*From:* "RC Brooks" < [rcbrooks@acadia.net](mailto:rcbrooks@acadia.net)>  
*Subject:* [A-REV] MD Barge "Fearnought"  
*Date:* Tue, 5 Mar 2002 23:23:27 -0500

Whatever the Barge Fearnought was, it would appear that she was large as she had 50 men initially in 1782 then 36 later on plus three officers two warrants and a steward. She had a 6-pounder bow gun. The following documents may be of interest.  
  
The State of Maryland to Edward Spedden, Gentleman, Greeting.  
Be it known that We reposing especial trust and Confidence in your Patriotism valour Conduct and Fidelity, do by these presents constitute and appoint you to be Second Lieutenant of the Barge Fearnought in the Service of this State, fitted out for repelling every hostile invasion thereof, and for the Defence of our Liberties. You are therefore carefully and diligently to discharge the Duty of Second Lieutenant of the said Barge by doing and performing all manner of things thereunto belonging, according to the rules and Discipline of War, and the usage of the Sea, and the Instructions which may from Time to Time be given you. And we do strictly charge and require all Officers, Seamen, Marines, and others under your Command, to be Obedient to your Orders as Second Lieutenant of the said Barge and you are to observe and follow all such Orders and Directions which you shall receive from the Supreme Executive Power of this State. This Commission to be in force until Lawf!  
ully revoked. Given at Annapolis in Council this  
23rd Day of May, A. D. 1782.  
  
ROLL OF THE BARGE FEARNOUGHT. CAPT. SPEDDING.  
  
THE NAMES TIME LAST PLACE OF RESIDENCE COMPLEC- OF MEN OF AND PLACE OF THEIR BIRTH. STATURE. TION. ENLISTED FOR INLISTMENT. THE BARGE "FEARNOUGHT."   
  
Robert Burch 27 May Talbot County 5.5 Dark  
Wm. L. Merrick 27 " " 5.5 "  
George Willson 27 Caroline County 5.8 Fair  
Thomas Moore 27 " " 5.11 "  
John Shipperd 28 Talbot " 5.6 "  
Thos. Shenin 28 " " 5.8 "  
John Stuart 28 " " 5.6 Dark  
Henry Buckly 28 " " 5.9 Fair  
Levi Neighbours 28 " " 5.7 "  
Thos. Ewbanks 28 " " 6.0 "  
John Jacobs, Jr. 28 " " 5.6 Dark  
Thos. Chapman " " "  
James Fleming 28 " " 5.11 Fair  
Zadok Harvey 29 Caroline " 5.10 Dark  
Chas. Price 29 Talbot " 5.10 Fair  
Richard Eaton 29 " " 6.0 Dark  
Wm. Lee 29 " " 6.2 Fair  
Wm. Low 30 " " 5.7 "  
Thos. Perry 1 June Caroline " 5.6 "  
Henry Perry 1 " " 5.6 "  
Joseph Bush 1 Talbot County5.10 1/2 Dark  
Nehemiah Beckwith 1 Dorset " 5.7 "  
David Davis 1 " " 5.11 "  
James Frazier 1 " "5.9 "  
Wm. Frazier 1 " " 5.10 "  
John Thomas, Jr. 1 " " 5.5 1/2 "  
Saml. Abbet 1 Talbot " 5.11 Fair  
George Price 1 " " 5.5 "  
Sails Canner 1 " "5.10 Dark  
Thos. Richardson 2 " " 5.10 Fair  
Emmory Collins Caroline " 5.6 Dark  
Saml. Farrow 4 " " 5.8 Fair  
Jacob Jackson 4 Queen Ann's County5.5 Dark  
Henry Powel 4 Caroline " 5.8 1/2 "  
James Neighbours 4Talbot "5.5 Fair  
James Crouch 5 " " 5.5 Dark  
Rich. Ewbanks 11 " "5.10 Fair  
James Collins 11 Caroline " 6.1 "  
William Murphy12 " " 5.9 Dark  
William Rumble15 " " 5.9 "  
John Thomas 16 Dorset " 5.7 "  
John Wheelor 1 " " 5.10 "  
William Wiliby30 " "6.4 Fair  
William Navy 10 " "5.8 Dark  
John Frazier 7 July " " 6.1 "  
Rich. Smith 22 Baltimore Town, 5.8 Fair  
born in Balto. County  
Gideon Gambrel 15 June Caroline County 5.7 "  
Daniel Oneal26 July Annapolis, 5.10 Dark  
born in New England  
George Gore 26 Annapolis,5.8 "  
born in New England  
John Faris(or Fanis) 29 Talbot County  
  
