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The Port of St. Augustine During the British Regime

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THE PORT OF ST. AUGUSTINE DURING THE
BRITISH REGIME
by WILBUR H. SIEBERT

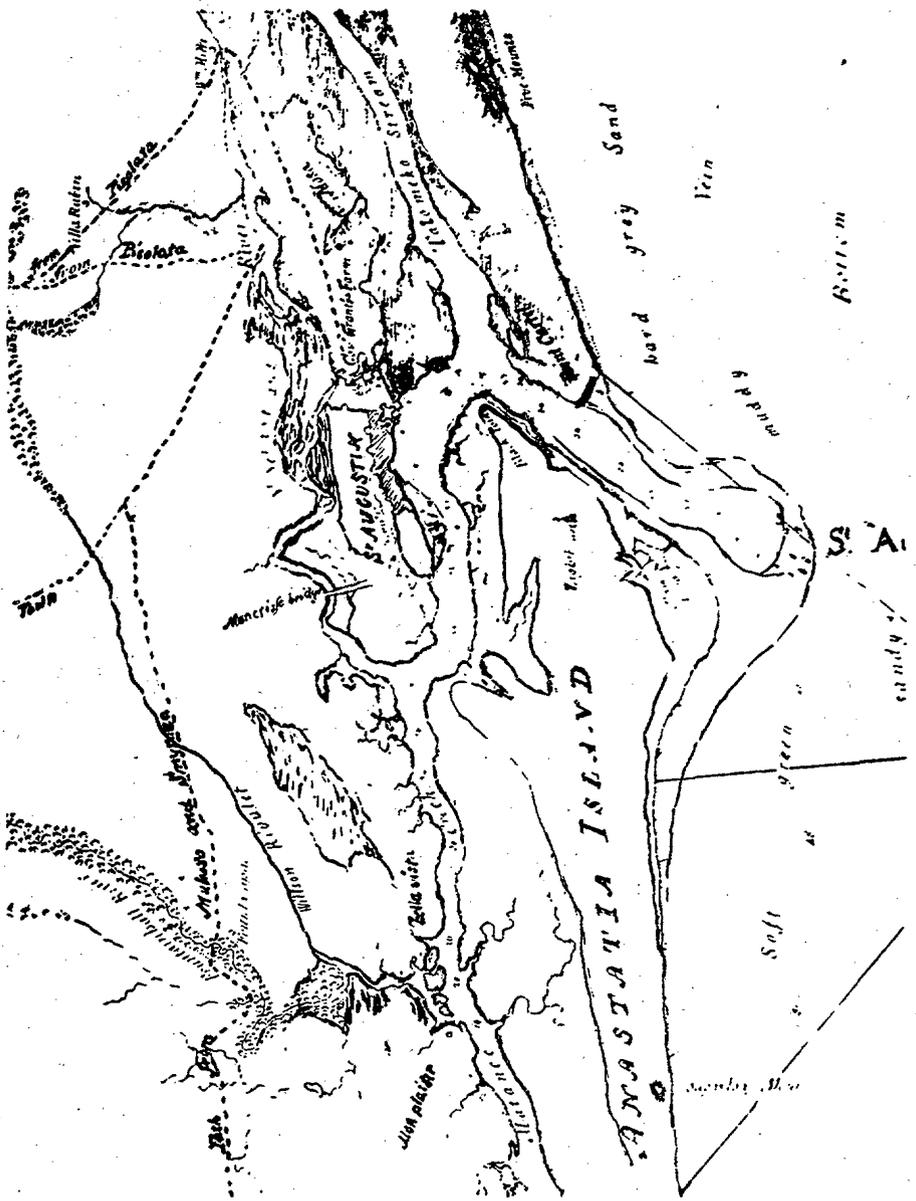
PART I

The Look-out Tower on Anastasia Island

A little more than six miles of Anastasia island, eastward of St. Augustine, is shown on the old map by De Brahm, one-time surveyor-general for the Southern District of British America. The channel is depicted and, less than a mile east of the fortress or "castle," the bar. The Look-out Tower stands two thirds of the island's width at that point from its inner side, a little more than a fifth of a mile from its outer side, and half a mile from the shore directly north. De Brahm's survey was made in 1765 and 1766. ¹ On a much earlier map Boazio shows Drake's attack on St. Augustine in June 1586. On this map a few lines represent the Look-out as standing in the northeastern area of Anastasia island, with mounds of sand to the east and north. Tilled plots of ground are scattered among clumps of trees southwest of the Look-out, three of the plots having houses. Drake's fleet lies off the east shore of the island from the channel a distance southward. Boats are landing troops north of the Look-out and more boats at the north end of the town. ²

