHOON	85.48
BROOKS, ROBERT	1817	MATHEWS	SINCLAIR	SCHOON	78.33
BROOKS, ROBERT	1824	MATHEWS	ANNA MARIA	SCHOON	26.90
BROOKS, WILLIAM	1816	MATHEWS	FARMER'S RETURN	SLOOP	25.69
BROWN, JAMES	1824	MATHEWS	VOLUNTEER	SCHOON	32.35
BROWN, JOHN	1798	MATHEWS	HAZARD	SCHOON	
BROWN, WILLIAM	1824	MATHEWS	EO	SCHOON	112.00
BROWNLEY, JAMES	1823	MATHEWS	SUPERIOR	SLOOP	41.40
BROWNLEY, JOHN	1817	MATHEWS	CONSTITUTION	SHIP	
BROWNLEY, JOHN	1826	MATHEWS	PACIFIC	BRIG	268.00
BROWNLEY, JOHN	1828	MATHEWS	JOHN	SCHOON	25.54
BROWNLEY, JOHN	1828	EAST RIVER	MATILDAS	BRIG	173.00
BROWNLEY, JOHN	1829	MATHEWS	WILLIAM AND FRANCES	SCHOON	62.47
BROWNLEY, JOHN	1830	MATHEWS	TODDSBURY	SCHOON	55.00
BROWNLEY, MILTON	1825	MATHEWS	MARY ANN	SCHOON	34.30
BROWNLEY, MILTON	1830	MATHEWS	HENRY	SCHOON	80.50
BROWNLEY, ROBT	1817	MATHEWS	TEAZER	SCHOON	19.06
BROWNLEY, WILLIAM	1833	MATHEWS	JERSEY	SCHOON	50.27
BROWNLEY, WILLIAM	1834	MATHEWS	VIRGINIA	SCHOON	52.86
BROWNLEY, WILLIAM	1835	MATHEWS	CLIMAX	SCHOON	52.00
BROWNLY, JOHN	1830	MATHEWS	MARY ELIZA	SCHOON	36.24
CALLIS, WM	1815	MATHEWS	ANN AND REBECCA	SCHOON	67.06
CULLY, CHRISTOPHER	1777	EAST RIVER	ROW GALLEY	GALLEY	
CUSHMAN, A.G.	1829	EAST RIVER	LOUISIANA	BRIG	201.58
CUSHMAN, A.G.	1830	MATHEWS	STAR	SCHOON	57.69
DAVIES, BRAISTED	1808	EAST RIVER	EXPERIMENT	SCHOON	144.16
DAVIS, DIGGS	1811	MATHEWS	DISPATCH (R. STATES)	SLOOP	30.78
DAVIS, DIGGS	1811	MATHEWS	RISING STATES (DIS.)	SLOOP	30.78