  
  
[Each was paid £3 bounty except Richard Eaton, John Thomas and George Gore,  
who were paid £3.15.  
Each enlisted for one year except William Navy and George Gore, who  
enlisted to Jan. 1st, 1783.]  
  
  
A Pay Roll of the Officers and Men of the Barge Fearnought, Capt.  
Levin Spedden.  
  
  
OFFICERS' AND MEN'S PAY PER OFFICERS' AND MEN'S PAY PER  
NAMES AND STATION. MONTH. NAMES AND STATION. MONTH.  
  
Captain £15 Boatswn. 5. 12. 6  
Levin Spedden George Wilson   
1st Lieut. 10 Gunner 5. 12. 6  
Zadock Botfield Jacob Jackson  
2nd Lieut. 10 Steward 3. 15. 0  
Edward Spedden Samuel Abbot  
Privates, £3 each per month Privates Privates  
John Frazier, (for Joseph Valliant, (absent) Nehem. Beckwith, (absent)  
1 year, Furld.) John Jacobs Henry Powel,  
William Lee, (absent) Thomas Chapman (in Flying Fish)  
William Frazier William Rumble Thos. Perry,  
Thomas Moore Thomas Ewbanks (in Flying Fish)  
Zadock Harvey James Collins John Thomas, Jr.,  
William Merrick Emory Collins (in Flying Fish)  
Gideon Gambrel Henry Perry, Richd.Eaton, (absent)  
William Willowby (in Flying Fish) John Thomas  
George Price John Steward James Neighbours  
Charles Price Joseph Bush David Davis  
John Shepherd William Low James Frazier  
Samuel Farrow William Navy Joseph Christian  
John Weaver John Wheeler   
Thos. Richardson James Barnes, (paid off)  
  
  
[Pay commenced 21st Sept. '82, for all except Joseph Christian, whose pay commenced Nov. 15th, '82.  
Each was paid for 2 Months and pay was due to Jan. 1st, 1783.]  
  
  
  
Annapolis, Saturday, Dec., 1782.  
Gentlemen  
As you have suspended me from officiating the duty of Lt. on board the Barge Fearnought, I think It a hard case that I have not had a hearing in my own defence, as there is so many false reports propogated to my prejudice, in respect of my Conduct on that day in the action with the British Barges, Sincerely was this. I was Stationed at the bow Gun a 6lber. when we came into Action the first fire bursted, as much as Two feet of the uper part of the Muzzle blew of. I immediatly acquainted the Capt. of the Misfortune his answer was try her again my Answer was here is at It then and accordingly fired two rounds Shot & Two rounds Grape before the Comodore's Barge had blew up & It's said that I Contradicted his Orders when he gave Orders to board the British Barge then Nearly Along side the Comodore's Barge. I affirm on the word of a man that I did not hear the Orders given being at too great a distance & the men in Confusion but Expected as the men had their Oars out!  
that we was to try to board the British Barge & try to save some of the Comodore's men if possible that was blown Overboard. I saw our men Confused in rowing some giving way a Head & Others backing water I called to them & told them to give way all together & not to be so Confused and as for leaving my Station I never left It till we where Oblidged to make our retreat & all Sails Set. Then I went Aft & told the boy at the Helmn to let me have the Helmn as I thought I could Steer better myself. & If Capt. Speddin wanted me forward I would gone at the first word.  
I am, Gentlemen  
Yr. Hble. Servt. tho' in Disgrace.  
Zadok Botfield.