In times of peace when a ship approached the bar, a bell was rung as a signal for some of the Spaniards to put off to the ship in boats so as to assist in case of a mishap on the bar. ³

1. Plan of St. Augustine Inlet and Town, by Wm. Gerard de Brahm, Esq.
2. *Expugnatio Civitatis S. Augustini in America Sitae.* (St. Augustine Historical Society).
3. Schoepf's *Travels in the Confederation.* (Morrison translation, Philadelphia 1911) II, 228.



Plan of St. Augustine Inlet and Town. Drawn in 1765 and 1766 by William Gerard de Brahm.

De Brahm shows the watch tower to have been a little more than a mile and a half southeast from the fort and a little south of the southern end of St. Augustine. The Spaniards had built it of coquina or shell rock, quarries of which existed, and still exist, on a ridge somewhat west of the Look-out site. These quarries were twelve to fifteen feet deep, fresh water preventing their deeper excavation. The coquina was, of course, the stone used in the construction of the fort on the mainland. The width of Anastasia island where the Look-out stood was scarcely a mile. The same distance southward its width was over two miles. Its total length was fourteen miles. De Brahm wrongly called the tower a "light house," and correctly said that it had been built of mason-work by the Spaniards. In 1769, by General Haldimand's order, the tower's height was more than doubled by the addition of some fifty feet of carpentry-work, on top of which a cannon was planted. This was fired at the moment the flag was hoisted as a signal to the town and pilots that a vessel was outside. De Brahm noted that the "light house" had two staffs, one to the south and one to the north, the flag being raised on the latter if the vessel came from the north and on the former if it approached from the south.⁴

In his *Concise Natural History of East and West Florida* (1775) Bernard Romans, deputy surveyor under De Brahm, speaks of the Look-out Tower as situated about half a mile from the north end of Anastasia island, a heavy stone building serving for a look-out, with a small detachment of troops on duty there. By signals they informed the inhabitants what kind of, and how many, vessels were

4. Wm. Gerard de Brahm, MS. in Widener Library, Harvard University, Cambridge, Mass.

approaching the harbor, either from the north or the south. He, too, tells that in 1770 fifty feet of timber framework were added to its former height, and to that a mast or flagstaff forty-seven feet long, but this last endangered the building and was soon taken down.⁵ The erection of the wood section and certain repairs on the tower were the work of John Allen, for which he was paid one hundred pounds. This item appears in the contingent expenses for the year 1769-70. There was also an item for halyards and a pennant for the Look-out. Another pennant and a flag for the same were procured in 1771. About two years later the tower was repaired with iron-work by the blacksmith Robert Bonsall.⁶

Soon after the landing of Lieutenant Colonel James Robertson at St. Augustine, September 9, 1763, from New York, he sent William Brasier to the Look-out Tower to draw a ground plan and a vertical section of it. Later this was enclosed with Robertson's "Report on the State of Florida" to the commander-in-chief.⁷ The author wrote that the Spaniards had only four men at the Look-out, although it could accommodate forty to "keep guard conveniently."

