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American State Papers---Naval Affairs,
Vol. 1, Page 6,
Document 2

Construction of Frigates under the Act of
March 27, 1794.

"One thirty-six guns at Baltimore."

28 March 1794

American State Papers - Military Affairs. Vol. 1 page 87.

Fortifications at Baltimore, Maryland, and Norfolk, Virginia.

Instructions to ^{do} John Jacob Ulrich Rivardi, acting ad temporary Engineer in the service of the United States.

In pursuance of the direction of the President of the United States, you are hereby appointed an engineer for the purpose of fortifying the ports and harbors hereinafter mentioned, viz. Baltimore, in the State of Maryland, Alexandria and Norfolk, in the State of Virginia.

You are, therefore, immediately to repair to the ports to be fortified, in the said States, respectively, and, in case the Governors should be near any of said ports, you are to wait upon them and exhibit these instructions; but, if the Governors should be at any considerable distance from your route, you are respectfully to notify them of your appointment, enclose them a copy of these instructions, and inform them that you have repaired to the ports aforesaid, in order to make the necessary surveys and investigations relatively to your mission, which you will submit to their consideration and take their orders thereon.

As soon as you shall receive their approbation of your plans, you are to construct the works and execute them with all possible dispatch. ~~TESSSSSSSSSSSS~~

The following is an extract of the estimate on which the appropriations for the fortifications have been founded: the proportion of expence, therefore, herein stated, for the said port, must not be exceeded, Viz.

Baltimore 28 pieces.	
Parapets, embrasures, and platforms	
for batteries, for 28 pieces	\$2,015.44
A redoubt, with four embrasures	810.

Two Magazine,	\$ 400.00
Block house or barracks,	500.00
Contingencies	500.00

Garrison to consist of 1 subaltern , 2 sergeants, 2 corporals, 2 musicians and 24 privates.

...

...

For the compensation for your services and personal expenses, you will be allowed and paid at the rate of four dollars per day, while you should be employed. For All reasonable extra expenses, such as necessary boat hire, and persons to assist in your surveys , you will be allowed; but for these you must keep regular accounts and take receipts.

You are to deliver to the Governors copies of all your plans, surveys, soundings, &c. and also transmit copies of the same to this office. You are also to make a weekly report to this office of your proceedings. I have issued my warrant, in your favor, for two hundred and fifty dollars, as an advance on account of your compensation and personal expenses.

As it is conceived that the case of Norfolk is the most pressing , you will stay no longer in Baltimore than is necessary to inform the Governor, mark out the works, and leave the execution for the present to Captain Stricker, or some other person whom the Governor may appoint for that purpose.

You will please to give every necessary direction or advice relatively to the mounting of the cannon at those places. I have written to Captain Stricker ~~of~~ at Baltimore, and the Governor will appoint some person for Norfolk.

Given at the War Office of the United States, This 28th day of
March, 1794

H Knox, Secretary of War.

Copy of a letter from J.J. U. Rivardi to the Secretary of War, dated Baltimore, April 13, 1794.

Sir:

I had the honor to receive, yesterday night, your letter of the 11th. Instant. I hasten to answer it, and to communicate to you my plans for the fortifications of Baltimore; they were drawn in the greatest hurry, but are sufficiently exact to convey a good idea of the spot, its advantages, and its defences.

The point of land represented in the small map, accompanying the plan, is about three miles from town to its extremity, where the old fortifications are placed; the branch of river, which extends itself to Baltimore, and forms ^{the} a harbor, has hardly one hundred and twenty perches breadth at the entrance, where there was a chain, during the last war, as is marked in the map; the points, marked AB, indicate the opening left for the passage of vessels; the water is deep enough there to admit a frigate. There are two banks, expressed by dotted lines, which render it impossible to any vessel of some burthen to sail in any other direction but that dotted on the map; a direction which presents the broadside to the front of the lower battery.

You will please to observe, that every work, which I propose, is expressed in the paper with yellow color; there are three parts to be attended to in the works exhibited in the plan, viz: the lower battery, A, B, C, the upper battery D, E, F, and the star fort G.