DAVIS, EDWARD	1808	EAST RIVER	ABALLINO	SCHOON	137.77
DAVIS, F., JR.	1807	PEPPER CREEK	JUNIATA	SHIP	293.29
DAVIS, JAMES	1824	MATHEWS	LAURA JANE	SCHOON	56.17
DAVIS, JAMES	1825	MATHEWS	SARAH	SCHOON	
DAVIS, JAMES	1827	MATHEWS	RICHARD AND DOUGLAS	SCHOON	48.06
DAVIS, JAMES	1828	MATHEWS	UNITED STATES	SCHOON	62.02
DAVIS, JAMES	1828	MATHEWS	AERIAL	SCHOON	38.76
DAVIS, JAMES	1830	MATHEWS	EXPERIMENT	SCHOON	37.80
DAVIS, THOMAS	1797	MATHEWS	ELIZABETH	SHIP	
DAVIS, THOMAS	1819	MATHEWS	JOHN AND WILLIAM	SCHOON	23.42
DEGGS, JESSEE	1820	MATHEWS	ACTIVE	SCHOON	24.04
DIGGS, HARRY	1808	MATHEWS	MADISON	SCHOON	77.72
DIGGS, HENRY	1815	MATHEWS	WATER WITCH	SCHOON	38.06
DIGGS, JESSE	1799	MATHEWS	FANNY	BRIG	
DIGGS, JOSEPH	1806	MATHEWS	POWHATAN	SHIP	349.88
DIGGS&SMITH	1827	MATHEWS	POLLY	SCHOON	32.19
DIXON, FINDLEY	1816	STUTTS CREEK	TWO BROTHERS	SCHOON	25.48
DIXON, FINDLEY	1818	MATHEWS	ROSAMOND	SCHOON	22.54
DIXON, FINLEY	1814	MATHEWS	MARY ANN	SCHOON	27.38
DUN, JOHN	1795	MATHEWS	LUCY	BRIGTN	
EDENS, LANGLEY, B.	1811	MATHEWS	LOUISA	SCHOON	76.56
FITCHETT, WILLIAM	1795	MATHEWS	ECHO	SCHOON	
FITCHETT, WILLIAM	1796	MATHEWS	PATRIOT	SCHOON	
FITCHETT, WILLIAM	1798	MATHEWS	TRITON	SCHOON	
FITCHETT, WILLIAM	1832	MATHEWS	ELIZA	SCHOON	53.74
FORREST, HENRY	1778	MILFORD HVN.	UNKNOWN		
FOSTER, ISAAC	1779	MATHEWS	UNKNOWN	BRIG	
FOSTER, JAMES	1794	MATHEWS	PERSERVERANCE	SCHOON	
FOSTER, JAMES	1806	WINTER HRBR.	BETSY AND POLLY	SHIP	235.00
FOSTER, JOHN	1784	MATHEWS	BRILLIANT	SHIP	
FOSTER, JOHN	1788	MATHEWS	UNKNOWN	FERRY	
FOSTER, JOHN	1788	MATHEWS	UNKNOWN	SCHOON	
FOSTER, JOSEPH	1823	MATHEWS	PRECILLA	SCHOON	40.66
FOSTER, JOSIAH	1777	EAST RIVER	ROW GALLEY	GALLEY	

FOSTER, JOSIAH	1778	WINTER HRBR.	UNKNOWN		
GAYLE, BARTLETT	1831	MATHEWS	DOROTHY	SCHOON	34.15
GAYLE, BARTLETTE	1827	EAST RIVER	FORTUNA	SCHOON	110.38
GAYLE, CHRISTOPHER	1767	MATHEWS	UNKNOWN		
GAYLE, ELIJAH	1824	MATHEWS	MILES KING	BRIG	125.20
GAYLE, GEORGE	1794	MATHEWS	THREE FRIENDS	SCHOON	
GAYLE, GEORGE	1795	MATHEWS	LUCY	SCHOON	
GAYLE, GEORGE	1795	MATHEWS	GREYHOUND	SCHOON	
GAYLE, GEORGE	1796	EAST RIVER	BROTHERS	SCHOON	
GAYLE, GEORGE	1798	MATHEWS	ELIZABETH	SHIP	
GAYLE, HUNLEY	1795	MATHEWS	MONTEZUMA (U.S.S.)	SHIP	
GAYLE, HUNLEY	1805	MATHEWS	ORIZIMBO	SHIP	588.33
GAYLE, HUNLEY	1807	MATHEWS	UNKNOWN	SCHOON	115.00
GAYLE, HUNLEY	1807	MATHEWS	MISSOURI	SHIP	370.93
GAYLE, HUNLEY	1809	MATHEWS	UNKNOWN	SHIP	328.00
GAYLE, HUNLEY	1826	MATHEWS	VIRGINIA	SCHOON	102.78
GAYLE, JOSEPH	1768	VIRGINIA	RINESTON	SLOOP	
GAYLE, JOSEPH	1799	MATHEWS	LIBERTY	SCHOON	
GAYLE, JOSHUA	1788	MATHEWS	UNKNOWN	BRIG	
GAYLE, JOSHUA	1805	EAST RIVER	ANDURA	SCHOON	
GAYLE, JOSHUA	1805	MATHEWS	LIBERTY	SCHOON	55.64
GAYLE, JOSHUA	1806	EAST RIVER	WILLIAM BINGHAM	SHIP	363.30
GAYLE, JOSHUA	1806	EAST RIVER	INDIANA	SHIP	363.30
GAYLE, JOSHUA	1807	MATHEWS	MATCHLESS	SCHOON	99.76
GAYLE, JOSIAH	1806	MATHEWS	HARRIOT	SCHOON	
GAYLE, LEAVEN	1799	MATHEWS	EXPERIMENT	SCHOON	
GAYLE, LEVIN	1798	MATHEWS	BREVIS	SCHOON	
GAYLE, MATHEW	1779	EAST RIVER	UNKNOWN	BRIG	
GAYLE, MATTHEW	1799	EAST RIVER	UNKNOWN	BRIG	
GAYLE, ROBERT	1777	EAST RIVER	ROW GALLEY	GALLEY	
GAYLE, SEVERN	1808	MATHEWS	DISPATCH	SCHOON	50.77
GAYLE & DANGERFIELD	1838	MATHEWS	COLUMBIA	BRIG	156.39
HALL, THOMAS	1819	MATHEWS	SARAH ANN	SCHOON	55.59
HALL, THOMAS	1822	MATHEWS	THOMAS HALL	SCHOON	96.13