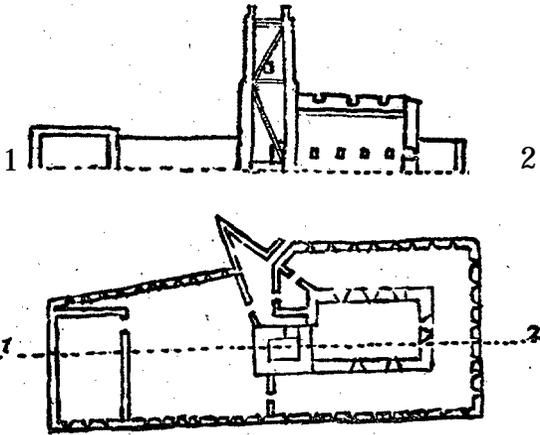
The dimensions and other features of the Look-out are given by John Bartram, the noted Quaker botanist of Philadelphia, who made collecting excursions with his son William to the island several times in the latter half of October 1765. They rowed over at noon of the 29th, walked to the "watch

5. *Journals of John and Wm. Bartram* (American Philosophical Society 1942), p. 105; W. H. Siebert, *Loyalists in East Florida, 1774-1785*, II, 342-343.

6. C. O. 5/551, p. 93; 5/552, p. 115; 5/554, p. 107.

7. Brasier's original drawing, measures 15 by 7 1/2 inches and is in the archives of the Library of the Colonial Office, in Downing Street, London, S. W.

house," thence to the sea shore and between it and the sand hills until evening. They gathered strange seeds and "Billy" found some curious plants. Returning to the "light house," wrongly so called, they were lodged for the night. They climbed the wooden ladders inside the tower to its top, forty feet high and crowned with battlements. They viewed the coast and the raging ocean as far as they could see. Bartram explained that the use of



William Brasier's vertical section and ground plan of the Lookout Tower on Anastasia Island. Drawn probably in 1763. Figure 2 is at east end.

the tower was to signal the approach of a vessel by hoisting a flag for the town to send out help, which was often wanted, and to warn sailors at night to avoid the dangerous breakers.⁸

Most of Bartram's measurements are in paces, here translated into feet : the outer wall of the entire structure was eighty feet long and twelve feet high. The west end was thirty-one and a half feet wide, and formed the outside wall of a guardroom twenty-one feet, eight inches long, by thirteen feet wide.

8. *Journals of John and William Bartram*, p. 34.

Adjoining the tower and extending east within the larger court, was a rectangular, battlemented wall twenty feet high, enclosing two "strong rooms," one above the other, with the same dimensions as the guardroom. The lower strong room was pierced with loopholes. Outside was an enclosing path eight and a half feet wide. A well of potable water had a depth of twelve feet. The east end wall measured forty-three feet outside.⁹ A salient angle extended from the middle of the south side of the other wall. Through the angle's east wall was the only passage into the tower, courts, and rooms. He mentions neither the passage nor the angle.

Of course the Look-out Tower was "a guide for navigators," and its guards cared for the property and hoisted the proper signals when vessels came in sight of the coast. The hidden bar in the shallow channel necessitated guidance by pilot boats for entering or leaving vessels. There were only two men in charge of the tower during the fiscal year 1767-68. They were Alexander Leslie and Robert Bennet, and their pay was eighteen pounds, five shillings. In 1768-69 Andrew Drysdale and John McKay were on duty; the next year Hector Collins and William Watt; in 1770-71 William Kennedy and William Rytledge. The number for 1771-72 was increased to three, viz., Henry Gill, gunner, John Bell, and Robert Gregg. Their pay was four pence a day each, or eighteen pounds, six pence. Gill continued as gunner during 1772-73 and Bell remained, but Gregg was replaced by William Culbert. The next year the Look-out was in charge of Francis Neal, Christopher Hammond, and Anthony Richardson. They were supplied with a new flag to hoist, made by the tailor Thomas Tweedy, and with a

9. *Journals of John and William Bartram*, p. 34.

number of "signal balls," for which Henry Catter, the additional pilot, was paid two pounds, thirteen shillings.¹⁰

THE POOR BOATS

The signaling from the tower was intended to bring out the pilot and his assistants in their boats to escort ships into port. Sometimes adverse wind and heavy seas prevented their coming out, or, at least, their performing efficient service. At the evacuation of East Florida by the Spaniards, late in August 1763, Governor Feliu had no help in embarking the families and artillery except "from the long boat and a launch." He believed that in order to cross the bar laden, vessels should not draw more than eight feet of water. Of his fourteen transports, an English packet plied to windward for a week before being able to anchor outside the bar. Four other vessels were delayed by the foul weather and the shallow depth over the bar. Some that were loaded in port had to be lightened, towed out, and their cargoes and supplies carried out to them. Families from two such vessels were transferred to the English packet outside.¹¹