The lower battery's greatest defect, in point of construction, is, that a vessel, after having passed the upper reef, can with ease pour its broadside in the side of the guns; this enfilade is prevented by raising the epaulement, 1, 2, 3, which affords, likewise, sufficient room to pursue, with a sure fire, a vessel which should have succeeded in passing; whereas the battery, in its present situation, must be abandoned, as soon as a vessel, even ~~with~~ of a few guns, passes the point.

The salient angle B, is totally undermined by the water, and partly fallen down, in such a manner that, without having recourse to an expensive pilotis, there is no possibility to do any thing except to bring the line, B, C, back to 4, 5, and B, 4, to 5, 6; by that method the direction of the fire is not altered, and there is still space enough for the free management of the artillery; the height 1, covers the battery on that side, and the ground round it is so commanded by the upper works, that the enemy could derive no advantage from it. That lower battery can contain twenty guns, whereas there were only eleven formerly, by a bad idea that it was better to have more in the upper works. I think it will be indispensable to have beam of ~~timber~~ two feet to the battery even if the embrasures were faced with timber or saucissons. The communication from the lower to the upper works was from D to H, but ~~it~~ has been destroyed by some person who transformed the whole of the spot, ^{together} ~~there~~ with the ground intended for the powder magazine, into a deep pit, by digging for red ochre. I propose, therefore, to bring the whole of it to a gentle slope, in which it will be easy to cut a road for the cannon, the lower battery will then be commanded by the redoubts, which formerly could not fire a single bullet into it.

The upper battery commands the lower one very imperfectly; being too near ~~##~~ of it, considering its height and the necessary thickness of the breastwork, it will be necessary to take away a good deal of its ascent, otherwise, the epaulements, indispensable for its protection, would be of an enormous and very expensive elevation. Six guns can be conveyed to the lower battery, as five pieces in embrasures, and three or four on frame carriages, will be quite

sufficient, the latter to be on the line D, E, and the embrasures as marked in the plan; that upper battery had the same fault as the lower one, viz: to have its rear completely open from the south side, so that ~~ammunition~~ a vessel, in intelligence with the enemy, would silence the whole of the guns, after having sailed down the river as far as the point O. In general, a small body of men, landing in boats anywhere on the western side of the point, might with ease, in the present state of things, penetrate wherever they should think proper, and spike the guns.

The only and cheapest method I could contrive to secure the whole of the works, and to establish mutual defence, is to continue the epaulement, D, in E; then to project a line, E, F, terminated by the redans, F, G, H; by that method we obtain a well directed ~~cross~~-fire on the land side, the defence of the river is increased of the flank, F, G, the upper battery is sheltered, and we obtain a commodious space, well covered, for the barracks and magazines; the ditch running before the breastwork, E, F, G, H, communicates with that of the redoubt, drains the ground, and forms a barrier round the works.

The Star fort never was entirely finished, and the greatest part of the ditch is filled up with the earth of the parapets; that kind of redoubt, always ~~is~~ bad in itself, (the fires being oblique, and the salliant, as well as the entrant angles, indefensible) is rendered still more so, the perpendicular of construction being one fourth, instead of one third of the side of the ~~polygon~~ polygone; the only method by which it is possible to render the place able of a good defence, is to construct the two small bastions, J and K, in small pieces, en barbette, on travelling carriages, would defend, by their fire, the whole breadth of the point; all the entrant and salliant

angles, but two, would be perfectly flanked; a powder magazine could be constructed in the bastion K, as it is the driest place in the whole point, the platform itself serving as a boom poof. I am sorry the mail, which closes to night, forces me to be more laconic than I should be on that head, but the inspection ~~of~~ the plan will supply any further explanation.

There ought to be, on the opposite shore and close to the chain, a small tete de pont, or, whar would be better, a square redoubt, to prevent any boat from destroying the chain in the night. I would have it slightly constructed, and to hold only a couple of small four pounders, that the enemy could make no use of it against the lower battery.