HALL, THOMAS	1826	MATHEWS	ALEXANDER	SCHOON	114.59
HARPER, JOHN	1807	EAST RIVER	ERMINIA	BRIG	161.54
HUDGINS, ELIJAH	1834	MATHEWS	ITINERANT	SCHOON	61.22
HUDGINS, HOULDER	1777	EAST RIVER	ROW GALLEY	GALLEY	
HUDGINS, JOHN	1797	MATHEWS	LITTLE ANN	SCHOON	
HUDGINS, JOHN	1807	EAST RIVER	SHEPHERD	SCHOON	107.00
HUDGINS, JOHN, J.	1825	MATHEWS	JJH	SCHOON	29.80
HUDGINS, JOHN, L.	1831	MATHEWS	JLH	SCHOON	180.30
HUDGINS, LEWIS	1827	MATHEWS	ELIZABETH	SCHOON	48.57
HUDGINS, THOMAS	1825	MATHEWS	PRESIDENT ADAMS	BRIG	199.12
HUDGINS, WILLIAM	1825	MATHEWS	DELIGHT	SCHOON	23.54
HUDGINS, WILLIAM	1834	MATHEWS	GALLEGO	SCHOON	57.60
HUDGINS, WILLIAM	1838	MATHEWS	HARRIET	SCHOON	62.39
HUGHES, EDWARD	1767	MATHEWS	UNKNOWN	SLOOP	
HUGHES, EDWARD	1768	EAST RIVER	UNKNOWN	SCHOON	
HUNLEY, AMBROSE	1758	VIRGINIA	INDUSTRY	SCHOON	
HUNLEY, JOHN B.	1805	MATHEWS	HENRY	SCHOON	97.92
HUNLEY, J.R.	1807	EAST RIVER	HIPPOMENES	BRIG	121.92
HUNLEY, RICHARD	1826	MATHEWS	HARRIET	SCHOON	37.38
HUNLEY, RICHARD	1828	MATHEWS	LUCIA G. HARRISON	SCHOON	61.35
HUNLEY, RICHARD	1829	MATHEWS	SALLY FRANCIS	SCHOON	28.59
HUNLEY, ROBERT	1808	WINTER HRBR.	DASH	SCHOON	108.56
HUNLEY, R.I.	1805	MATHEWS	MONTEZUMA	SCHOON	93.75
HUNLEY, THOMAS	1818	MILFORD HVN.	MARIA	SCHOON	56.46
HUNLEY, THOMAS	1820	MATHEWS	ELIZABETH	SCHOON	33.82
HUNLEY, THOMAS	1823	MATHEWS	SEAGULL	SCHOON	25.88
HUNLEY, THOMAS	1825	MATHEWS	INVINCEDORE	SCHOON	34.20
HUNLEY, THOMAS	1826	MATHEWS	WILLIAM AND THOMAS	SCHOON	51.29
JAMES, MATTHAIS	1777	KINGSTON	UNKNOWN	SLOOP	
JAMES, MATTHAIS	1779	MATHEWS	UNKNOWN	BRIG	
JAMES, MATTHAIS, JR.	1777	MATHEWS	LITTLE TARTAR	SLOOP	
JAMES, WILLIAM	1836	EAST RIVER	HARRIET	SCHOON	62.40
JARVIS, FRANCIS	1799	MATHEWS	FRANCIS	SCHOON	
JARVIS, FRANCIS	1836	MATHEWS	CHARLOTTE HARDER	SCHOON	129.52