Lieutenant Colonel Robertson ran grave risks when he arrived off the bar with four ships, on September 8. The waves ran "mountain high" and the wind blew "directly on shore." He had signals given but learned from a near transport that "a personal application only could procure a pilot." His message was delivered by a man from a small vessel that ventured in without a guide and was cast away. By morning the gale abated and a Spanish launch came and piloted in all the vessels that could cross the bar. Evidently the detachment

10. C. O. 5/549, p. 118; 5/550, p. 125; 5/551, p. 93; 5/52, pp. 115, 275, 307; 5/553, p. 147; 5/554, p. 106.

11. 86-7-11. Feliu to Governor of Havana, Aug. 25, 1763.

of troops and the stores on board the *Venus* had to be ferried in. The *Benjamin's Conclusion* had ridden at anchor in peril for thirty days and had been loosened. It was sent back to England.¹²

Late in October two French sloops assisting in the evacuation were lost, one at St. Augustine and the other a few miles down the coast, where the schooner *Charming Sally* was also wrecked about the same time. A Spanish brigantine, unable to leave the harbor with half a load, was freighted outside by the help of small boats.¹³

Robertson learned that visiting navigators paid the Spanish pilots three dollars to fetch them in and as much to lead them out and sixty bits (\$7.50) to assisting soldiers each time. He tried to employ qualified residents as pilots by promising them the same rate of pilotage, the use of a launch, and the tenancy of a house at the Look-out. All refused unless paid fifty pounds a year. He thought mariners from New York could become pilots in a week and "be of infinite service to this place." He considered the shifting bar "a fable invented to raise the price of pilotage," and was sure that Assistant Engineer Philip Pittman's chart of the harbor and his description of its landmarks would largely remove "the difficulty of getting in." No vessel would attempt it at this season despite the high prices it could get for what it brought.¹⁴

Robertson told in his report that the bar sometimes had fifteen feet of water at high tide and only four at low. The breakers ran "terribly high" and

12. Robertson to Amherst, Sept. 26, 1763 (Gage Papers, in William L. Clements Library, University of Michigan, Ann Arbor).

13. *Georgia Gazette*, late Oct., 1763; 86-7-11, Feliu to Conde de Ricla, Nov. 15, 1763.

14. Robertson to Amherst, 13 May, 1764 (Gage Papers).

the coast was unsheltered from southeast storms, to which it was very subject in autumn. Inside the bar, however, the harbor was safe. In December Commandant Major Ogilvie wrote to General Gage that if a pilot, a large boat, and a schooner were not procured for St. Augustine it would have no trade.¹⁵

One surmises that the Look-out Tower lacked signal men at the departure of the Spaniards. That would explain Captain Laurence's failure, on May 6, 1764, to advise Ogilvie of the presence of himself and the *Industry* transport outside the bar. Having no boats to pilot her in, the *Industry* was cast away and her wreckage strewn down the coast. It was already too late when all boats in port were sent to her aid. They could only bring back a few supplies and six boxes of subsistence money for the troops. A guard was set over the hulk and most of the damaged goods were salvaged by inhabitants. Despite such wrecks De Brahm declared that with a southerly or easterly wind the bar of St. Augustine was "as safe as any in America." He considered the evil things said of it to have done great injustice.¹⁶

Returning to New York, Robertson hired in behalf of Gage, a pilot and three assistants to proceed at once to St. Augustine. James Warner as pilot was to have thirty-five pounds sterling a year, a house and ground for a garden, provisions from the king's stores, and the customary pilotage from arriving and departing vessels. He was to pay a reasonable allowance to any soldiers he might employ. Each of his three assistants-Josiah Warner, David Ward, and Richard Sax-was to receive