I think it would be highly necessary to have immediately a couple of carriages made , if it was only to have the pieces examined and tried, which I would like to see done before I go. I shall, with the greatest pleasure, give every necessary direction on that head, as soon as I have your possitive orders, and shall likewise, in a few days, write down what carriages should be requisite for the different works.

It is evident that the sum allowed by the ^eGovernment, is entirely insufficient, ~~than~~ even to repair the old works, and to erect the necessary buildings, platforms, carriages, &c.; but I have been assured, that the militia will turn out, and give all possible assistance. The sum ~~above~~ mentioned will then be sufficient for materials, carpenter's work, &c. I shall want ~~##~~ 1,280 feet solid timber, for the facing of some part of the works, at one shilling a foot; 1,400 palisades to freize and palissade the berm and

ditch of those two sides of the redoubts which are not flanked, besides the necessary timber for facing the embrasures and covering the platforms; much will be done by the citizens of Maryland. General Williams is absent, and is in such a bad state of health, that he is not expected to return. Lieutenant Dodge seems to be an active man, and well calculated to forward the execution of the business; but I wish a man, understanding the geometrical part of the business, could be now and then consulted during my absence. There is one Mr. Francois Gardy, who is perfectly competent to that business, and who, with very little encouragement, would attend when it would be necessary. I have sent to-day my plans to the Governor, with all necessary explanations, and shall have the honor of communicating to you his answer as soon as I receive it. I imagine the best method will be, to begin by the barracks, to go on then with the lower battery, and to proceed in the order the importance of the works will dictate. I shall repair to Norfolk as soon as I am liberty to go. I do not know even if it would not be better to sail there first, as in twenty-four hours I could easily perform that journey by water, and when I should be ready for plans I could then go to Alexandria.

~~copy~~

Copy of a letter from J. J. U. Rivardi, to the
Secretary of War, dated,

Baltimore, April 20, 1794

Sir:

Having received two days ago letters of the Governor of Maryland, expressing his full satisfaction of the plans which I proposed, I drew immediately the lines of the ground, and prepared drawings and sections on a large scale, for the superintendent of the works; I think, therefore, that nothing can delay either their execution, or my journey to Norfolk, for which place I set off to-morrow by the packet. I shall take the liberty now to state to you the demand for tools and materials which I delivered to Lieutenant Dodge, viz:

For the barracks.- A frame forty feet by sixteen, five thousand feet of one inch plank, one thousand feet one inch and one quarter ditto, four thousand shingles, nails, and the necessary hinges, window frames, &c.

For workmen's tools.- One hundred shovels, thirty pick-axes, thirty-six pickets, seventy wheel barrows, a hundred fathom line.

Workmen.- Six workmen for the barracks, and six journeymen for the fortifications. I signed that first demand the 15th April, 1794.

The second demand is for two gins, with their blocks and falls; for one crowbar; and for an addition of six workmen. It is signed the 19th April, 1794.

I gave, besides, an estimate of the necessary materials for platforms, embrasures, &c. as follows:

For 32 platforms, requiring, each, 125 feet of oak timber, one foot square, and 261 feet of oak plank, three inches and a half thick.

Squared oak, 4,000 feet; plank, 8,352 feet.

For 28 embrasures, each wanting 166 feet of two inch plank, 4,648 feet.

For the guns. Eleven garrison carriages for 18 pounders; four garrison carriages for 12 pounders; six travelling carriages for 12 pounders, and two after trains. One travelling carriage for a 6 pounder, if it bears

I gave the necessary directions for the carriages, and Mr. Dodge will contract for the wood necessary to their construction, as they will then be much cheaper than the pattern which I had made here. I saw one eighteen pounder mounted yesterday, and showed, myself, how to try it. The company of artillery of the town offered their services for trying all the other pieces in the same manner. In general, it seems that the citizens are disposed to give every possible assistance; so that I hope the whole plan will be executed for the sum allowed by the Government. I directed the superintendent to proceed immediately with the lower battery, as the most important, and to mount the cannon, as the platforms and parapets are ready for their reception. The first letter I shall have the honor to write to you, will be dated at Norfolk. I beg you to depend upon my diligence, and believe me to be, with the utmost respect.