JOHN FOSTER	1771	MATHEWS	UNKNOWN	SLOOP	
KEEBLE, HUMPHREY	1833	MATHEWS	LIBERTY	SCHOON	72.90
KING, MILES	1821	MATHEWS	ROSANNAH	SCHOON	165.24
KING, MILES	1830	MATHEWS	MUTUAL RIGHTS	SCHOON	56.06
KNIGHT, JOSEPH	1825	MATHEWS	WALTON GRAY	SCHOON	67.76
LEWIS, JOHN	1815	MATHEWS	CATHERINE	SCHOON	24.69
LITCHFIELD, JOHN	1797	EAST RIVER	ZEPHYR	SCHOON	
MILLER, BOOKER	1826	MATHEWS	ELIZABETH	SCHOON	44.49
MILLER, BOOKER	1830	MATHEWS	TWO BROTHERS	SCHOON	70.32
MILLER, BOOKER	1834	BLACKWATR CR	HARRIET COLUMBIA	SCHOON	48.04
MILLER, GABRIEL	1795	MATHEWS	VIRGINIA	SCHOON	
MILLER, GABRIEL	1798	MATHEWS	WILLIAM	SCHOON	
MILLER, GABRIEL	1799	MATHEWS	CONRAD	SCHOON	
MILLER, GABRIEL	1799	MATHEWS	TWO BROTHERS	SCHOON	
MILLER, GABRIEL	1804	MATHEWS	RATTLESNAKE	SCHOON	58.14
MILLER, GABRIEL	1816	MATHEWS	MARYLAND	BRIG	160.85
MILLER, GABRIEL	1816	MATHEWS	HEYDEY	BRIG	
MILLER, NATHANIEL	1811	MATHEWS	SPARROW	SCHOON	83.39
MOGSON	1797	MATHEWS	MARY	SCHOON	
MORGAN, JAMES	1806	MATHEWS	UNKNOWN		40.80
MORGAN, JAMES	1828	MATHEWS	THREE BROTHERS	SCHOON	30.15
MUNTON, WILLIAM	1848	MATHEWS	SALLY AND SETH	SCHOON	32.86
N	1782	MILFORD HAVEN	LIVELY	SCHOON	
OREM, ANDREW	1830	MATHEWS	GIOIA	SCHOON	50.29
OWEN, JOHN	1850	MATHEWS	FLY	SLOOP	8.30
PARSON, ABSALEM	1797	MATHEWS	PEGGY	SCHOON	
PARSONS, THOMAS	1812	BLACKWATR CR	EAGLE	BRIG	210.89
PATTERSON&GAYLE	1806	EAST RIVER	USS GUNBOAT #62	SCHOON	
PATTERSON&GAYLE	1806	EAST RIVER	USS GUNBOAT #63	SCHOON	
PATTERSON&GAYLE	1806	EAST RIVER	USS GUNBOAT #65	SCHOON	
PATTERSON&GAYLE	1806	EAST RIVER	USS GUNBOAT #64	SCHOON	
PETERSON, JOHN	1799	MATHEWS	SHEPERDESS	SCHOON	
PITT, WILLIAM	1805	MATHEWS	ANN	SCHOON	87.20
RANSOME, THOMAS	1813	BLACKWATR CR	FINDORF	BRIG	187.00