15. C. O. 5/83 p. 137.

16. Ogilvie to Gage, 13 May, 1764 (Gage Papers) ; *Georgia Gazette*, Feb. 21, 1765.

seventeen pounds, ten shillings, a year, and provisions.¹⁷

Seven months after the arrival of Governor James Grant, August 29, 1764, he complained to the Board of Trade that Gage would pay the pilot and his men for their first year only, and that his contingent fund would not bear the expense. Moreover, they had no proper boat and were thus prevented from crossing the bar when vessels were sighted. So he decided to have a decked boat built at Charleston as "absolutely necessary for the safety of the shipping and the good of the province." He would pay for it out of the contingent fund.¹⁸

Henry Laurens supervised the construction of the new pilot boat. It had a twenty-five foot keel, a ten foot beam, a cockpit and seats abaft, a five foot hold, a long floor, a clean run, a round tuck, etc. It was fitted with masts, yards, booms, bowsprit, and everything complete. Laurens named it the *Dependence Pilot Boat* and put it in charge of Captain Peter Bachop and his crew to navigate to St. Augustine. It cost fourteen hundred and twenty-three pounds, seven shillings, or much more than double its estimated price.¹⁹

Pilot Warner wanted a fixed salary and threatened to leave unless he got it. Grant reminded the Lords of Trade that no allowance had been assigned to the pilot in the provincial estimate for the year 1765-66, and that Warner's departure would severely hurt the place. Not a single vessel had been lost since his arrival. He repeated this statement in a letter of January 26, 1766, when Warner had

17. C. O. 5/540, p. 297; Agreement between Lt. Col. James Robertson and a Pilot and Sailors for St. Augustine.

18. C. O. 5/540, pp. 159, 234; *South Carolina Gazette*, Aug. 25, Oct. 1, 1764, *Georgia Gazette*, Sept. 20, 1764.

19. C. O. 5/540, p. 234; Grant to Lords of Trade, Nov. 22, 1764.

been in service nearly two years. Grant claimed that vessels with more than ten feet draft could be brought into the harbor safely, and that everybody agreed there could be no better anchorage than that outside the bar and along the coast. Sloops of war had anchored off the bar for ten days in very bad weather without an accident to any of them.²⁰

In November 1764 William Greening arrived at St. Augustine as naval officer to enter and clear vessels, issue their bonds for enumerated commodities, cancel those received in other ports, sign and seal certificates for naval stores and so on. He soon found that his fees were inadequate to provide him with the necessaries of life, which were "extremely expensive." His fees averaged eight shillings a vessel, and only twenty-six brigantines, sloops, and schooners had entered the port during the half year from November 14, 1764 to May 14, 1765. He asked the home authorities for more income and was given the additional office of register. This helped but little on account of the scant number of legal papers to be recorded. Greening served for more than three years and died in October 1768, lamented as "a gentleman of most amiable character."²¹

The official records show that thirty-five vessels entered the port of St. Augustine in 1764, including the artillery ship which came up to town on December 8 with Captain Lieutenant Skyner and thirty soldiers on board, and tools and other things for Colonel James Moncrief. In the years 1767, 1768, and 1769 the number of arriving vessels was fifty-two, fifty-six and fifty, respectively. In 1770 and

20. C. O. 5/540, p. 301; 5/548, p. 146.

21. C. O. 5/540, pp. 211, 215; 5/548, pp. 95-98; *South Carolina Gazette*, Oct. 24, 1768.

1771 it dropped to thirty and twenty-six. Most of them ranged from thirty tons down to ten or twelve, and brought their passengers and goods from larger ships at Charleston. They carried back produce and travelers to such vessels bound for Northern or for British ports. Only one or two ships of seventy, eighty or one hundred tons visited St. Augustine during the years mentioned above, and these had probably come direct from England.²²

Grant did not limit the *Dependence* to its piloting. In February 1768 he instructed its master, Benjamin Barton to sail it down to the Florida Keys and stop Bahama Islanders from felling mahogany and other valuable timber to carry off in their vessels. He was also to warn them that the armed schooner *East Florida* would be stationed in those waters to seize seacraft stealing the British king's timber. Grant allowed the *Dependence* to extend her voyage to Havana, so that Jesse Fish, a resident of Anastasia island, could attend to business there.²³