Copy of a letter from Major Rivardi to the President
of the United States.

Norfolk, 6th May, 1794.

Sir:

I take the liberty, for the first time, to address your Excellency concerning the difficulties which I met, in the performance of the task you did me the honor to intrust me with. I found, in Baltimore, the situation so advantageous, the soil so proper for fortification, and the zeal of the inhabitants so favorable to my purpose, that, after having given the necessary plans, I left the place with strong hopes ~~that~~ that the works should be executed for the sums allowed by Government for for that purpose.

At my arrival here, I found an extensive coast, requiring multiplied points of defence; a soil, loose, without the least adhesive quality; the people, though disposed to assist with all their power, much less numerous than at Baltimore: and I compared, with great concern, the sums allowed for the latter place and Norfolk.

.....

J. J. U. Rivardi.

From Samuel Dodge, Agent for procuring materials, &c. for the fortifications at Baltimore.

Baltimore, July 8, 1794.

Sir:

The timber and plank, for the platforms, is all landed at the fort, with timber for eleven garrison and seven travelling carriages, ordered by the engineer, exclusive of one ~~cannon~~ carriage for an eighteen, and four for twelve pound ordnance, which the engineer contracted for at fifty dollars per piece.

The carriage for the eighteen pounder, with the implements, I have paid for by the order of the engineer; since rendered useless, with one of the carriages for a twelve pounder, by the bursting of two guns. The travelling carriages will be eighty dollars per piece; but shall have neither one nor the other made until further orders from your Excellency, as no money has been ~~paid~~ placed in my hands for that purpose.

Your Excellency's instructions directs that I should forward you and abstract of the articles for which the first moiety of the sum contemplated was disbursed, which I should have done, but the second was wanted for the payment of timber and plank, with the plank for the carriages; the amount being nearly that of the first moiety.

I have received eight carriages, directed to my care by Mr. Samuel Hodgdon, but am apprehensive that there must be a mistake, as they are ship carriages, being entirely too low. The works are constructed for carriages three feet ten inches high; and I expect the extra expense of laying a platform will be more than the price of a ship carriage.

It is impossible for me to give your Excellency an accurate statement of the proportion of the work, as the whole of the lower battery, with part of the upper line, has been raised by the citizens;

and no account kept of the different days' works. The engineer ordered me twelve men, who have beaten the whole, and sodded about two-thirds of the lower battery, when finished, and the platforms laid, will be equal to one half of the plan.

Your Excellency will please to observe that the water battery is about six hundred feet in length, and twenty feet through, with embrasures for twenty-four piece of ordinance,

It is with no small degree of pain that I inform your Excellency that the works, for want of a guard, are much injured by the citizens trampling on it; they have torn it to pieces in a most shameful manner; the cattle, likewise, do great damage to the sods.

I should be glad to know what were the wages given at the fortifications in Pennsylvania; I have hitherto got men for three-fourths of a dollar, but from Saturday night I shall give one dollar or lose the men.

Samuel Dodge.

His Excellency General Knox.

Baltimore, July 10, 1794.

Sir:

I have the honor to forward your Excellency, by this post, the statement mentioned in my letter of the 8th. instant, which is as follows, to wit:

Timber, plank, and shingles, for the barracks,.....	\$150	33
124 Shovels.....	\$110	08
11 Casks of powder	\$ 95	27
Drayage.....		50
2 Log lines to lay out the works,.....	\$ 2	00
1 Gun carriage, with the implements.....	\$ 62	00
Plank for a sewer to the spring,.....	\$ 8	95
Shaving 4,000 shingles,....	\$ 9	56
29 Picks, 6 axes, 1 crowbar, and spikes for the sewer and bridge,.....	\$ 46	86
Plank for stakes to lay out the works,.....	\$ 1	96
20 Wheel-barrows,.....	\$ 80	00
Nails for the barracks,;.....	\$ 18	00
25 Bushels of lime for the barracks,.....	\$ 8	33
1 Set of gin blocks,.....	\$ 6	33
1 Fall for ditti.....	\$ 7	40
Locks, bolts, &c. for the barracks.....	\$ 8	87
Timber and plank for the brifge,.....	\$ 31	37
One month's wages for two barge ^s men attending on the fort.....	\$ 36	00
Timber and plank for the platforms, with plank for the carriages,.....	\$1,499	78
175½ days' work of the artificers.....	\$ 244	91
727½ days' work of the laborers.....	\$ 569	43½

	\$ 2,998	04½

I have received from the United States \$ 3,200. The remaining fifteen

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carriages I understand arrived last night in town; shall have them,
with the eight that arrived some time since, brought to the fort. There
has none of the guns yet arrived.