*From:* "RC Brooks" < [rcbrooks@acadia.net](mailto:rcbrooks@acadia.net)>  
*Subject:* [A-REV] Re: the Barge Fearnought  
*Date:* Wed, 6 Mar 2002 19:57:38 -0500

Rhonda  
  
> I wonder what mode of travel in 1782, these 50 men had  
> had once they boarded this barge, going from one point to  
> another?  
  
I previously posted the Dec 1782 deposition of Zadock Botfield, 1st Lieut  
of the FEARNOUGHT, wherein he wrote: "... . I saw our men Confused in  
rowing some giving way aHead & Others backing water I called to them & told  
them to give way all together & not to be so Confused and as for leaving my  
Station I never left It till we where Oblidged to make our retreat & all  
Sails Set...."  
  
This makes it clear that the FEARNOUGHT had the capability to either row or  
sail. The Maryland navy also had galleys (a.k.a. "row galleys" with two  
masts, lateen rigged) so the "barge" may be what the British called a  
half-galley; i.e., a single masted, lateen-rigged vessel. I have not been  
able to find a detailed description of the Maryland barges -- I can identify  
seven: DEFENCE, EXPERIMENT, FEARNOUGHT, INTREPID, PREVENTER, REVENGE, and  
TERRIBLE, although EXPERIMENT may be a smaller vessel than the others. The  
fiasco in Dec 1782 involved the FEARNOUGHT, TERRIBLE and DEFENCE with the  
Captain of the TERRIBLE and the 1st Lieut of the FEARNOUGHT brought under  
inquiry.  
  
Agreed that this Board will on Monday next proceed to an  
enquiry into the Conduct of Captain Dashiell of the Barge Terrible  
in the late Action with the Enemys Barges-Ordered that Notice  
be given to Captain Dashiell and that the Officers of his Barge,  
and of the Barges Fearnought and Defence be directed to attend on that  
Day.- Agreed that this Board will on Monday the 30th of Decemr Instant  
proceed to an enquiry into the Conduct of Lieut Botfield of the  
Barge Fearnought in the late Action with the Enemy's Barges-Ordered  
that Notice be given to Lieut Botfield-and that the Officers of  
the Barges Fearnought, Terrible and Defence be directed to attend on  
that Day.- [7 Dec 1782]  
  
> What kind of transportation would one have suspected they  
> would have had when getting to the barge, and then, once  
> at their destination to leave the barge to travel on to their  
> next destination???  
  
The Maryland barge was a warship not a troop transport. The men were her  
crew.  
  
> If one was a foot soldier, obviously one would use their  
> feet to travel, but what about those that rode horses? Do  
> you think there would have been a source of transportation  
> waiting for these soldiers on the otherside during war time??  
  
Maryland troops were transported on water by hired or state owned vessels.  
Horses would be transported as deck cargo, usually amidships. Most of these  
trips would be a day or less in duration.  
  
The Bristish Naval Board had a few specially built horse transports used for  
bringing horses from England to New York.  
  
When the British send its expedition from New York to seize Savannah GA in  
November 1778, they sent two "horse sloops" with them. One of these vessels  
was taken in Port Royal Sound by Captain D. DeSaussure in the Beaufort Pilot  
Boat. There were 19 horses belonging to the Artillery onboard as deck cargo  
plus horse handlers and a couple of Provincial officers (one with his wife).  
  
The nomenclature of vessels during the AWI frequently could mean completely  
different things in different locales.  
  
For example, the Connecticut "armed boat" usually was a whaleboat with a  
cannon in the bow. The SPY, FIREBRAND and FOX, three armed boats, were  
commissioned 11 July 1782 by the Continental Congress, each had one cannon  
and ten men. The three were collectively bonded for $20,000.  
  
The Virginia navy armed boats LIBERTY (Captain Richard Barron) and PATRIOT  
(Captain James Barron) were fast, tops'l sloops. The Virginia Naval  
Committee was known to send newly commissioned vessels to Portsmouth to race  
the LIBERTY or PATRIOT as a benchmark of the new vessels' sailing qualities.