Although the pilot's salary for the year 1765-66 and those following was fifty pounds,²⁴ James Warner had left the harbor. A pilot and his three assistants continued to receive their pay, provisions, and daily tots of rum. In 1768-69, 1769-70, and 1770-71 James Smith was the "additional pilot" for attending the bar, but was replaced by Henry Catter for the year 1772-73 at a salary of twenty pounds, this being increased to twenty-five pounds the next year. Probably from the end of Captain Barton's service as pilot Josiah Warner held that post, al-

22. Grant to Gage, Dec. 8, 1764 (Gage Papers) ; *Florida Historical Quarterly*, Oct. 1941, p. 134.

23. C. O. 5/541, pp. 1-4, 61.

24. C. O. 5/563, pp. 192, 222, Feb. 7, 1770, pp. 284-285; 5/550, p. 77; 5/553, p. 15; 5/554, p. 59.

though the title does not appear with his name until in the budget of 1771-72.²⁵

Barton's short service as pilot may have been ended by his loss of the *Dependence*. His name is not mentioned in that connection, but we know that the costly boat was "lost on the Mosquito beach" and that the *Augustine Pilot Boat* was built and rigged to take its place. The local ship carpenter Samuel Grondine shaped the *Augustine's* hull, masts, booms, and bowsprit for the sum of sixty-five pounds. Its rigging and sails were brought from Savannah by the *East Florida*, for which John Graham received fifty pounds. These bills were presented in the year 1767-68. The small pilot boat had been stranded on the South Beach and considerably damaged. John Ross was paid nearly sixteen pounds for repairing it. More than ten pounds were spent on sundries for both pilot boats.²⁶

On October 18, 1768 two transports with troops from Pensacola for St. Augustine suffered much in a gale, one a sloop-losing her mast. By December 6 all of the 21st Regiment and most of the 31st had disembarked. Two days later one of their transports parted her cables in a hard gale and broke up on the bar. After this bad weather both pilot boats required extensive carpentry repairs and ironwork. For the latter Robert Bonsall's bill was nearly eleven pounds and for the former Samuel Grondine's was close to fifteen pounds. After a squall had driven the small boat on the South Beach, it was launched by some soldiers and civilians, who got sixteen shillings for their labor.²⁷

25. C. O. 5/550, p. 125; 5/551, p. 93; 5/552, pp. 115, 275, 295, 297, 301, 303; 5/553, pp. 119, 133, 143; 5/554, p. 107.

26. C. O. 5/549, p. 118.

27. *South Carolina Gazette*, Nov. 7, Dec. 15, 1768; *Georgia Gazette*, Jan. 4, 1769; C. O. 5/550, p. 125.

After having spent some months in Charleston, the 21st Regiment embarked early in September 1769 for St. Augustine to relieve the 9th Regiment. It sailed on the transports *Mary*, *Sally* and *Harriet*, which were blown out from their destined port and spent a month or more at sea before getting back to Charleston. Grant wrote to Hillsborough early in November that embarkation in Southern latitudes should be avoided in September if possible, very stormy weather occurring about the time of the equinox. The hardest gale he had ever witnessed in any part of the world had raged on September 28 last. He added that the schooners bringing the 21st Regiment were then in sight.²⁸

Seeking to avoid further accidents, General Haldimand had ordered the 21st to re-embark at Charleston on vessels small enough to pass the St. Augustine bar, but ironically had himself hired a vessel of nine feet draft to convey him to Pensacola. He had ample time to realize his mistake during the ten days his vessel lay inside the bar, being unable to cross it until April 26, 1770. Nearly a month later four companies of the 31st Regiment landed from Pensacola, a sergeant's guard remaining with the baggage and provisions in a ship of too much draft to enter over the bar.²⁹

In the year 1769-70 both pilot boats were furnished with sundries, for which Mr. Bonsall was paid more than twelve pounds. The small boat was also fitted with a new bowsprit and new masts by John English, the ship carpenter. These cost something

28. *South Carolina Gazette*, Oct. 12, Nov. 2, 23, 1769; C. O. 5/551, p. 5; Grant to Hillsborough, Nov. 5, 1769.