I have the honor, &c.

Samuel Dodge.

His Excellency General Knox.

Baltimore, September 14, 1799

1794
~~1799~~

Sir:

I have the honor to inform you that the lower work of the fortification, at this place, is complete to laying the platforms; three of them are made and one nearly ~~made~~ ^{aid}. I did expect that the work would have been further advanced than it is, but the sickness and the loss ~~of~~ ^{of} number of my men has prevented it. I have likewise ~~been~~ ^{been} confined these six days, by which means the work has been greatly retarded. I am under the necessity of making and laying the platforms with the laborers, as no consideration can induce carpenters to work at the fort.

The moneys that have been sent on is expended, to about seventy dollars thirty cents, or thereabout, of which I have to pay for tools, &c. for laying the platforms.

I should have notified your Excellency of the situation of the fortification, and the expenditures, before this, but my indisposition has been such as rendered it out of my power. The platforms, from the largeness of the timber, and the form they are directed to be made, require a great deal of labor both in putting together and laying.

I have the earth to raise very much, and that requires much ramming to make it sufficient to stand the firing of the ~~guns~~ ^{guns}. The number of men I have at present are fourteen; I ~~was~~ ^{was} directed by the engineer to have eighteen, but it is almost impossible to get laborers.

Samuel Dodge.

1794

Document 60 (Continued.)

In addition to the above expenditures, made through the Department of War, on account of fortifying Ports and Harbors within the United States, the following sums, for the same purpose, have been disbursed at the Treasury subsequent to the year 1793 (per statement from the Treasury.)

Ports & Harbors.	Period of Time	Total
Baltimore, Maryland-	Nov. 18th, 1794, to Nov. 28th, 1799,	\$15,285 36
Annapolis,	July to Dec. 1794	2,997 75

Total sums expended by the Department of War, for fortifying Ports and Harbors within the United States, since the 20th of March, 1794, to the 31st December, 1805.

Ports & Harbors.	Period of Time	Total
Baltimore, Maryland-	20 March, 1794, to the 31 Dec. 1805-----	\$95,073 12
Annapolis,		\$ 268 50

Nov 19, 1807

A report by the Hon. Henry Dearborn, Secretary of War.
Heavy Iron Cannon necessary for forts, &c. from 18 to 42 pounders.
Maryland-----30

Document 72.

Fortifications and Gunboats.

Communicated to the House of Representatives, Nov. 24, 1807.

That the numerous aggressions and violations of our jurisdiction, recently committed within our ports and waters by British ships of war, whether they are to be regarded as the effects of positive orders from the British Government, or as proceeding from the unrestrained insolence and rapacity in British naval commanders which previously produced the murder of our citizen John Pearce, and the perpetration of many other well remembered, outrageous, and irritating acts, are convincing proofs of the necessity of placing our ports and harbors, as speedily as possible, in a situation to protect from insult and injury the persons and property of our citizens living in our seaport towns, or sailing in our own waters, and to preserve therein the respect due to the constituted authorities of the nation.

That the committee, having maturely considered the subject, are of the opinion, that the protection desired can be best and most expeditiously afforded by means of land batteries and gun boats; as they have been induced to believe, that, by a judicious combination and use of these two powers, effectual protection can be given, even to our most important seaport towns, against ships of any size unaccompanied by an army.

That our most important ports and harbors, and those requiring the earliest attention, and the most expensive fortifications, are New Orleans, Savannah, Charleston, S. C. Wilmington, N. C. Norfolk, ~~Baltimore~~
Baltimore &c.