RANSOME, THOMAS	1817	NORTH RIVER	MARGARET	SHIP	378.30
RANSOME, THOMAS	1818	MATHEWS	DICK	BRIG	207.22
RANSOME, THOMAS	1830	EAST RIVER	CRAWFORD	SCHOON	59.32
RANSONE&HUNLEY	1808	EAST RIVER	SWALLOW	SCHOON	163.27
REED, FRANCIS	1796	GWYNN'S IS.	MILDFORD	SCHOON	
REED, FRANCIS	1798	MATHEWS	VIRGINIA	SCHOON	
REED, FRANCIS	1799	MATHEWS	BETSY	SCHOON	
REED, FRANCIS	1800	GWYNN'S IS.	JOHN McMYER	SCHOON	33.28
RICHARDSON, WILLIAM	1826	MATHEWS	LUCY ANN	SCHOON	31.88
ROBINS, JAMES	1800	MATHEWS	HART	SCHOON	57.08
ROBINS, JAMES	1800	MATHEWS	START	SCHOON	57.08
ROBINS, JOHN	1799	MATHEWS	EAGLE	SCHOON	
ROY, JAMES, H.	1804	MATHEWS	AUGUSTA	BRIG	198.04
ROY, JAMES, H.	1810	MATHEWS	ANN AND ELIZA	SCHOON	23.14
SAPER, JOHN	1794	EAST RIVER	BETSY AND SALLY	SCHOON	
SAUNDERS, JAMES	1824	MATHEWS	SPREAD EAGLE	SCHOON	18.60
SAUNDERS, JAS	1824	MATHEWS	FRANCES	SCHOON	76.59
SMITH, JAMES	1805	MATHEWS	SQUIRREL	SCHOON	72.20
SMITH, PETER	1810	MATHEWS	ARGUS	SHIP	269.48
SMITH, THOMAS	1767	KINGSTON	UNKNOWN	SHIP	
SMITH, THOMAS	1797	EAST RIVER	PERSERVERENCE	SHIP	
SMITH, THOMAS	1805	EAST RIVER	SIDNEY	SHIP	517.59
SOAPER, JOHN	1798	MATHEWS	HARMONY	SCHOON	
SOPER, JOHN	1797	MATHEWS	FELICITY	SCHOON	
SOPER, WILLIAM	1795	MATHEWS	DOLPHIN	SCHOON	
SOPER, WILLIAM	1796	HORN HARBOR	ADVENTURE	SCHOON	
THOMAS, JOHN	1829	MATHEWS	PILGRIM	SCHOON	25.15
TOMPKINS, CHRISTOPHER	1833	MATHEWS	WILLIAM TOMPKINS	SCHOON	104.20
TOMPKINS, ROBERT	1856	VIRGINIA	FRIENDSHIP	SLOOP	30.00
WHITE, ABSALOM	1833	MATHEWS	PASS	SCHOON	53.80
WILKES, JOHN	1839	MATHEWS	ZION	SCHOON	59.53
WILLIAMS	1855	GREENPOINT	CLARA HAXALL	BARK	39.00
WILLIAMS, GREGORY	1798	MILFORD HVN.	ELIZA	SNOW	
WILLIAMS, JOHN	1831	MATHEWS	REBECCA	SCHOON	43.23

WILLIAMS, JOHN, G.	1834	MATHEWS	JOHN HIPKINS	SCHOON	143.75
WILLIAMS, SAMUEL	1829	MATHEWS	FROLIC	SCHOON	22.00
WYLIE, ROBERT	1777	GLOUCESTER	JOHN	SCHOON	
YEATMAN, THOMAS	1800	MATHEWS	REBECCA	SHIP	246.31

APPENDIX F

VESSEL CONTRACT -- 1801

(addressed) John Patterson to James Foster for Mr. Pierson his Brig now upon the stocks.