29. *South Carolina Gazette*, Nov. 16, 23, 1769; Brit. Mus. Add. Mss. 21664, f. 90, p. 157; Maxwell to Gage, May 24, 1770 (Gage Papers).

more than a pound. In a letter of December 12, 1770 Grant boasted to Hillsborough that during the last two months no less than forty vessels from New York and other places had entered the harbor without a single accident in passing and repassing the bar. He suggested that if the port could have a few boats like the Spanish launches troops might embark and disembark more easily than in many other places. Until then large vessels visiting the Florida coast would doubtless experience delay. However, merchant vessels commanded by Messrs. Severe and Fuller had suffered no damage during Grant's seven years in the province.³⁰

Both pilot boats were again repaired and supplied with accessories during the year 1770-71. Samuel Grondine's repairs cost nearly thirteen pounds. Pilot Joseph Warner had three pairs of oars shaped, two pairs being twelve feet long, two masts, and a rudder. He had four pairs of rowlocks wrought, a rudder iron, a set of runner irons, etc. To render the boats water-tight, he supplied six pounds of oakum for caulking and a barrel of pitch and a quantity of tallow for coating their bottoms. All these things cost almost twenty pounds sterling.³¹

Sometime in January 1771 the snow *Charlotte* landed one hundred and twenty slaves from Banca island at St. Augustine, and while Captain James Tosh was on shore with them, the snow lost her anchors in a gale which blew her out to sea. Her mate took her into Charleston about the end of that month.³²

30. C. O. 5/551, p. 93; 5/552, pp. 115, 275, 297, 9.

31. *Ibid.*

32. *South Carolina Gazette*, Feb. 7, 1771.

Gay St. Augustine

A fortnight later, to the joy of St. Augustine's population, the band of the 21st Regiment came ashore. For two months, according to Governor Grant, the town was "the gayest place in America," with nothing but balls, assemblies, and concerts. In April, the musicians embarked on shipboard and sailed the next day for Philadelphia. A month later Grant further saddened the towns-people by departing for Britain. Sailing to Charleston, he transferred directly to the *Sandwich Packet*, which weighed anchor in two days.³³

At the close of the previous March Lieutenant Governor Moultrie had credited Providence in a letter to Hillsborough with having altered the St. Augustine bar "much to its advantage," a channel having opened north of the old one and nearer the harbor. Its course ran northeast and southwest, permitting vessels to go in and out with the prevailing southeasterly and westwardly winds. Inside the bar they were safe at once.³⁴

Despite Moultrie's praise of the new channel, Captain Frederick George Mulcaster was directed to have a new pilot boat built. It was outfitted with masts, sails, cables, an anchor, etc., for which the sum of forty-two pounds was paid in June, 1772. During the last of July and the beginning of August the new passage was useless under a northerly wind. The sea ran so high at the bar that "no vessel could get over." Five transports were anchored outside to receive the 31st Regiment. Three schooners were hired to carry the baggage

33. Grant to Gage, Feb. 18, 1771; Grant to Maxwell, Mar. 27, 1771; Grant to Gage, Apr. 3, 17, 1771; (all in Gage Papers); *South Carolina Gazette*, May 16, 1771.

34. C. O. 5/552, p. 232.

out to the ships and could make only one trip in twenty-four hours. On August 12 Major McKenzie and the regiment crossed on flatboats to the Anastasia island beach and lay that night on their arms. Next day they were conveyed by the schooners out to the transports, which soon vanished from sight.³⁵

Despite these trying experiences of the troops in departing, Moultrie boasted to Hillsborough that ever since the new bar's discovery "the benefit of it had been felt." Although it was no deeper than the old one, its situation was so much better that navigation proceeded with more expedition and safety. However, the brig *Pompey* was an exception to this statement even though General Gage declared it light enough to help the 29th Regiment and its luggage on board the large transports outside the bar. In fact the *Pompey* could not carry one company out of port in the teeth of an easterly wind that left the water too shallow over the bar. It did not sail until late in August. Lieutenant Colonel Carr wrote to Gage that the bar shifted so often that the pilots were frequently at a loss to know anything about it, and vessels often struck on it. Passing it once was enough for Carr, having struck four times in an open pilot boat.³⁶