Fortifications at Annapolis, Maryland, and Alexandria,
Virginia.

Instructions to John Vermonnet.

Dated War Dept. May 12th. 1794.

.....

The President of the United States, who is well acquainted with the river Potomac, conceives that a certain bluff of land, on the Maryland side, near Mr. Digges's, (the points formed by the eastern branch of the Potomac,) would be a proper situation for the fortifications to be erected.

.....

(Annapolis is mentioned ⁱⁿ / ~~the~~ previous paragraph.)

Copy of a letter from the Secretary of War to the
Secretary of the Treasury.

War Department, July 9, 1794.

Sir:

Agreeably to your request of the 7th instant, I have the honor of transmitting you the sums to be expended upon the fortifications specified by the laws, the entire appropriation for which amounts to one hundred and six thousand dollars. The sums apportioned to the different places amount to one hundred and four thousand and twenty-five dollars and fifty-two cents, leaving a balance of one thousand nine hundred and seventy-four dollars and forty-eight cents, to be apportioned hereafter to such places as may be deemed necessary.

(21 places mentioned).

Annapolis-----	\$ 3,000	00
Baltimore-----	\$ 6,225	00

(Last two lines on page.)

The collector at Baltimore has been directed to take measures for ascertaining the value of the land at Whetstone Point, near Baltimore, whereon the fortifications are erected .

Treasury Department, December 17, 1794

Statement of Monies^{EYS} Transmitted from the Treaury Department to be placed in the hands of the agents for the fortifications at the following places, to wit

(21 places mentioned)

Baltimore Maryland-----	\$ 5,200 00
Annapolis, do. -----	\$ 2,750 00

Fortifications.

Communicated to the House of Representatives, Jan. 28, 1795

Mr. Samuel Smith, from the committee to whom was recommitteed the report of the committee to whom was refered the report of the Secretary of War, respecting the fortifications of the United States, made the following report;

That, by an estimate of the Secretary of War, during the last session, the following sums were considered as sufficient to fortify the following ports and harbors (21 places are named and 2 relate to Maryland.)

{	Annapolis,-----	}	-----	\$ 3, 737	58
	Baltimore				

.....

Annapolis stands by a particular act, and it is suggested no estimate be made on that subject, as the President is already empowered to go on with the works, if he thinks necessary.

The committee are of opinion, that the following sums will be sufficient to complete the fortifications, agreeably to the original intentions, viz; (16 places are named and one in Maryland.)

Baltimore,-----	\$ 2, 500	00
-----------------	-----------	----

Your committee, taking into view every circumstance connected with this subject, submit the following resolutions.

Resolved, that a sum, not exceeding fifty thousand dollars, be appropriated for the purpose of completing the fortifications of certain ports and harbors in the United States.

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Document No. 3.

War Office, December 12, 1795.

Statement of the progress made in building a Frigate, to carry thirty-six guns, at Baltimore, under the direction of Mr. David Stodder, Naval Constructor, and Captain Thomas Truxtun, Superintendent.

The keel is completed and laid on the blocks; the pieces are scarfed and bolted to each other in the best manner. The stern frame is not quite complete. Near two-thirds of the live oak timber for framing the ship is arrived; great part of which is worked to the various moulds, and some part bolted together in frames, and ready to go into the ship. The beams for gun deck and lower deck are received, and are put to season. The plank for some of the decks is in the yard, and ready for laying; most of the plank for outside and ceiling are ready, and are in the yard. The copper for securing the various parts of the ship together, and for sheathing the bottom, is in the public stores. The masts, bowsprit, yards, and all other spars, are cut, and ready to be delivered. The boats are building; and the bits for the cables, coamings for the hatchway, carlings, ledges, and partners for the masts, are getting out. The principal part of the iron work is done for the hull, and materials and all the necessary contracts are entered into by the agents, and the articles contracted for are daily arriving.

Fortifications.

Communicated to the Senate by the Secretary of War.

Jan. 18th. 1796.

Baltimore.--A battery and a barracks have been constructed, and some guns are mounted.