The brig (is) to be finished complete to a cleat with masts, spars of every description necessary for a brig when perfectly complete with horn cleats, snatch cleats, thumb cleats and all other necessary cleats agreeably to (the) directors.

* Six inches (are) to be added to the present depth between decks which can be done by making the setting in top timbers 6 inches longer which with the stanchions will secure the plank shore and water ways sufficiently.

* Two binding strakes -- the lower one 12 inches and the upper one 10.5 inches when dressed of good oak clear of rents, knots and shakes.

* The quarter deck to take in the main mast if necessary and to be raised 7 inches above the main mast and quarter deck plank to lap one set beams. The quarter deck and main deck plank to be of the very best quality, clear of sap, knots, shakes to be laid with spring seams to correspond with the round of the deck beginning to lay in

the sides and converge to a straight scam in the center with the scarff butts and middle seamed.

* The wash plank must be fine grained yellow pine quartered with 5 strakes in the waist great clear of sap knots, shakes and cat faces.

* Another set bends (must be) put on below the other set of 174 inches under in width and well secured and the upper set of bends to be dubbed off into a clock strake if necessary.

* The windlass to be as secure as shall be directed (and) all the iron work found except the clasps, belfry and gallows.

* Rails and stanchions all round of such size as directs. The stanchions to be 3 1/2 feet long above the covering board, the bead on the stanchions and lower edge of the said to be mitered and dressed (and) in other respects shall be directed.

* Tops, caps, trestle trees and cross trees of every description to be furnished and all the outside joiner's work to be found neatly executed agreeable to direction. The ceiling to be fully nailed off and planed and every security of iron work of sufficient quantity and size to complete the whole quantity necessary for the hull to be found by the builder except rudder irons, duff sails, stirrups, butt bolt rings and eye bolts for the deck and sides and stay nails for the rails and stanchions. The

bottom and decks to be nicely planked to receive the painting, to be done by the builder and every bolt riveted at his expense. All the knees, beams and carlings to be of such size as shall be directed and all planed and beaded and finally that the whole work shall be constructed and finished in a neat, complete, workmanlike manner in every respect and the said brig to be so finished and delivered afloat clear of all bars in a navigable channel to the Chesapeake Bay the month of September next and should any difference of opinion take place at any time between the contracting parties as to the meaning and intent of the contract it shall as it is hereby agreed at all times to be settled by Mr. Hunley Gayle and Leaven Gayle or either of them. The said James Foster will find the wood for setting the head and the workmanship in setting in except the person who is to direct the work. The said John Patterson to find the joiners work upon the head and the iron work the said builder is also to furnish the said brig with a complete set davits for the stern boat and they properly secured and the said brig is at all times to remain the risk of the builder until finished and delivered as aforesaid.

* The said John Patterson will pay to the said James Foster one thousand dollars in cash, iron, pork, corn, oakum, tar, rum, whiskey, sugar and coffee or any other article of merchandise which can be conveniently secured and the remainder of the purchase money -- say \$2000 (as

follows) 400 in 6 months, 400 in 12 months, 400 in 18 months, 400 in 24 months, 400 in 30 months to be completed as to the time upon each payment from the date of the delivery of the brig when finished complete to a cleat -- \$1000 while building.

This document is a vessel contract from the Billups Papers in the Manuscript Department of Swem Library at the College of William and Mary in Williamsburg, VA. The contract is in Box 9, folder 21.