St. Augustine's only wharf had been built some years before by Messrs. Kender, Mason and Jones near Fort St. Mark for the convenient landing of provisions near that post. During the past three years Thomas Nixon, a London merchant, had sent one or more ships a year to St. Augustine laden with building tools, farm implements, and other

35. C. O. 5/662, pp. 297, 305; Lt. Col. Maurice Carr, 29th Regiment, to Gage, Aug. 15, 1772 (Gage Papers).

36. C. O. 5/552, p. 378; Gage to McKenzie, June 29, 1772; Carr to Gage, Sept. 5, 1772; Gage to Carr, Nov. 10, 1772, (Gage Papers).

manufactures, which were stored in his centrally located warehouse. He had petitioned for land on the water front nearby to establish his own wharf. The old wooden wharf and stage were remote, riddled by worms, and unsafe for landing goods. Fearing denial of his petition, Mr. Nixon appealed to Lord Darmouth to aid him.³⁷

In February 1773 one of the old pilots boats sank in the river, but was hauled up by the aid of cordage wound on a gin or windlass by Corporal Dobings and other soldiers. They were paid something more than three pounds for their labor. Robert Bonsall received a like amount for bracing both of the old boats with iron-work, and Richard Poole a pound for caulking the larger one. Several months later both craft were well painted and coated with soft resin and tallow. They were also supplied with tarred and cable ropes, clouts, two large padlocks and other sundries. For all these things Robert Payne and Henry Catter were paid, the latter over twelve pounds and the former more than twenty-two pounds. Both boats underwent carpentry repairs by John Hewitt and more iron-work by Robert Bonsall, who did some on the Look-out Tower.³⁸

Another new pilot boat was bought from James Wallace, the price paid being forty-six pounds. It was built of "Loblolly Bay Plank" and had a twenty-five foot keel, cars, masts, sails, cable, anchor, and everything complete, being approved by the pilot as a suitable boat for the bar.³⁹

Late in September 1773 three transports carried Lieutenant Colonel Carr and the remaining companies of the 29th Regiment to Charleston. After

37. C. O. 5/545, p. 161.

38. C. O. 5/553, pp. 119, 135, 137, 139; 5/554, p. 107.

39. C. O. 5/553, pp. 120, 153.

lying off the Look-out Tower for a fortnight, the brigantine *East Florida Merchant* (Captain Alva Lofthouse) with dry goods from London, was becalmed over the bar on December 2, struck, and broke up during the next ten days. Two thirds of her damaged merchandise was salvaged. Such mishaps convinced the local authorities of the need of two launches like those the Spaniards had used. They could lighten vessels outside the bar and tow them in. Governor Tonym had arrived from England on March 1, 1774. His ship, the *Brittania*, had lain off the bar for sixteen days until his servants and baggage could be landed. In early July he wrote to the Board of Ordnance that an incoming ship's only danger was in getting becalmed on the bar and heaved by a heavy swell into shoal water. To obviate this he was having a launch built with sixteen oars in double banks. In a calm it would tow all ships over the bar. With it the pilots expected to bring in safely any ship of ten feet draft. Tonym wrote to Dartmouth that several owners of small craft sought to profit by spreading "dreadful accounts" of the bar and imputing to it losses of vessels down the coast. The new launch would be ready by November 1 and cost fifty-six pounds, ten shillings. Dr. Andrew Turnbull's bill for this amount was dated December 9, 1774.⁴⁰

In the previous July Alexander Skinner, the naval officer since January 12, 1770, had presented his bill of over thirty-five pounds for sundries for the Look-out Tower, etc.⁴¹

(To be concluded in the next number).

40. *South Carolina Gazette*, Sept. 27, Oct. 4, Dec. 27, 1773; C. O. 5/554, pp. 133, 97, 99, 15; W. H. Siebert, *Loyalists in East Florida, 1774-1785*, II, 379; *South Carolina Gazette*, Mar. 21, 1774.

41. Siebert, *Loyalists in East Florida, 1774-1785*, II, 379, 24n., 94n.