Annapolis.--Some progress had been made in the construction of a fort and battery, and a barrack had been erected. But an examination of the works by an engineer, other than the one first employed, produced an unfavorable report of the plan of the works; and, under actual circumstances induced a relinquishment of them. A similar report as to the plan and situation of the work at Alexandria, induced a like relinquishment.

Statement of the progress made in building a
Frigate at Baltimore, to carry thirty-six guns.

The whole of the frame is raised; the wales, black strakes, flush, quarter and fore drifts on, and dressed off; the ceiling, clamps for guns, lower and orlop decks, are all in and dubbed off; the beams are prepared and ready to be put into their respective stations; the bottom is now planking, and the knees are getting ready for the decks; other parts of the hull are progressing as fast as the workmen can be employed to advantage; and from present appearances, this ship may be launched in May next. The lower topmast and topgallant shrouds, with all their respective stays, are fitted, and ready to go over the mast heads. The other rigging is also in great forwardness.

The boats are all built; water casks mostly made, together with the blocks, dead eyes, hearts, &c. The cannon for the gun deck are all in the navy yard, trimmed, and ready for mounting on the carriages, which are made.

To complete the frigate building at Baltimore - - - - - \$47,375.00.

Captain Thomas Truxtun, to command the frigate Constellation,
building at Baltimore.

January 11, 1797.

Fortifications.

Communicated to the House of Representatives, February 10, 1797.

Mr. William Lyman, from the committee appointed to inquire into the actual state of the fortifications of the ports and harbors of the United States, and whether any, and what, further provision is necessary to be made on that subject, made the following report:

The report from the Department of War to Congress, the twentieth day of January, one thousand seven hundred and ninety-six, will enable the House to form an opinion of the number and state of the forts and harbors at the period to which it refers.

The alterations in those forts, that have taken place since that period, consist chiefly in depredations made by time on such of them as have not been garrisoned, and in such repairs and additions as could be made by the garrisons where troops have been stationed, or that were wanting to their accommodation.

In the former description are comprehended, the works at Portland, in the district of Maine; Portsmouth, New Hampshire; Gloucester, Salem, and Marblehead, Massachusetts; Newport, Rhode Island; New London, Connecticut; and Savannah and Point Petre, in Georgia.

In the latter description are comprised, the defences at Governor's Island, New York; Mud Island, Philadelphia; Whetstone Point, Baltimore; Norfolk, Virginia; Wilmington, North Carolina; and Fort Johnson, Charleston, South Carolina.

The forts which have been without troops, must be presumed to have suffered considerable injury by time alone, and will require, if the circumstances of the military establishment and frontiers should not admit of their being garrisoned, in the opinion of the Secretary

Fortifications.

of War, about three thousand five hundred dollars annually, to pay persons to live in and superintend them, and for certain repairs necessary to prevent them from becoming perfectly useless.

The forts that are garrisoned have been kept in repair, so far as the force stationed in them permitted; but it will require an additional grant of money to finish some necessary buildings, and complete certain works, indispensable to their defence and preservation.

The committee find, that, by an estimate from the Department of War, accompanying this report, it appears that the further sum of twenty-three thousand three hundred and ninety-four dollars and fifty-five cents, in addition to former appropriations, is necessary to be provided for the purposes aforesaid.

The committee further report, that they have received, from the board of commissioners, and the engineer for fortifying the port and harbor of New York, sundry statements relative to the defence of that place, which they beg leave to lay before the House.

Document 28.

Fortifications.

Communicated to the House of Representatives, May 9, 1796.

A letter is recorded from Timothy Pickering, dated Philadelphia, Feb. 17, 1796.

I have the honor to inclose ~~him~~ a statement of the sums appropriated for fortifying the harbors of the United States, of the sums expended at the respective places, and of the balance on hand.....

A few acres of land, where the fortifications have been begun, for the defence of Baltimore, have been purchased.

Sums expended in fortifying the harbors of the United States, in 1794 and 1795.

Appropriations.

1794

March 21.- Act of Congress,-----	76,000 dollars.
June 9. Do.-----	30,000

1795

March 3. Do.-----	50,000
June repaid by E. Stevens, agent for New-York-----	111 63

\$ 156,111 63

Expended		
Baltimore,-----	\$ 12, 416	67
Annapolis,-----	\$ 2, 997	75

War Office, 27th.
Feb. 1798.

Sir:

The committee, to whom was referred " so much of the President's speech as relates to the protection of commerce, and the defence of the country," desire to know the amount of the moneys expended since the last session of Congress, on the maritime fortifications, and whether, in the opinion of the Secretary of War, any further appropriation is required for the same object. The following information and remarks are, therefore, respectfully submitted.

That there remained unexpended of preceding appropriations for maritime fortifications, on the 6th of June, 1797.....	\$22,065 58
Appropriation of June 23, 1797.....	\$115,000, 00
	\$137,065 58

That of this sum has been expended, viz:

.....

Baltimore.....

\$188 93

.....

*the amount of
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Marked Vol 32*

War Office, 27th.
Feb. 1798.

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	\$137,065 58

That of this sum has been expended, viz:

.....	
Baltimore.....	\$188 93
.....	

No. 32.

Fortifications.

War Office, 27, Feb. 1798.

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The committee to whom was referred " so much of the President's speech as relates to the protection of commerce, and the defence of the country", desire to know the amount of the moneys expended since the last session of Congress, on the maritime fortifications, and whether, in the opinion of the Secretary of War, any further appropriation is required for the same object. The following information and remarks are, therefore, respectfully submitted.

That there remained unexpended of preceding appropriations for maritime fortifications, on the 6th of June, 1797,-----	\$ 22,065 58
Appropriation of June 23, 1797-----	\$115,000, 00

That of this sum there has been expended, viz:	\$137,065 58
Baltimore-----	\$ 9,978 00

(No other forts mentioned in Maryland.)

General abstract of expenditures for naval armament; moneys expended in fixtures, implements, &c., at the several navy yards:

Baltimore

\$15,964.10.

Date: March 6, 1798.

American State Papers, Naval Affairs.

Vol. 1. Pages 42 and 43.

Year 1798

B	Abstract of the freight money paid for the transportation of Georgia wood, to the several navy yards:	
	Samuel & Joseph Sterett, Agents at Baltimore, freight of Georgia timber for the frigate at Baltimore	\$ 9,184.13.
	Tench Francis, Purveyor of Public Supplies	6,047.99.
	* * * * *	
C	Abstract of expenses of the several Navy Yards, for Baltimore--Item not specified--	
	Samuel & Joseph Sterett	13,782.40.
	* * * * *	
D	Abstract of moneys paid for timber, (other than Georgia wood) iron, and other materials used in building the Frigates.	
	Samuel & Joseph Sterett	66,266.48.
	* * * * *	
E	Abstract of moneys paid by several agents, to ship carpenters, mechanics, and laborers, employed at the several Navy Yards, in building the Frigates.	
	Samuel and Joseph Sterett	74,668.58.
	* * * * *	
F	Abstract of moneys paid by several agents for freight (other than Georgia Wood) including the rafting of timber for the Navy Yards	
	Samuel and Joseph Sterett	6,095.63.
	* * * * *	
H	An estimate of the application of balances:	
	Samuel & Joseph Sterett, their accounts having been rendered to 31st December, 1797, totalled *	60,670.74

* See Page 43 for detailed items.

1. Oct 1799

B.

Statement of moneys applied to the defence of certain ports in the United States, in pursuance of the act to provide for the defence of certain ports and harbors in the United States, passed the 20th March, 1794, distinguishing the moneys expended in each year, from and after the passing the said act, upon the fortifications of each harbor, to the 1st day of October, 1799.

Baltimore, 1794-----	\$ 6,086	49
1795-----	6,922	09
1796-----	2,802	23
1797-----	2,347	41
1798-----	18,022	72
1799-----	4,468	51

	40,649	45
 Annapolis, 1794-----	 \$ 2,997	 75
1795-----	2,268	50
1796-----	
1797-----	
1798-----	
1799-----	

	3,266	25